



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: WEDNESDAY, 12 MARCH
2025

Time: 7.00 PM

Venue: COMMITTEE ROOM 5 -
CIVIC CENTRE

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

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Contact: Liz Penny
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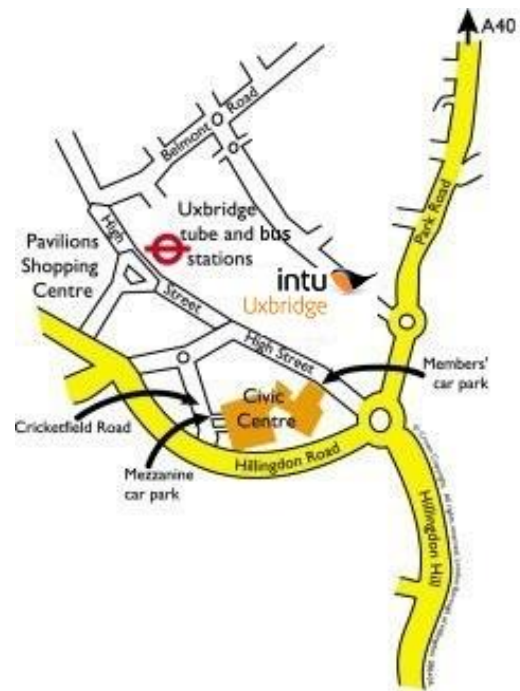
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Agenda

Chairman's Announcements

- 1 Apologies for absence
- 2 Declarations of Interest in matters coming before this meeting
- 3 To receive the minutes of the previous meeting 1 - 8
- 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

Applications with a Petition

6	13 Oak Avenue, West Drayton – 77097/APP/2024/2693	West Drayton	Erection of a two storey, 2-bed attached dwelling with associated cycle storage and amenity space Recommendation: Approval	17 – 56 288-302
7	105 Hayes End Road, Hayes – 35665/APP/2024/3154	Charville	Conversion of dwelling house into two flats, including the conversion of garage to habitable space, erection of a single storey rear extension, rear dormer with front-facing roof lights, amendments to fenestrations and associated parking (amended description) Recommendation: Approval	57 – 90 303-315
8	Dyson Drive, Uxbridge – 78464/APP/2024/3196	Hillingdon West	The creation of 9no. off-street parking spaces and planting of 3no. new trees. Recommendation: Refusal	91 – 106 316-319
9	41A Parkfield Road, Ickenham – 38629/APP/2024/1155	Ickenham & South Harefield	Demolition of the existing dwelling and the replacement with a two storey five-bedroom dwelling with associated parking and landscaping Recommendation: Approval	107-150 320-324

Applications without a Petition

<p>10</p>	<p>Unit 4 Silverdale Industrial Estate – 49261/APP/2024/2904</p>	<p>Hayes Town</p>	<p>Demolition of the existing building and structures on site, and all other associated site clearance works. Construction of a data centre building (Class B8) with plant at roof level with an emergency generator (1no.) and associated flue (provided within an external compound adjoining the data centre building), sprinkler tank and pumphouse, security guard house, and provision of one kiosk substation and MV Building. The development also comprises the construction of a new access and internal road and circulation areas, footpaths, provision of car and bicycle parking, hard and soft landscaping and other associated works and ancillary site infrastructure (design amendment reconsultation 10.02.25 including increasing parapet height by 1.54m)</p> <p>Recommendation: Approve + Sec 106</p>	<p>151-208 325-341</p>
<p>11</p>	<p>27-29 Wiltshire Lane, Eastcote – 79205/APP/2024/3177</p>	<p>Northwood Hills</p>	<p>Proposed demolition of the existing block of 3 garages, conversion of the existing locally listed flatted house into 2 houses with single storey rear extension, new dropped kerb and all associated parking provision and external works.</p> <p>Recommendation: Approval</p>	<p>209-246 342-350</p>

Planning Committee Report Part 3_Policy Appendices

Plans for the Hillingdon Planning Committee – pages 287-350

Minutes

HILLINGDON PLANNING COMMITTEE

13 February 2025

Meeting held at Committee Room 5 - Civic Centre



	<p>Committee Members Present: Councillors Henry Higgins (Chair) Adam Bennett (Vice-Chair) Elizabeth Garelick Gursharan Mand Jagjit Singh Shehryar Ahmad-Wallana Darran Davies</p> <p>LBH Officers Present: Eoin Concannon, Planning Team Leader Katie Crosbie, Area Planning Service Manager - North Natalie Fairclough, Legal Advisor Mitchell Heaven, Planning Officer Roz Johnson, Head of Development Management and Building Control Liz Penny, Democratic Services Officer Haydon Richardson, Deputy Team Leader Dr Alan Tilly, Transport Planning and Development Manager</p> <p>Also Present: Ward Councillor Richard Lewis (item 6) Ward Councillor Peter Smallwood (item 8) Ward Councillor Jan Sweeting (item 7)</p>
13.	<p>APOLOGIES FOR ABSENCE (<i>Agenda Item 1</i>)</p> <p>Apologies for absence were received from Councillor Keith Burrows with Councillor Shehryar Ahmad-Wallana substituting and from Councillor Roy Chamdal with Councillor Darran Davies substituting.</p>
14.	<p>DECLARATIONS OF INTEREST IN MATTERS COMING BEFORE THIS MEETING (<i>Agenda Item 2</i>)</p> <p>There were no declarations of interest.</p>
15.	<p>TO RECEIVE THE MINUTES OF THE PREVIOUS MEETING (<i>Agenda Item 3</i>)</p> <p>RESOLVED: That the minutes of the meeting dated 15 January 2025 be agreed as an accurate record.</p>
16.	<p>MATTERS THAT HAVE BEEN NOTIFIED IN ADVANCE OR URGENT (<i>Agenda Item 4</i>)</p> <p>None.</p>

17.	<p>TO CONFIRM THAT THE ITEMS OF BUSINESS MARKED PART I WILL BE CONSIDERED IN PUBLIC AND THE ITEMS MARKED PART II WILL BE CONSIDERED IN PRIVATE (<i>Agenda Item 5</i>)</p> <p>It was confirmed that all items of business were marked Part 1 and would be considered in public.</p>
18.	<p>36 MOOR PARK ROAD, NORTHWOOD - 77170/APP/2024/1240 (<i>Agenda Item 6</i>)</p> <p>Change of use from residential dwelling (Use Class C3) to children's care home (Use Class C2), to include a bike and bin store</p> <p>Officers introduced the application and highlighted the additional information in the addendum. The application was recommended for approval.</p> <p>Three petitions in objection to the application had been received and two lead petitioners were in attendance to address the Committee Members. Members were presented with a Notes of Evidence document for reference. The following points were highlighted:</p> <ul style="list-style-type: none"> • The site had previously been the subject of a National Crime Agency raid for drug dealing. • The applicant was the owner of the property, and First Chapter Homes was to care for the children despite having no track record in running a children's care home, as the company had been set up in March 2024. • There was significant opposition to the proposal from local residents, with three petitions and over 360 signatures, as well as support from Ward Councillor Lewis, local MP David Simmonds, and the headmaster of nearby Saint Martin's School. • The Committee was urged to refuse the application to protect the residents' right to quiet enjoyment of their homes. • Noise concerns were raised, with the Council's noise officer concluding that the noise would not be above the norm within a residential setting, which was contested by the residents. • The number of people in the home was expected to exceed the norm, with four children, four carers, a cleaner, a cook, social workers, youth workers, family members, and friends visiting regularly. • The use of restraining techniques was mentioned, with three pages dedicated to how they would be used. • The planning officer had conceded that the procedures suggested by the applicant would not necessarily prevent potential noise and disturbance. • Residents were expected to engage the police or local authority if there was antisocial behaviour, which was seen as impractical. • The garden was deemed unsuitable, and it was anticipated that children would play at the front of the house. • Valuable residential space would be lost to a commercial operation during a housing crisis. The Borough's housing buyback scheme had been announced by Councillor Eddie Lavery in 2024 and there was an acute need for housing in the Borough. • The location of the proposed Children's centre was unsuitable - Northwood had already lost its police station, and the nearest police presence some distance away.

- It was a strategic objective to ensure that development contributed to a reduction in crime and disorder which this application would fail to do.
- Officers claimed there was no evidence that criminal activity or antisocial activity was more prevalent or extreme in a children's care home, but this was inaccurate as evidenced by Ofsted.
- The proposal would lead to an increase in antisocial behaviour.
- The location was unsuitable for teenagers due to its lack of entertainment and amenities.
- Existing housing stock should be prioritised unless there were exceptional circumstances.
- The application was deemed speculative and incoherent, with no guarantee that the adolescents housed there would be from the Borough.
- The application was almost universally opposed by residents.
- Parking on site would be inadequate.
- If approved, the application would set a very poor precedent.

Councillors sought further clarification from petitioners regarding the relevance of criminal activity statistics, including county lines and the exploitation of vulnerable people, to a change of use application for a children's home. It was explained that the details in the "Note of Evidence" paper provided to Members for reference, supplied general background information on the use of children's homes and the increasing problem with county lines. It was confirmed that, according to the British Transport Police, 38% of those involved in county lines were aged between 11 and 17, hence the relevance to this application.

Members also enquired about the relevance of anti-social behaviour statistics, such as noise nuisance, verbal abuse, and vandalism, to the application. Petitioners confirmed that this was additional general background information. It was noted that some children in care homes, including the one in question, were vulnerable and often caught up in crime. Petitioners mentioned that the report referenced the need for restraint techniques and multiple carers per child due to the challenging nature of some children in these homes.

In response to further questions from the Committee, petitioners acknowledged that it was preferable for vulnerable children to be housed in a family area. However, it was felt that the proposed location was not appropriate for a children's home due to issues with parking, numbers of residents in the home, noise, nuisance and disturbance to neighbours.

The applicants were in attendance and addressed the Committee Members. Key points highlighted included:

- A management plan would be provided to allay the fears of neighbouring residents.
- There were two state schools in close proximity to the application site.
- Many of the children would be tutored off site.
- The children's home would be regularly monitored by Ofsted to ensure compliance with all regulations.
- A maximum of 4 staff would be on site at any time.
- Highways officers had raised no concerns regarding parking – 5 spaces would be available for 4 staff hence there would be no requirement for on-street parking.
- Many meetings would be held virtually or off site – it was not anticipated that the

home would generate unacceptable levels of noise or cause disturbance of neighbours. A noise management plan would be provided.

- There was a stigma around children in care which was unjustified. The children at the home would have experienced neglect and abuse – they needed a safe environment to enable them to grow and flourish.

In response to questions from the Committee, it was confirmed that there would be a maximum of 4 staff and 4 children on site at any time. There would be no additional cleaner or cook at the premises as staff would undertake these duties themselves. Members heard that the children's social workers would visit the home once every six weeks and the premises would be inspected once a month. It was noted that contact with family would occur off site. No visitors would be allowed on site as the children needed a stable and safe environment.

Members sought further clarification regarding the schooling arrangements for the children at the home. It was confirmed that some children would attend mainstream schools, and staff would be responsible for dropping them off and collecting them. Other children might be schooled in a library environment or online.

Ward Councillor Richard Lewis was in attendance and addressed the Committee Members. Key points highlighted included:

- The application site was situated in a peaceful residential community.
- The impact on neighbours was a matter of concern.
- There would be constant disruption, and this was not the right location for such a facility.
- The proposed parking layout would not work in reality.
- If approved, the children's home would result in a loss of character to the local area and would create additional traffic, parking stress and pollution.
- The application site had very poor transport links.
- Young children in the nearby St Martin's School would be subjected to unacceptable swearing and noise emanating from the children's home.
- The Management Plan lacked detail, the directors lacked experience, and a better location could have been selected for this project.
- Planning concerns were cited.

In response to questions from the Committee, it was confirmed that there would not be two staff occupying one bedroom at nighttime as one would be on duty while the other was sleeping.

Members were reminded that the suitability of the applicants was a matter for Ofsted and was not a planning consideration.

With regard to the concerns raised in the Note of Evidence in relation to antisocial behaviour and crime, officers affirmed that these were generic statements. It was noted that the Development Plan supported the provision of care homes in the Borough, which should be embedded in a residential setting. Officers observed that parking provision was considered adequate and there was ample on-street parking available.

Members were advised that, were the matter to go to appeal, many of the proposed conditions which aimed to protect local residents, could be removed by the Inspector.

Members sought further clarification regarding staffing arrangements and were advised

	<p>that two staff would be in attendance at the home overnight – one on duty and one sleeping. Management would be on call if needed. Four staff members would be on day duty. Members were reminded that staffing arrangements were a matter for Ofsted and were not within the remit of the Planning Committee. The final decision as to whether the proposed children’s home went ahead ultimately lay with Ofsted.</p> <p>At the request of Members, it was agreed that visiting times be reduced from 8pm to 6pm, except in the case of emergencies and visits from medical professionals.</p> <p>Noting that the Committee was doing everything possible to protect residents, the officer’s recommendation was moved, seconded and, when put to a vote, unanimously approved.</p> <p>RESOLVED: That the application be approved subject to the amendment of Condition 6 to reduce visiting hours from 8pm to 6pm except in the case of emergencies and visits from medical professionals.</p>
19.	<p>13 OAK AVENUE, WEST DRAYTON - 77097/APP/2024/2693 (<i>Agenda Item 7</i>)</p> <p>Erection of a two storey, 2-bed attached dwelling with associated cycle storage and amenity space</p> <p>Officers introduced the application and highlighted the additional information in the addendum.</p> <p>A petition in objection to the application had been received. The lead petitioner had submitted a written representation which was read out for the attention of the Committee Members. Key points highlighted included:</p> <ul style="list-style-type: none"> • The report provided information that differed from the experiences of local residents. • The current property had been extended significantly, increasing its capacity beyond the stated four bedrooms. • The proposed new two-bedroom house would create overdevelopment and dominate the views of neighbouring homes. • The new house had the potential to be converted into a four-bedroom property, leading to a large HMO (House in Multiple Occupation) with up to 20 persons. • The description of the family home in the report was considered misleading as the current house accommodated many people. • A large HMO would have serious consequences for residents, including parking issues, noise, litter, and disruption. • The assessments made by officers in the report were based on an underestimate of the current and proposed building capacities. • The Committee was requested to refuse the application or conduct a full site visit. <p>The agent for the application had also submitted a written statement which was read out for the consideration of the voting Members. Key points highlighted included:</p> <ul style="list-style-type: none"> • The importance of maintaining the integrity and character of the area was highlighted. • It was alleged that No.13 was not, and would not be, used as a House in Multiple Occupation (HMO) but as a C3 dwellinghouse by a single family.

- Evidence, including a Shorthold Assured Tenancy Agreement, photographs, and a visit by Enforcement Officers on 11th February 2025, confirmed that the property remained a C3 dwellinghouse.
- The applicant's brother planned to move into No.13, while the applicant and his family would occupy the new dwelling.
- No. 13's location at the end of a cul-de-sac allowed the new dwelling to be a discrete addition, maintaining visual harmony.
- The new dwelling's scale, design, materials, and detailing had been chosen to complement the surrounding architecture.
- The design aimed to enhance the area's character and integrate seamlessly with the surroundings.
- Paddington Planning requested that the application be approved, emphasising the development's positive contribution to the neighbourhood.

Ward Councillor Jan Sweeting was in attendance and addressed Members in support of petitioners. Key points raised included:

- The report claimed that the proposed attached 2-bedroom property would be relatively modest, with sufficient roadside capacity to accommodate vehicles from the existing property.
- It stated that the proposal would not result in a reduction in residential amenity, a significant increase in activity or people movement, and the existing property was a family 4-bed home rented to a single family.
- However, a visit by the Council's enforcement team had found significant discrepancies, revealing that the property was being used as a third generous HMO with the potential of having 8, not 4, bedrooms.
- The proposed new 2-bedroom property could easily move into a four-bedroom property over three floors, potentially merging into one large property with the existing one, resulting in 12 bedrooms with a minimum capacity of 24 people.
- Specific planning issues were highlighted, including the first-floor bedroom window of the proposed new dwelling being only 7.5 meters away from the flanked wall at no.11, which was in direct contravention to the Council's minimum 15-metre requirement.
- The proposed window would directly look into the private rear garden of no.11, resulting in overlooking and loss of privacy.
- The application was requested to be refused due to inaccuracies in the interpretation of the capacity of both buildings and for legitimate planning reasons.

Members sought further clarification as to whether the existing property had been found to be operating as an HMO.

In response, officers advised Members that the planning application purported that the existing dwelling was a single-family dwelling, and the report had been written on that basis. Enforcement complaints alleging a change of use to an HMO had been received in May 2024 by private sector housing, and the planning enforcement team had only become aware of the situation during the processing of the planning application.

It was confirmed that a site inspection had been carried out by the Planning Enforcement Officer on 11 February 2025, post-publication of the Committee agenda report. The Planning Enforcement Officer had noted that the property could potentially have 8 bedrooms, but further investigation was required, and no conclusion had been reached.

The Committee heard that officers believed that, whether the property was an HMO or a single-family dwelling, did not materially affect the recommendation that planning permission should be granted.

Councillors sought clarity on the distance between the 1st floor window and the existing dwelling. It was confirmed that the distance was around 7.5 metres, similar to the existing dwelling, and it was noted that the HDASS document with a 15-metre requirement was no longer in use. Members recommended the inclusion of a condition to obscure the window for residents' peace of mind.

Councillors enquired about the number of people living in the property and its extension history. It was stated that the number of residents was not material to the planning consideration. Members heard that the property had a single-story side extension and a first-floor rear extension.

Councillors discussed the proposed new dwelling and the planning conditions to prevent its change of use to a small HMO and the addition of extensions without express planning permission. Officers explained that the planning enforcement team was investigating the use of no.13 and would address any breaches of planning control.

Members sought further clarification regarding photographic evidence of people living in the property and prior notice of visits. The ongoing Planning Enforcement investigation was highlighted, and Councillors were advised that the number of people living in the existing property was not material to the planning decision.

Councillors sought advice on the linking of the two properties internally. It was noted that merging two properties without planning permission was ordinarily possible but converting them into a large HMO would require planning permission.

The Committee Members thanked officers for their comprehensive report and it was noted that the planning enforcement investigation could take a considerable length of time to conclude.

Officers noted the potential risk of a non-determination appeal if the application were to be deferred for a site visit. However, Councillors felt a site visit was important to enable them to fully assess the potential overdevelopment of the site, street parking issues and the impact on the character of the area.

The recommendation to defer the item to allow for a site visit was moved, seconded and, when put to a vote, unanimously agreed.

RESOLVED: That the item be deferred to allow a site visit to take place.

20. **RUISLIP LIDO, RESERVOIR ROAD - 78998/APP/2024/2281** (*Agenda Item 8*)

Replacement of existing 2 x single storey toilet facilities at Willow Lawn and Woody Bay, provision of replacement single storey 2 x toilets and changing facility buildings, and associated works and landscaping.

Officers presented the report noting that the application was recommended for approval.

	<p>Ward Councillor Peter Smallwood was in attendance and addressed the Committee in support of the application. Councillor Smallwood outlined the importance of the landscaping condition. He noted that the toilets at the Lido had often been closed which had been inconvenient and had led to antisocial behaviour.</p> <p>Members enquired why changing facilities were needed given that swimming at the Lido was forbidden. It was explained that the proposed changing facilities would be for the use of families and those with disabilities.</p> <p>In response to further questions from Councillors, it was explained that a large tank would provide emergency overflow back up if needed.</p> <p>Members welcomed the proposal. The officer's recommendation was moved, seconded and, when put to a vote, unanimously agreed.</p> <p>RESOLVED: That the application be approved.</p>
	<p>The meeting, which commenced at 7.00 pm, closed at 9.11 pm.</p>

These are the minutes of the above meeting. For more information on any of the resolutions please contact Democratic Services - Email: democratic@hillingdon.gov.uk on . Circulation of these minutes is to Councillors, Officers, the Press and Members of the Public.

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.
- 2.23 Another example includes failing to substantiate each reason for refusal on appeal. Therefore, should members determine to refuse an application (contrary to officer recommendation for approval) planning reasons for refusal should be provided.

2.3 Use of Planning Conditions

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

2.4 Planning Obligations

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

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

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

2.5 Community Infrastructure Levy (CIL)

- 2.5.1 The Community Infrastructure Levy (CIL) allows local authorities to raise funds from developers undertaking new building projects in their area. The Community Infrastructure Levy (CIL) is a charge collected from new developments.
- 2.5.2 The CIL applies to all proposals that add 100 square metres of new floorspace or an extra dwelling. This includes bringing a vacant building back into use. The amount to pay is the increase in floorspace (m²) multiplied by the rate in the CIL charging schedule plus indexation.
- 2.5.3 The money raised from the Community Infrastructure Levy pays for the infrastructure required to support development. This includes transport schemes, flood defences, schools, health and social care facilities, parks, open spaces and leisure centres.
- 2.5.4 The London Borough of Hillingdon adopted its [CIL Charging Schedule](#) on 10 July 2014 and it is applied to new developments in the borough since 1 August 2014. The use types that are charged borough CIL is large format retail development (greater than 1,000sqm) outside of designated town centres; offices; hotels; residential dwellinghouses; and industrial storage and distribution.
- 2.5.5 The Mayor's CIL (MCIL)
- The Mayor's CIL applies to all qualifying developments approved on or after 1 April 2012. Hillingdon Council is a CIL collecting authority for the Mayor of London.
- 2.5.6 The Mayoral CIL 1 (MCIL 1) rate was £35 per sqm plus indexation and is used by the Mayor of London to fund the delivery of Crossrail.
- 2.5.7 For planning permissions granted from 1 April 2019, the Mayoral CIL 2 (MCIL 2) rate of £60 per square metre plus indexation applies. This rate may also apply to some phased planning permissions granted before then.

2.6 Environmental Impact Assessment

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

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

Case Officer: Haydon Richardson	77097/APP/2024/2693
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Date Application Valid:	11.10.24	Statutory / Agreed Determination Deadline:	28.03.25
Application Type:	Full	Ward:	West Drayton

Applicant: **Mr J Singh**

Site Address: **13 Oak Avenue, West Drayton**

Proposal: **Erection of a two storey, 2-bed attached dwelling with associated cycle storage and amenity space**

Summary of Recommendation: **GRANT planning permission subject to legal agreement and 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 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.

Legal Agreement required to secure:

1. Obligation to ensure self-build status for Biodiversity Net Gain exemption.

1 Deferred at Planning Committee on 13 February 2025

- 1.1 This application was deferred at Planning Committee on 13 February 2025 for members to conduct a site visit.

Members Site Visit

- 1.2 A member site visit was carried out on 25 February 2025. The site was viewed from the public footpath and within the private garden area proposed for the development. The surrounding area and immediate streets were also viewed to understand parking arrangements and to gain an appreciation of the character and visual amenity of the street scene.

Planning Enforcement Investigation

- 1.3 As noted in the addendum to Planning Committee on 13 February 2025, the Council's Planning Enforcement Team is investigating allegations that no. 13 Oak Avenue, West Drayton is in use as a House in Multiple Occupation (HMO), and that development works carried out do not accord with plans approved. Whilst this matter is separate to the consideration of the planning application, the Planning Enforcement Team Leader's update has been provided below for completeness:
- 1.4 'Further site visits have now been undertaken in conjunction with the Private Sector Housing Team. At a previous partially accessed site visit the occupant stated that he lived there as part of an extended family unit consisting of five adults and two children. During this limited access visit there were no blatantly obvious signs of sui generis HMO use on site such as locked or numbered bedrooms.
- 1.5 Despite this a further arranged visit with full access was undertaken on 11th February 2025. On this occasion there were a number of discrepancies that lead us to believe that the property may be in use as a sui generis HMO. There was a potential of up to 8 bedrooms on site, in contrast to plan layouts as put forward previously, with

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some rooms being presented as lounge areas in excess of what would be expected for a busy family dwelling.

- 1.6 As such, at this time we cannot positively assert that the property at 13 Oak Avenue is in use as a single-family dwelling and believe it more likely to be in use as a sui generis HMO. Whilst the information gathered thus far would be considered more circumstantial than definitive, we do believe that further investigation is required which may ultimately result in enforcement action being taken.
- 1.7 With regard to the extension built on site we are aware of discrepancies in the build from that as approved under Ref: 77097/APP/2022/3630 and the side extension which was to be lawfully built in line with Ref: 77097/APP/2023/2640. This matter is subject to further planning enforcement consideration. In Planning Enforcement we are obligated to work within the established national guidelines and policies including the National Planning Policy Framework (Paragraph 60) and Planning Practice Guidance (Ensuring effective enforcement) (<http://planningguidance.communities.gov.uk/blog/guidance/ensuring-effective-enforcement/>) in order to resolve breaches of planning control. Planning Practice Guidance states explicitly that in deciding, in each case, what is the most appropriate way forward, local planning authorities should usually assess prior to taking action whether the breach causes material harm or adverse impact on the amenity of the site or the surrounding area.
- 1.8 As such we will now be contacting the property owners in order to bring about suitable remedy of the built structure concerns prior to any enforcement action being taken where warranted.'
- 1.9 Members are advised to note that this Committee Report has been updated from the original report which was brought to the Planning Committee on the 13 February 2025 to reflect the above update on the status of the property and to include the two additional recommended conditions that had been included in the addendum (relating to obscure glazing of a first floor bathroom window, and to remove permitted development rights for the conversion of the proposed new dwelling to a small HMO (use Class C4) in the future, without planning permission).
- 1.10 For the avoidance of doubt, the aforementioned planning enforcement matters are separate and are not material to the determination of planning application 77097/APP/2024/2693. Regardless of the outcome of the planning application, the Council's Planning Enforcement Team will continue with their investigation at 13 Oak Avenue as reported by the Planning Enforcement Team Leader in his update.

2 Executive Summary

- 2.1 Planning permission is sought for the erection of a two storey, 2-bed attached dwelling with associated cycle storage and amenity space.
- 2.2 The new dwelling would be formed by extending to the side of the existing property with an upward extension which would meet the rear building line of the existing

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property at both first floor and ground floor level. The built form to facilitate the provision of a new dwelling is relatively modest and partially exists already. Due to the orientation of the properties in the street scene, which funnel around a square shaped and modestly sized piece of soft landscaped open space, the extension would not be visible from within the street scene. As such the development is considered to have an acceptable impact upon the character and appearance of the area.

- 2.3 In terms of principle, the proposed dwelling would be constructed on garden land. Garden land is excluded from the definition of previously developed land and therefore the application site is not considered to be brownfield. Officers have reviewed the design and conclude that the additions which facilitate the provision of a new dwelling are moderate in scale and would not result in detrimental harm to the character and appearance of the area, to neighbour amenity or the local highway network. As such the proposal would conform with the Council's garden land development policy. Furthermore, the proposal would retain the existing property on site and provide a new 2-bedroom dwelling that would contribute to local housing stock. As such the principal of development is supported.
- 2.4 Whilst no additional parking is proposed, the site does not benefit from off-street parking at present. The applicant has provided a parking survey which demonstrates that there is sufficient space on street to absorb potential parking generated by the development. This has been reviewed by the Highway Authority who have raised no objection.
- 2.5 Further to the above, the proposed 2 bed dwelling has been carefully designed to ensure that it causes no loss of light, privacy or outlook to neighbouring properties and that future residents of the property are provided with a good standard of living accommodation.
- 2.6 For the reasons mentioned above, 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.

3 The Site and Locality

- 3.1 The development site comprises a two storey, end of terrace property and is located on the east side of Oak Avenue.
- 3.2 The property has been finished in brick and tiling. It has a single storey side extension, part single, part two storey rear extension and rear dormer. The property is set back from the main road, in a pedestrianised area, next to a green and within the corner of the residential enclave.
- 3.3 The property is subject to a planning enforcement investigation as set out within Section 1 of this report.

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- 3.4 Properties within the area are terraced and semi-detached, their material palette varies slightly but they are predominantly of similar appearance to the property on the development site.
- 3.5 The development site has PTAL Rating of 1A (Low) and is located upon potentially contaminated land.



Figure 1: Location Plan (application site edged red)



Figure 2: Street View Image of the Application Property (furthest terrace to the left)



Figure 3: Front Elevation of the Property

4 Proposal

4.1 Planning permission is sought for the erection of a two storey, 2-bed dwelling with associated cycle storage and amenity space. The submitted plans are copied below for information.



Existing Floor Plans



Proposed Floor Plans



Existing Elevation Plans



Proposed Elevation Plans

Figure 4: Existing and Proposed Plans – (please note – larger version of plans can be found in the Committee Plan Pack)

5 Relevant Planning History

5.1 The relevant planning history is set out in Appendix 2 and comprises of various applications for residential extensions including an appeal for a rear extension which was subsequently allowed in 2023.

6 Planning Policy

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

7 Consultations and Representations

7.1 Thirteen neighbouring properties were consulted on 29th October 2023.

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

Table 1: Summary of Representations Received

Representations	Summary of Issues Raised	Planning Officer Response
A petition with 30 signatures was received on 21/01/25 objecting to the proposed development.	Objection to the erection of a two bed house being attached to 13 Oak Avenue. The approved building work at the property has already doubled its living area and caused noise and inconvenience to neighbours for over a year.	Material considerations are addressed in the main body of this report (section 8).
7 individual letters of objection have been received	77097/APP/2024/2694 was withdrawn at short notice and therefore my objection will not be noted.	Objections received for 77097/APP/2024/2694 would have been considered under that application had it not been withdrawn. All objections received for this application have been taken into consideration.
	The development is for profit.	This is not a material planning consideration.
	The proposal would result in an overdevelopment of the site. The existing dwelling has already been extended. The resulting dwelling would be visually out of character and harmful to the areas appearance.	The impact of the proposed development on the character and appearance of the area has been assessed from paragraph 8.15 to 8.28 of this report.
	The proposed development would harm neighbouring amenities, causing a loss of	The impact of the proposed development on the amenities of the

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	light to residential windows and gardens. It would also cause a loss of privacy and would have an adverse impact on the mental health of nearby residents.	occupiers of neighbouring properties has been assessed from paragraph 8.29 to 8.41 of this report.
	Boundary fences have been erected splitting the sites garden - the development has therefore commenced without permission.	The erection of boundary fences is lawful under Part 2, Class A of the General Permitted Development Order.
	The existing dwelling has been converted into a large HMO (with up to 13 people).	This matter is addressed in section 1 of this report. The outcome of the ongoing planning enforcement investigation is not deemed to be material to the determination of the current planning application.
	The intensified residential use of the site has resulted in excess litter and bins.	Litter at the site resulting from the previously approved development or occupants of the approved dwelling is not a material planning consideration. Both of the resulting dwellings would be provided with adequate waste facilities.
	No notification was received regarding other development at the site last year.	This is not a material consideration for this application. Applications at the site include CLD's which do not require a public consultation.
	Construction has already caused excessive noise and disturbance to residents. The safety of residents has also been compromised through poor site management and lack of consultation on building works.	A planning condition has been recommended to secure the submission of a construction management plan, in order to minimise the impacts of the construction phase on neighbouring residents as far as practicable.

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	The safety of labourers has been compromised as they do not have sufficient equipment to move heavy materials.	This matter is not a material planning consideration.
	Use of fireworks too close to the neighbouring boundaries has caused disturbance.	This matter is not a material planning consideration.

Table 2: Summary of Consultee Responses

Consultee and Summary of Comments	Planning Officer Response
<p>Access Officer</p> <p>This proposal for the erection of 2 bed, 2-storey dwelling, has been reviewed with reference to London Plan Policy D7.</p> <p>No accessibility concerns are raised subject to conditions pertaining to level access and compliance with the relevant Part (M) Building Regulations.</p>	<p>The recommended conditions have been adopted as part of the Planning Officer's recommendation.</p>
<p>Contaminated Land Officer</p> <p>Having considered the submitted application in relation to our land contamination record, please be advised that we have no objection to the proposed development.</p> <p>However, our land contamination record shows the proposed development site to be on a potentially contaminated land site formerly used and identified as Nursery/Orchard, as well as within 250m of landfill buffer.</p> <p>No objection subject to a condition pertaining to the submission of a Contaminated Land Survey.</p>	<p>The recommended condition has been adopted as part of the Planning Officer's recommendation.</p>
<p>Highways Officer</p> <p>The proposal does not involve the provision of on-plot parking therefore the proposal as presented would be car free. Cycle storage for 2 bicycles is shown on the proposed site plan and this complies with the London Plan standards. The site plan also illustrates bin storage to be provided at the front of the new dwelling.</p> <p>As the proposal would not provide parking for the new dwelling and the absence of parking controls on</p>	<p>The officer's comments have been discussed from paragraph 8.42 to 8.53 of this report.</p>

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roads surrounding the development, a parking stress survey has been provided. The survey demonstrates there to be adequate space on street to observe any parking overspill generated by the development. As the existing property does not benefit from on plot parking spaces no parking is required to be retained for this property under its lawful use.

Taking the above points into account, the development would not have a detrimental impact on highways and would encourage future occupants to more sustainable modes of transport.

The scheme would provide adequate bin and cycle storage, and there is sufficient kerbside parking available within the locale to meet the needs of any future occupants without detrimentally impacting on existing parking pressures.

No objection subject to conditions pertaining to further cycle parking design details and submission of a construction management plan condition.

8 Planning Assessment

Principle of Development

New Housing and Garden Land Development

- 8.1 The site comprises an end of terrace property and land within its curtilage. The site is located within an established residential area.
- 8.2 The National Planning Policy Framework has a requirement to encourage the effective use of land.
- 8.3 London Plan (2021) Policy H2 states that well designed housing schemes on small sites should be actively supported. The Hillingdon Local Plan details how small-scale sites will make a significant contribution to housing supply.
- 8.4 Policy DMH 6 of the Hillingdon Local Plan Part 2 - Development Management Policies (2020) 'Garden and Backland Development' states that "there is a presumption against the loss of gardens due to the need to maintain local character, amenity space and biodiversity".
- 8.5 Garden land is excluded from the definition of previously developed land therefore the proposal would not amount to the redevelopment of a brownfield site. As such, for the principle to be considered acceptable the applicant must demonstrate accordance with Policy DMH 6. This would include a design which appears more intimate in scale within the street scene, safeguards the amenities of neighbouring

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properties and does not result in a detrimental impact upon the local highway network.

- 8.6 The proposal seeks to construct a new dwelling onto the side of the existing property at 13 Oak Avenue. This would involve a proportion of the rear and side of the garden being lost.
- 8.7 The proposal involves an upward extension in line with the existing front elevation and steps out 1.9 m when setback 3 m from the front. The orientation of the property means that the side projection would be modest in scale and would not be prominently visible from within the street scene.
- 8.8 The two-storey element would extend up to the rear building line of the existing property at the upper floor level. The ground floor element would also meet the rear building line of the existing property on site.
- 8.9 The proposal would not extend beyond the existing front and rear building lines which are established by the existing property at the site. Where there is additional width proposed, it is set back substantially from the front elevation therefore limiting any views from within the street. Given the lack of available views, the retention of the existing building lines and the scale of the extensions proposed, it is considered that the proposal would present a form of development which is viewed as intimately scaled.
- 8.10 Furthermore, the proposal would not result in a reduction in the residential amenities of neighbouring properties in terms of overshadowing or loss of outlook and would not give rise to significant harm upon the local highway network.
- 8.11 As such it is considered that principle of development is supported, and the application complies with Policy DMH 6 of the Local Plan and the principle of development.

Housing Mix

- 8.12 Policy H10 of the London Plan (2021) states that applicants and decision-makers should have regard to the need for additional family housing. Family housing is defined within the glossary of the London Plan (2021) and advises that it must generally be of a size that has three or more bedrooms.
- 8.13 Policy DMH 2 of the Hillingdon Local Plan: Part Two - 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.
- 8.14 The proposal comprises of 1 new two-bedroom dwelling. The proposed dwelling would contribute to the Borough's housing mix and is therefore considered acceptable and in compliance with Policy DMH 2 and London Plan Policy H10.

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Design / Impact on the Character and Appearance of the Area

- 8.15 Paragraph 135 of the NPPF (2024) states 'Planning policies and decisions should ensure that developments are designed to their function whilst contributing to the overall quality of the area. Furthermore, it states that development proposals should demonstrate a design led approach, respond to local character, establish a strong sense of place whilst optimising the sites potential for development.
- 8.16 Policies D1, D3 and D4 of the London Plan (2021) require development proposals to be of high quality and to enhance the local context by delivering buildings and spaces that positively respond to local distinctiveness.
- 8.17 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.
- 8.18 Local Plan Policy DMHB 11 states that 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 harmonising with the local context and considering the height, mass and bulk of adjacent structures. They should also ensure the use of high-quality building materials and finishes, plus ensure that the internal design and layout of development maximises sustainability and is adaptable to different activities.
- 8.19 Policy DMHB 12 of the Hillingdon Local Plan: Part 2 - Development Management Policies (2020) re-emphasises the need for new development to be well integrated with the surrounding area and provides design criteria as to how this would be achieved.
- 8.20 The proposed new dwelling would retain the existing front building line which is established by the existing side extension. An upper floor extension built in line with the ground floor would be constructed extending 9.5 m in depth at first floor level. A two-storey side projection is also proposed which is set back from the main front elevation by 3 metres and would measure 1.9 metres in width. At ground floor level a modest single storey rear element would extend in line with the existing rear elevation at No.13. The proposed dwelling would be characterised by a gable ended roof which would measure 7.3 m in height and would step down towards the rear first floor projection.
- 8.21 The dwelling would be of similar height and depth to the existing property, as such it would not appear oversized or out of scale. In terms of design, the dwelling would have a pitched roof and flush front elevation like other properties within the terrace block, it would also be finished in similar materials.
- 8.22 Although the stepped front elevation is not common within the street scene, this element of the proposal is setback significantly from the front elevation in order to appear more modest in scale and to fit the site's constraints. Furthermore, views of

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this part of the development would be almost entirely hidden from within the street scene.

- 8.23 Further to the above, the entirety of the new dwelling would be located within a pedestrianised area, away from the main road, in a corner, between the flank walls of 13 and 11 Oak Avenue, where it would have limited to no impact on the character and appearance of the area. Additionally, part of the structure already exists in the form of a single storey side extension, therefore part of the development already exists, lessening the visual impact of the proposed works. The dwelling has also been designed to be subordinate to the host property and other properties in the terrace, whilst still respecting its primary features (materials, building lines, ridge line, pitched roof). The resulting site frontage would comprise a mixture of lawn and hardstanding like other properties within the area.
- 8.24 It should be noted that two storey side additions have been granted planning permission and constructed within the surrounding area. They are also in more prominent locations (1 – South Road 34588/APP/2020/1498, 106 Porters Way - 72945/APP/2017/2090). The proposed development would therefore not be out of character.
- 8.25 Upon review of the proposal, Officers considered that additional articulation was required to the front elevation. The applicant has submitted amended plans incorporating windows within the proportion of the front elevation which is set back 3 metres from the main front building line. This provides an improvement to the elevation which is hidden from street scene views but did appear to be lacking articulation.
- 8.26 Noting that this is an application for a new dwelling and not a set of householder extensions, the additions do appear to be modestly scaled when compared with the scale of the existing building. Furthermore, the bulk of the main front elevation, or certainly its main width, already benefits from consent. As such, the additional development above what exists already is considered to be subordinately designed and would not present a significant impact upon local character which could be justified as a reason for refusal.
- 8.27 Officers consider the revised plans to improve the articulation of the front elevation to result in a design which can now be supported.
- 8.28 The proposal would therefore accord with Policy BE1 of the Hillingdon Local Plan: Part One - Strategic Policies (2012), Policies DMHB 11, DMHB 12 and DMHD 1 of the Hillingdon Local Plan: Part Two- Development Management Policies (2020), Policy D3 of the London Plan and National Planning Policy Framework (2024).

Residential Amenity

- 8.29 Paragraph 135 of the NPPF (2024) states 'Planning policies and decisions should ensure that developments create places that are safe, inclusive and accessible and which promote health and well-being, with a high standard of amenity for existing

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and future users; and where crime and disorder, and the fear of crime, do not undermine the quality of life or community cohesion and resilience.'

- 8.30 Policies DMHD 1 and DMHB 11 of the Hillingdon Local Plan: Part 2 - Development Management Policies (2020) seek to ensure a satisfactory relationship with adjacent dwellings with no unacceptable loss of outlook, amenity, daylight and sunlight to neighbouring occupiers.
- 8.31 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.
- 8.32 The proposed dwelling would be sited alongside 13 Oak Avenue and would be designed with front and rear building lines which do not extend beyond the existing host property. Given the existing and proposed identical building lines officers can confirm that the additional built form would not breach the 45-degree line of sight drawn from any of the front or rear facing habitable room windows. The new dwelling would provide some views into the rear garden of No.13; however, such views are mutual and common not only within this terrace block, but within most residential areas.
- 8.33 The new dwelling and No.13 will share an access that will provide occupants and visitors with a sole access point to the front entrance of the properties. Sufficient space exists at the front of the site for privacy screening, and this would be secured via condition should the application be determined for approval.
- 8.34 Based on the above points, officers conclude that the proposal satisfactorily safeguards the amenities of the existing property at No.13.
- 8.35 The new dwelling would not extend beyond the front or rear elevation of No.11 Oak Avenue, as such it would cause no loss of light or outlook to its primary windows. Notwithstanding this point, the dwelling would face the flank wall of No.11 at a distance of approximately 7.5m. The flank wall has no windows at first floor and two small windows at ground floor. One of the windows serves a bathroom and is obscure glazed, as such the development would cause no loss of light, privacy or outlook to the non-habitable space.
- 8.36 The other is a secondary kitchen window, which faces the site's boundary fence and privacy planting (see figure 5). Due to its position, the factors mentioned above the kitchen window receives limited light and has limited outlook. Due to the separation distance between the new development and window, the proposal would not cause any harmful impact on light or outlook, especially as the primary sources of light and outlook to the kitchen come from its rear facing window. At present, the front elevation windows of No.13 already provide views towards the aforementioned windows and No.11's garden, it is therefore considered that that the addition, of 1 dwelling, with 1 forward facing habitable room window would cause no harmful increase in privacy loss to No.11. To ensure that the privacy of No.11 Oak Avenue

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is further protected, a condition is recommended to ensure that the proposed first floor bathroom window is obscure glazed.

- 8.37 To ensure that the privacy of No.11 Oak Avenue is further protected, a condition is also recommended to restrict the insertion of any additional first floor windows. Taking into consideration these points, the proposal would cause no significant harm to the amenities of the occupiers of No.11.



Figure 5: 11 Oak Avenue ground Floor side windows

- 8.38 The new dwelling would be in excess of 30m from properties to the north and east of the site, due to the separation distance it would have no adverse impact on amenities of those neighbours in terms of loss of light, outlook or privacy.
- 8.39 One additional 2 bed property would not result in a significant increase in activity or people movements at the site.
- 8.40 To ensure that construction is managed in a way which limits nuisance and disturbance to neighbours, a condition is recommended requiring a construction management plan to be submitted and approved by the LPA prior to any works taking place at the site.
- 8.41 For these reasons and given the site context, it is considered that the proposed development would not unduly impact the residential amenity of the adjoining properties, in terms of daylight/sunlight, outlook, privacy and overbearing effect, in accordance with Policies DMHD 1 and DMHB 11 of the Hillingdon Local Plan: Part Two - Development Management Policies (2020).

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Highways and Parking

Access

- 8.42 The application site forms part of a square of properties plotted around the outside of a piece of public open space comprising of soft landscaping and tree planting. The properties are bounded by boundary fencing which separates the private residential boundaries and the public footpath. None of the properties which front the open space benefit from on-plot parking therefore no vehicle access to the site exists and one is not proposed.

Parking

- 8.43 According to the TFL Webcat system which is used to measure a site's sustainability across London, the site has a PTAL Rating of 1A meaning that there would be a higher than moderate level of reliance on the motor vehicle to travel to and from the site.
- 8.44 The London Plan (2021) requires that a maximum of 1.5 parking spaces be provided for 2 bedroom dwellings in this location. As there is no existing vehicle access to the property boundary and no opportunity to provide one, no parking space is to be provided for the proposed dwelling. With regard to the existing property, as no existing parking is provided the applicant is not required to demonstrate that adequate parking is retained.
- 8.45 In the absence of on-plot parking space provision, it should be noted that there are some formal parking spaces at the southern end of the open space. These spaces are not subject to any parking restrictions. Similarly, the entirety of Oak Avenue is free from parking restriction meaning that vehicle parking generated by the development is likely to be absorbed on street. For the development to be considered acceptable the applicant must demonstrate that there is sufficient parking availability on street.
- 8.46 In support of the application the application has submitted a Parking Survey Report. The report concludes that on survey days parking stresses were at 61.21% and 62.93%. Thus, indicating that there is sufficient space on the adjacent highway to accommodate the parking needs of future occupiers (should they own a car) without exacerbating existing parking pressures or leading to roadside parking.
- 8.47 Additionally, the development site is within walking distance from bus stops on Porters Way to the north. Mulberry Parade (also to the north of the site) has a small parade of commercial units that would support the day-to-day needs of future residents and discourage car use (see figure 6).



Figure 6: walking distance to shops and bus stops

8.48 Taking into consideration these points the development is considered to cause no harm to the local highways network. The parking required to serve the new development can be sufficiently absorbed on street and this arrangement is no different to the existing properties in this area of Oak Avenue.

Electrical Vehicle Charging Points

8.49 As the development does not provide parking there is no provision for EVCP proposed.

Cycle Parking

8.50 The Published London Plan (2021) Table 10.2 Maximum Cycle Parking Standards requires dwellings with two or more bedrooms to have a minimum of 2no. cycle parking spaces. Drawing reference 1031-11_Rev05 Rev 06 indicates 2 cycle parking spaces (1 per occupant) are proposed which complies with the London Plan. A condition is recommended to ensure that the facilities are provided and appropriately designed.

Waste Storage and Collection

8.51 It should be noted that The London Borough of Hillingdon operates a kerbside bag collection as opposed to a wheeled bin collection. As this proposal comprises of a single family dwellinghouse, future occupiers would be expected to store waste within the site and then place it kerbside on the day of collection.

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- 8.52 Drawing ref 1031-11_Rev05 Rev 06 show that waste storage facilities would be provided for the new dwelling but not the existing property. The bin storage details plan does not match the proposed site plan. If planning permission is granted, a condition is recommended requiring full details of the design, location and sizes of all refuse and recycling storage facilities to be used at the site (for both properties).
- 8.53 Overall, subject to the aforementioned conditions, it is concluded that the proposal would not discernibly exacerbate congestion or parking stress, and would not raise any measurable highway safety concerns, in accordance with the Hillingdon Local Plan: Part 2 - Development Management Policies (2020), Policies DMT 1, DMT 2 and DMT 6 and Policies T4, T5 and T6 of the London Plan (2021).

Quality of Residential Accommodation (Internal and External)

- 8.54 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) set outs the 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.
- 8.55 The above policy states that two storey, 2 bed, 4 person dwellings should provide future residents with a minimum internal floor space of 79sqm. The proposed drawings illustrate that 101sqm of internal floor space would be provided, exceeding requirements in the London Plan. The internal floor to ceiling height would be 2.5m as required by the London Plan (2021). Each habitable room within the property would have access to natural light and outlook through the position of windows and doors. Overall, it is considered that the new dwelling would provide future residents with an acceptable standard of internal living accommodation which exceeds the minimum standards.
- 8.56 Policy DMHB 18 of the Hillingdon Local Plan - Part 2: Development Management Policies (2020) requires a minimum of 100sqm of outdoor amenity space for a dwelling house with 4 or more bedrooms and that 60sqm be provided for 2-bedroom dwellings.
- 8.57 The boundary of the site is awkward and forms a triangular shape towards the rear. This makes creating a distinct and consistent boundary which doesn't extend across the rear facing windows of either existing or proposed property more difficult. Officers have considered two sets of plans in order to reach a position where the design of the rear gardens could be supported.
- 8.58 Whilst the quantum of space to be provided for the new dwelling and that to be retained to serve the existing property forms part of the assessment it is equally as important to assess the quality. Noting superseded drawing ref 1031-11_Rev05 Rev 05 illustrates a policy compliant quantum of amenity space for each unit; however it is clear the design would not meet the requirements of Policy DMHB 18 which requires amenity space to be usable, well designed and well located. As such

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Officers consider that an amenity space provision to serve No.13 which falls modestly short of the 100sqm requirement (82.sqm) (as shown on revised plan 1031-11_Rev05 Rev 06) would be more usable, better designed and better located than simply providing the policy required quantum.

- 8.59 Furthermore, residents of No.13 would have access to the modest open space to the front of the site. In addition, it should be noted that the new dwelling would benefit from a modest overprovision of private amenity space. As such, on-balance, the development would accord with Policy DMHB 18 of the Local Plan.

Accessibility

- 8.60 Policy D5 of the London Plan (2021) seeks to ensure development proposals achieve the highest standards of accessible and inclusive design. Policy D7 of the London Plan (2021) requires at least ten percent of dwellings to meet Building Regulation requirement M4(3) 'wheelchair user dwellings', with all other dwellings meeting Category M4(2) 'accessible and adaptable dwellings'.
- 8.61 The Councils Access Officer has been consulted on the application and has no objection to the proposed development in terms of accessibility, subject to conditions pertaining to the requirement for step free access to be provided and compliance with the relevant Part (M) Building Regulations.

Trees and Landscaping

- 8.62 The proposed development would result in no loss of trees and would therefore have no adverse tree impact. In the event that planning permission is granted, a condition is recommended to ensure that the site's trees are retained and replaced if damaged.
- 8.63 Landscaping on the site would remain similar to existing (a mix of hard and soft landscaping). If the application is approved, a condition has been recommended to ensure that appropriate planting, boundary treatments and surfacing is introduced. The proposal is therefore considered to be acceptable.

Biodiversity Net Gain

- 8.64 Biodiversity net gain is a way of creating and improving biodiversity by requiring development to have a positive impact ('net gain') on biodiversity.
- 8.65 In England, biodiversity net gain is required under a statutory framework introduced by Schedule 7A of the Town and Country Planning Act 1990 (inserted by the Environment Act 2021). This statutory framework is referred to as 'biodiversity net gain' in Planning Practice Guidance to distinguish it from other or more general biodiversity gains.
- 8.66 Under the statutory framework for biodiversity net gain, subject to some exceptions, every grant of planning permission is deemed to have been granted subject to the condition that the biodiversity gain objective is met ("the biodiversity gain condition").

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This objective is for development to deliver at least a 10% increase in biodiversity value relative to the pre-development biodiversity value of the onsite habitat.

- 8.67 There are exemptions and the BNG planning condition does not apply to all planning permissions. Self-build and custom build developments are exempt from having to meet BNG Requirements in the following circumstances. The development must consist of no more than 9 dwellings, be on a site that has an area no larger than 0.5 hectares, consist exclusively of dwellings that are self-build or custom housebuilding as defined in section 1(A1) of the Self-build and Custom Housebuilding Act 2015.
- 8.68 The applicant has stated that the development is a self-build project and therefore the development is exempt from having to fulfil the BNG requirements. In the event that planning permission is approved, a legal agreement will be secured to ensure that the development is self-build.

Ecology

- 8.69 The site does not contain any significant trees, ponds, open woodland, dense scrub or shrubbery. There are no protected sites of ecological interest adjacent to or near to the site. It is therefore considered that the likelihood of protected species being present at the site is low. Like the existing site, the resulting site would have a mixture of hard and soft landscaping, as such the ecological value of the site would be similar
- 8.70 In the event of an approval, an informative would be secured advising that should protected species be found at the site, the applicant(s) must fulfil their duties under the Wildlife and Countryside Act 1981 (as amended) and the Conservation of Habitats and Species Regulations 2010.
- 8.71 The proposal is therefore considered to be acceptable.

Air Quality

- 8.72 Policies SI 1 of the London Plan (2021), EM8 of the Hillingdon Local Plan: Part 1 (2012) and DMEI 14 of the Hillingdon Local Plan: Part 2 (2020) are all directly relevant to the proposal. These policies can be read in full in the Committee Report Part 3 - Policy Appendix, and in summary, seek to safeguard and improve air quality to protect existing and new sensitive receptors.
- 8.73 The application site is located within Hillingdon Air Quality Management Area. Whilst there would be no parking provision retained on site for the existing dwelling or provided for the proposed dwelling it has been demonstrated that there is adequate space on street to absorb the potential parking requirements for this development (as set out in paragraphs 8.43 – 8.48 of this report). As such it cannot be confirmed by Officers that the proposal would not give rise to additional trip generation. Notwithstanding this point, the level of trips would be de-minimis and would not give rise to a noticeable contribution towards poor air quality. Furthermore, as a minor application it would not be justifiable or meet the relevant test to impose obligations or conditions to secure mitigation in lieu of such limited potential harm.

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- 8.74 As such, the proposal is not considered to give rise to an increase in poor air quality therefore the application complies with the above policies.

Contamination

- 8.75 Policy DMEI 12 of the Local Plan (2020) states that for sites which are identified as being at potential risk of land contamination a contaminated land report detailing the history of contamination on site, relevant survey work and findings should be submitted in support of the application.
- 8.76 Land contamination records show the proposed development site to be on a potentially contaminated land site formerly used and identified as Nursery/Orchard, as well as within 250m of landfill buffer. The application is not supported by a Contaminated Land Survey, therefore upon review of the proposal, the Council's Contamination Officer has suggested that conditions be imposed to secure further land contamination information post determination. Subject to this condition, no objection is raised.

Drainage

- 8.77 Policy SI12 and SI13 of the London Plan (2021) require, in summary, that flood risk is minimised and mitigated, and that surface water runoff is managed close to source.
- 8.78 The site lies within Flood Zone 1 of the Environment Agency's Flood Risk Map. This means the site is classified as being at low risk and defined as having a less than 1 in 1,000 probability of fluvial and tidal flooding. As such, there are no restrictions on development, including more vulnerable uses such as Use Class C3 (dwellinghouses), in this location, in terms of fluvial and tidal flood risk.
- 8.79 In the event of approval, a sustainable water management scheme would be secured by condition to ensure 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

- 8.80 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.
- 8.81 The proposed development is of a minor scale therefore whilst the principle of SI 2 (carbon reduction) is applicable, 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.

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Airport Safeguarding

- 8.82 Due to the limited scale of the proposed works, no cranes would be needed for construction, nor would the building itself (once constructed) impact on air traffic. Furthermore, the site is a considerable distance from Heathrow and aviation space and therefore it would have no adverse impact on aviation functionality. The development is therefore considered to be acceptable in terms of Airport safeguarding.

Fire safety

- 8.83 Policy D12 (Fire safety) of the London Plan (2021) says that in the interests of fire safety and to ensure the safety of all building users, development proposals must achieve the highest standards of fire safety.
- 8.84 Due to the nature of the development and its limited scale, appropriate measures to ensure that the building and its residents are safe in the event of fire would be secured at building control stage through the necessity to comply with Approved Document B – Fire Safety of the Building Regulations (2010).

9 Other Matters

Human Rights

- 9.1 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

- 9.2 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

- 9.3 The Council adopted its own Community Infrastructure Levy (CIL) on August 1st 2014 and the Hillingdon CIL charge for residential developments is £95 per square metre of additional floorspace. This is in addition to the Mayoral CIL charge of £60 per square metre. CIL rates are index linked.

10 Conclusion / Planning Balance

- 10.1 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 retain the existing family sized dwelling and contribute to the borough's housing stock.
- 10.2 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 (below).

11 Background Papers

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

APPENDICES

Planning Application

77097/APP/2024/2693

Appendix 1: Recommended Conditions and Informatives

Conditions

1. RES3 **Time Limit**

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

REASON

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

2. RES4 **Accordance with Approved Plans**

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

1031-01_Rev01 Rev 02
1031-02_Rev01 Rev 02
1031-11_Rev05 Rev 06
1031-12_Rev05 Rev 06
1031-13_Rev05 Rev 06
1031-14_Rev05 Rev 06
1031-35_Rev05 Rev 06
01 Rev 02

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. NONSC **Sustainable Drainage and Water Management**

No development above ground level shall take place until a scheme for the provision of sustainable water management and water efficiency shall be submitted to and approved in writing by the Local Planning Authority. The scheme shall:

- i. Provide 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. Include a timetable for its implementation; and
- iii. Provide a management and maintenance plan for the lifetime of the development

The scheme shall also demonstrate the use of methods to minimise the use of potable water

through water collection, reuse and recycling and will:

- 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. Provide 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).

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

REASON

To ensure the development does not increase the risk of flooding in accordance with Policies DMEI 9 and DMEI 10 of the Hillingdon Local Plan Part 2 (2020) and Policies SI2 and SI 13 of the London Plan (2021).

4. HO5 No additional windows or doors

Notwithstanding the provisions of the Town and Country Planning (General Permitted Development) Order 2015 (as amended) (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 first floor walls or roof slopes of the proposed dwelling.

REASON

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

5. NONSC Step Free Access

Prior to the construction of the hereby approved dwelling details of step free access via all points of entry and exit for each of the dwellings shall be submitted to, and approved in writing, by the Local Planning Authority. Such provision shall remain in place for the life of the building.

REASON

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

6. NONSC Accessibility Compliance M4(2)

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

Planning Authority. All such provisions must remain in place for the life of the building.

REASON

To not only allow the Building Control body to require the development to comply with the optional Building Regulations standards, but to also ensure the appropriate quantity and standard of accessible and adaptable housing is constructed and maintained in accordance with Policy D7 of the London Plan (2021).

7. RES7 Materials (Submission)

No development above ground level shall take place until details of all materials and external surfaces (associated with the proposed development) 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).

8. RES9 Landscaping (car parking & refuse/cycle storage)

No development above ground level shall take place until a landscape scheme has been submitted to and approved in writing by the Local Planning Authority. The scheme shall include:

1. Details of Soft Landscaping

1.a Planting plans (at not less than a scale of 1:100)

1.b Written specification of planting and cultivation works to be undertaken

1.c Schedule of plants giving species, plant sizes, and proposed numbers/densities where appropriate

2. Details of Hard Landscaping

2.a Refuse Storage (for both dwellings, secure and enclosed)

2.b Cycle Storage (2 cycle storage spaces shall be provided for the approved dwelling and the storage facilities shall be secure and enclosed, and re-sited if necessary to allow for efficient bin and cycle storage on the site)

2.c Means of enclosure/boundary treatments

2.d Hard Surfacing Materials

2.e External Lighting (Including positions)

2.f Other structures

2.g Privacy planting outside of No.13 Oak Avenue's ground floor living room window

3. 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, DMEI 1 and DMT 2 of the Hillingdon Local Plan Part 2 (2020).

9. 0M10 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.
- (vii) Measures to reduce the impact of construction on the amenities of neighbouring occupiers

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).

10. 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 the dwellinghouses hereby approved 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).

11. RES26 Contaminated Land

The development shall not commence until a scheme to deal with contamination has been submitted to and approved by the Local Planning Authority (LPA). All works which form part of any required remediation scheme shall be completed before any part of the development is occupied or brought into use unless the Local Planning Authority dispenses with any such requirement specifically and in writing. The scheme shall include the following measures unless the LPA dispenses with any such requirement specifically and in writing:

a) A desk-top study carried out by a competent person to characterise the site and provide information on the history of the site/surrounding area and to identify and evaluate all potential sources of contamination and impacts on land and water and all other identified receptors relevant to the site:

(b) A site investigation, including where relevant soil, soil gas, surface water and groundwater sampling, together with the results of analysis and risk assessment shall be carried out by a suitably qualified and accredited consultant/contractor. The report should also clearly identify all risks, limitations and recommendations for remedial measures to make the site suitable for the proposed use; and

(c) A written method statement providing details of the remediation scheme and how the completion of the remedial works will be verified shall be agreed in writing with the LPA prior to commencement, along with the details of a watching brief to address undiscovered contamination. No deviation shall be made from this scheme without the express agreement of the LPA prior to its implementation.

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

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

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

REASON

To ensure that risks from land contamination to the future users of the land and neighbouring land are minimised, together with those to controlled waters, property and

ecological systems and the development can be carried out safely without unacceptable risks to workers, neighbours and other offsite receptors in accordance with Policies DMEI 11 and DMEI 12 of the Hillingdon Local Plan Part 2 (2020).

12. 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 and 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.

13. NONSC Non Standard Condition

The first floor bathroom window shown on Plan No. 1031-13_Rev05 Rev 06 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 policy DHMB 11 of the Hillingdon Local Plan Part 2 (2020).

14. NONSC Non Standard Condition

Notwithstanding the provisions of Part 3, Schedule 2 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), the dwelling hereby permitted shall only be

used as a dwellinghouse (Class C3), and shall not be used as a house in multiple occupation (HMO) (Class C4).

REASON

To ensure that the development is occupied in accordance with the submitted plans and to protect the residential amenities of adjoining properties in accordance with Policy DMHB 11 of the Hillingdon Local Plan Part 2 (2020).

Informatives

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

The decision to GRANT planning permission has been taken having regard to all relevant planning legislation, regulations, guidance, circulars and Council policies, including The Human Rights Act (1998) (HRA 1998) which makes it unlawful for the Council to act incompatibly with Convention rights, specifically Article 6 (right to a fair hearing); Article 8 (right to respect for private and family life); Article 1 of the First Protocol (protection of property) and Article 14 (prohibition of discrimination).

2. I73 **Community Infrastructure Levy (CIL) (Granting Consent)**

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

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

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

3. I15 **Control of Environmental Nuisance from Construction Work**

Nuisance from demolition and construction works is subject to control under The Control of

Pollution Act 1974, the Clean Air Acts and other related legislation. In particular, you should ensure that the following are complied with:-

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

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

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

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

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

4. 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.

153 Compulsory Informative (2)

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

DMEI 12	Development of Land Affected by Contamination
DMEI 14	Air Quality
DMH 1	Safeguarding Existing Housing
DMH 2	Housing Mix
DMH 6	Garden and Backland Development
DMHB 11	Design of New Development
DMHB 12	Streets and Public Realm
DMHB 14	Trees and Landscaping

DMHB 15	Planning for Safer Places
DMHB 16	Housing Standards
DMHB 17	Residential Density
DMHB 18	Private Outdoor Amenity Space
DMT 1	Managing Transport Impacts
DMT 2	Highways Impacts
DMT 5	Pedestrians and Cyclists
DMT 6	Vehicle Parking
LPP D1	(2021) London's form, character and capacity for growth
LPP D3	(2021) Optimising site capacity through the design-led approach
LPP D4	(2021) Delivering good design
LPP D5	(2021) Inclusive design
LPP D6	(2021) Housing quality and standards
LPP D7	(2021) Accessible housing
LPP H1	(2021) Increasing housing supply
LPP H2	(2021) Small sites
LPP SI13	(2021) Sustainable drainage
LPP T5	(2021) Cycling
LPP T6	(2021) Car parking
LPP T6.1	(2021) Residential parking
NPPF11 -24	NPPF11 2024 - Making effective use of land
NPPF12 -24	NPPF12 2024 - Achieving well-designed places
NPPF2 -24	NPPF2 2024 - Achieving sustainable development
NPPF4 -24	NPPF4 2024 - Decision making
NPPF5 -24	NPPF5 2024 - Delivering a sufficient supply of homes

Appendix 2: Relevant Planning History

77097/APP/2022/2167 13 Oak Avenue West Drayton

Conversion of roof space to habitable use to include a rear dormer roof extension, 3 front roof lights and conversion of roof from hip to gable end (Application for a Certificate of Lawful Development for a Proposed Development)

Decision: 31-08-2022 Approved

77097/APP/2022/2558 13 Oak Avenue West Drayton

Erection of a single storey extension to the rear

Decision: 10-10-2022 Refused

77097/APP/2022/3630 13 Oak Avenue West Drayton

Erection of a single storey rear extension

Decision: 17-01-2023 Refused **Appeal:** 28-07-2023 Allowed

77097/APP/2022/613 13 Oak Avenue West Drayton

Erection of a single storey rear extension, which would extend beyond the rear wall of the original house by 4 metres, for which the maximum height would be 3 metres, and for which the height of the eaves would be 3 metres

Decision: 08-04-2022 Prior Approval
N/Req

77097/APP/2023/2640 13 Oak Avenue West Drayton

Erection of a single storey side extension (Certificate of Lawful Development for a Proposed Development).

Decision: 31-10-2023 Approved

77097/APP/2024/2694 13 Oak Avenue West Drayton

Erection of a two storey, 2-bed attached dwelling with associated cycle storage and amenity space

Decision: 20-11-2024 Withdrawn

77097/APP/2024/854 13 Oak Avenue West Drayton

Erection of a first floor rear extension

Decision: 29-05-2024 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
- PT1.H1 (2012) Housing Growth

Part 2 Policies:

- NPPF11 -24 NPPF11 2024 - Making effective use of land
- NPPF12 -24 NPPF12 2024 - Achieving well-designed places
- NPPF2 -24 NPPF2 2024 - Achieving sustainable development
- DMH 1 Safeguarding Existing Housing
- DMH 2 Housing Mix
- NPPF4 -24 NPPF4 2024 - Decision making
- NPPF5 -24 NPPF5 2024 - Delivering a sufficient supply of homes
- DMH 6 Garden and Backland Development
- DMEI 12 Development of Land Affected by Contamination
- DMEI 14 Air Quality
- DMHB 11 Design of New Development
- DMHB 12 Streets and Public Realm
- DMHB 14 Trees and Landscaping
- DMHB 15 Planning for Safer Places
- DMHB 16 Housing Standards
- DMHB 17 Residential Density
- DMHB 18 Private Outdoor Amenity Space

DMT 1	Managing Transport Impacts
DMT 2	Highways Impacts
DMT 5	Pedestrians and Cyclists
DMT 6	Vehicle Parking
LPP D1	(2021) London's form, character and capacity for growth
LPP D3	(2021) Optimising site capacity through the design-led approach
LPP D4	(2021) Delivering good design
LPP D5	(2021) Inclusive design
LPP D6	(2021) Housing quality and standards
LPP D7	(2021) Accessible housing
LPP H1	(2021) Increasing housing supply
LPP H2	(2021) Small sites
LPP SI13	(2021) Sustainable drainage
LPP T5	(2021) Cycling
LPP T6	(2021) Car parking
LPP T6.1	(2021) Residential parking

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

Case Officer: Rhian Thomas	35665/APP/2024/3154
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Date Application Valid:	02.12.24	Statutory / Agreed Determination Deadline:	19.03.25
Application Type:	Full	Ward:	Charville

Applicant: **Blum**

Site Address: **105 Hayes End Road, Hayes**

Proposal: **Conversion of dwelling house into two flats, including the conversion of garage to habitable space, erection of a single storey rear extension, rear dormer with front-facing roof lights, amendments to fenestrations and associated parking**

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 'Conversion of dwelling house into two flats, including the conversion of garage to habitable space, erection of a single storey rear extension, rear dormer with front-facing roof lights, amendments to fenestrations and associated parking'.
- 1.2 The application is a resubmission of a previously refused scheme under reference 35665/APP/2024/2087 dated 08-10-24 for the 'Erection of a part single, part double storey rear extension, conversion of garage to habitable space, alterations to roof form including a hip to gable extension, rear dormer and rooflights to facilitate the conversion of dwelling to 2 flats (1x2 bed and 1x3 bed).' The application was refused for three reasons, these can be seen within section 4 of this Committee Report
- 1.3 During the process of the application, a petition in objection to the development was received. Having reviewed the petition Officers can confirm that it does not specifically state the concerns which have led to signatures in objection to the proposal.
- 1.4 However, an attachment was appended to the petition setting out various concerns, plus written objections have been received separately from the petition. Concerns raised include the loss of a family dwelling, lack of affordable housing, potential conversion to a HMO property and environmental/biodiversity issues.
- 1.5 A more detailed response is set out within this report, however in summary the proposal is for 1 x 3 bed and 1 x 2 bed flats, as such the application would not result in a net loss of family sized housing. The proposal would contribute towards local housing stock by adding an addition 2 bed flat and would result in the optimisation of a brownfield site which is supported by the Development Plan. Adequate levels of on-site parking are provided and whilst the upper floor flat would not have direct access to private amenity space the internal living spaces exceed the minimum space standards. In addition future residents would have access to parks and open spaces within a 10-minute walking distance. As such on balance the standards of living accommodation are acceptable. Finally, the proposal is not for a HMO as demonstrated on the plans that are before Committee for determination.
- 1.6 The Committee Report seeks to provide a comprehensive assessment of the full application and supporting documentation. All material planning considerations have been considered.

1.7 It is recommended that planning permission is granted subject to conditions (Appendix 1) by virtue that the development would not have a significant impact on the amenities of neighbouring properties, nor would it harm the character and appearance of the Area of Special Local Character, and it would not have a harmful impact on the highway network.

2 The Site and Locality

2.1 The application site comprises a two-storey semi-detached property located on the western side of Hayes End Road, Hayes. The site benefits from a double storey side extension with integral garage and rear conservatory structure. To the front of the site is a garden area with driveway leading to the garage and to the rear is an enclosed garden which acts as private amenity space.

2.2 The surrounding area is residential in character comprising mainly two storey semi-detached properties. To the north of the site is Hayes Park. The site has a PTAL ranking of 2.

Figure 1: Location Plan (application site edged red)



Figure 2: Street View Images of the Application Property

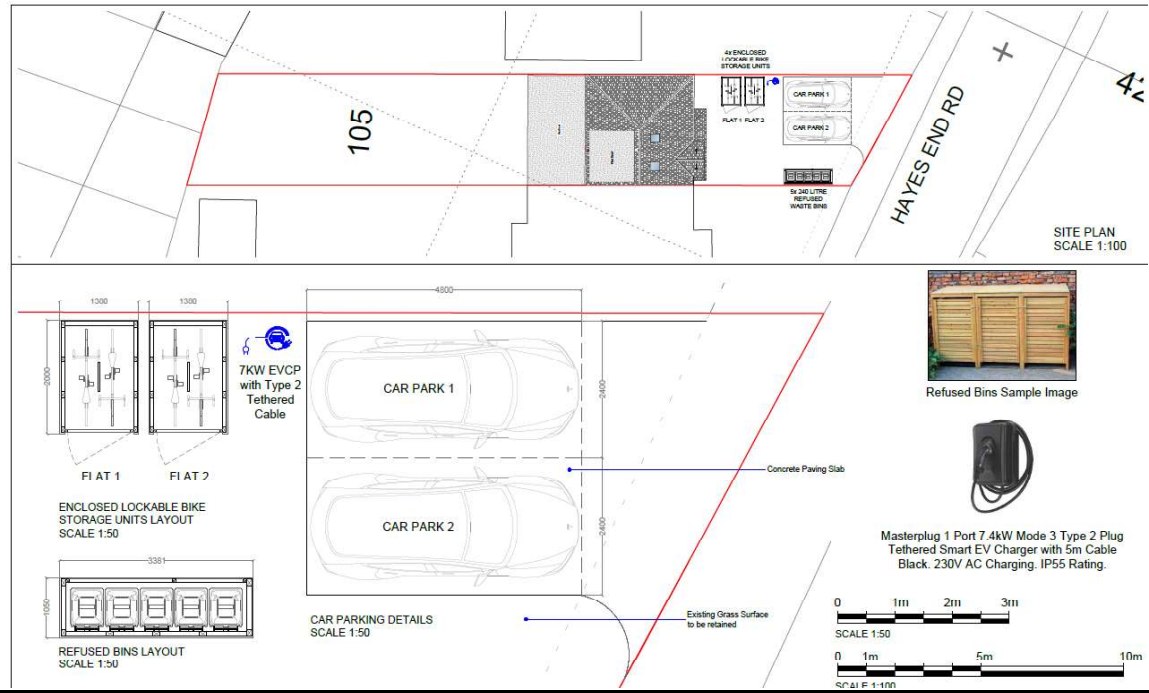


3 Proposal

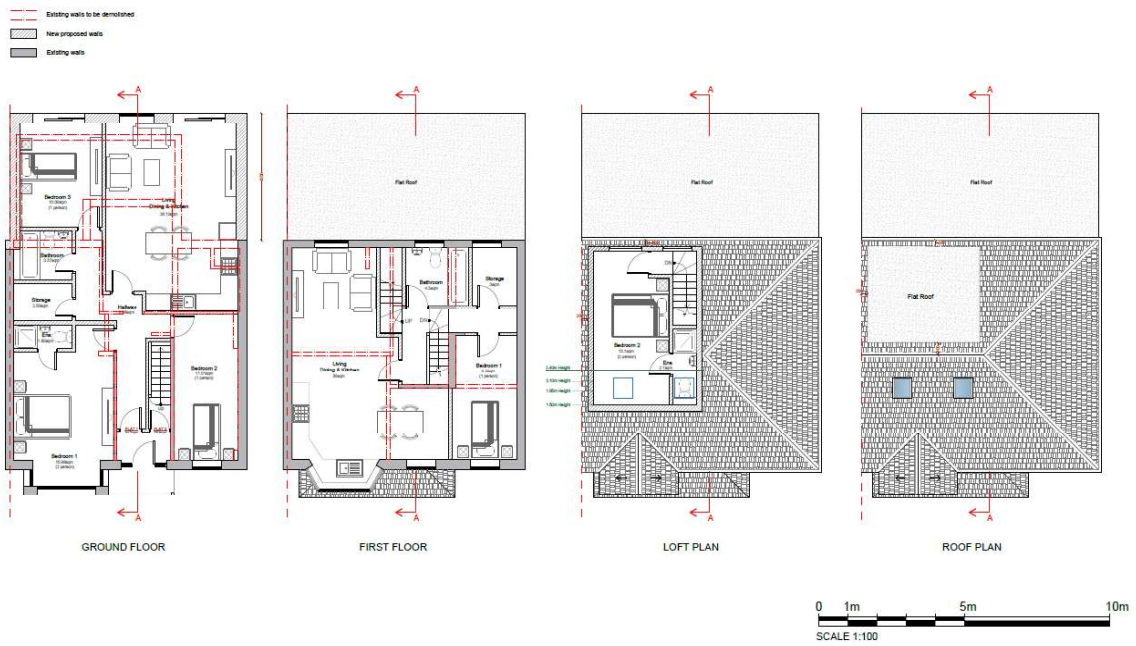
- 3.1 Planning permission is sought for the conversion of dwelling house into two flats, including the conversion of garage to habitable space, erection of a single storey rear extension, rear dormer with front-facing roof lights, amendments to fenestrations and associated parking

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

[Proposed site plan](#)



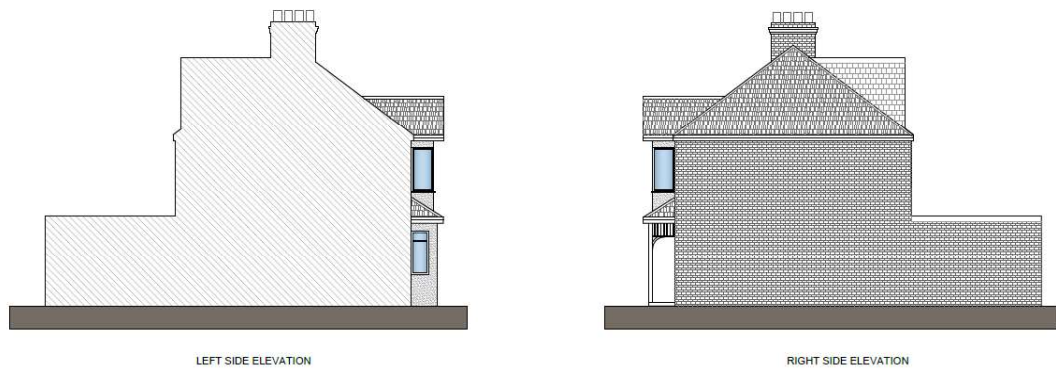
Proposed floor plans



Proposed front and rear elevations



Proposed side elevations



Proposed sections



4 Relevant Planning History

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- 4.1 A list of the relevant planning history related to the property can be found in Appendix 2. However, of relevance to this application are the two applications set out below.
- 4.2 A certificate of Lawfulness was recently approved under reference 35665/APP/2024/3155 dated 30-01-25 for the 'Conversion of roof space to habitable use to include a rear dormer, to include 2 x front roof lights'. It is important for members to note that this CLD application results in an established fall-back position for the construction of the dormer.
- 4.3 Planning permission was recently refused under reference 35665/APP/2024/2087 dated 08-10-24 for the 'Erection of a part single, part double storey rear extension, conversion of garage to habitable space, alterations to roof form including a hip to gable extension, rear dormer and rooflights to facilitate the conversion of dwelling to 2 flats (1x2 bed and 1x3 bed).' The application was refused for the following reasons:
- 4.4 1. The combination of the existing and proposed extensions by reason of their size, bulk, design and scale, would cumulatively result in an insubordinate and visually incongruous form of development that would be detrimental to the character and appearance of the original property and surrounding area. The proposal is therefore contrary to Policy BE1 of the Hillingdon Local Plan: Part One - Strategic Policies (2021), Policies DMHB 11, DMHB 12 and DMHD 1 of the Hillingdon Local Plan: Part Two - Development Management (2020), Policy D3 of the London Plan (2021) and Chapter 12 of the National Planning Policy Framework (2023).
- 4.5 2. The proposed parking arrangement by reason of its tandem layout would require 1no. vehicle to be removed to allow access for the other vehicle which would increase the risk of collision to the detriment of highway safety. As such, the proposed development is contrary to Policies DMT 1, DMT 2, and DMT 6 of the Hillingdon Local Plan: Part Two - Development Management Policies (January 2020), as well as policies T2, T4 and T6 of the London Plan (2021) and paragraph 115 of the NPPF (2023).
- 4.6 3. The proposed development in terms of its design and intensification of use and shortfall in on site private amenity space to serve the proposed units would result in an overdevelopment of the site. The applicant has failed to demonstrate significant public benefits to outweigh the harm identified. As such the proposed development is contrary to paragraph 11 of the NPPF (2023).
- 4.7 The main issue for the current application is whether these reasons for refusal have been satisfactorily overcome.
- 4.8 The applicant has undertaken design changes including the removal of hip to gable roof extension resulting a smaller and modest scaled dormer located on the rear elevation only and first floor rear extension, and amendments to the proposed parking arrangement.

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4.9 Overall, as discussed within the relevant sections of this Committee Report, the proposed development is considered to have overcome all the previous reasons for refusal.

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 6 neighbouring properties were initially consulted on the application by letter dated 10-12-24. During the process of the application the description was amended and as such neighbouring properties plus residents who have commented on the application were re-consulted for 14 days. The consultation period expired 28-02-25.

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

Table 1: Summary of Representations Received

Representations	Summary of Issues Raised	Planning Officer Response
A petition of 54 signatures has been received against the application	1. Flats are not necessary as it reduces housing supply and the majority of new builds across Hayes are now flats.	Discussed within paragraphs 7.3 & 7.4
	2. This application is turning a four-bedroom house into dwellings that only offer an extra bedroom whilst losing loft storage space which does not make financial sense.	This is not a material planning consideration.
	3. The planning applications in Hayes End Road appear to be from the same company who are	This is not a material planning consideration.

	property developer and have submitted other planning applications.	
	4. The application does not offer affordable housing or any provision for the elderly, disabled people and does not keep the housing stock for buyers who do not wish to purchase a flat.	Due to the small scale of the development (conversion into 2 flats), there is no requirement for the provision of affordable housing. Other matters relating to accessibility have been discussed at paragraph 7.48.
	5. There are no environmental benefits such as solar panels or heat pumps.	The application can only be assessed within its current form. It should be noted that there is no specific policy requirement for provisions of solar panels or heat pumps. The extensions would be subject to building regulations which would require to be constructed to the current sustainable standards.
	6. The application has not considered impacts on Biodiversity and Wildlife.	This has been discussed at paragraph 7.54
	7. There is no Energy Performance Certificate (EPC) suggesting the property is still subject to sale and not owned by the proposed developer. There is no new gas or water supplied suggested on the application.	This is not a material planning consideration.

	8. What are the proposed materials as they are not stated in the application.	Discussed at paragraph 7.16
	9. There are inaccuracies in the planning statement such as the times from 105 Hayes End Road to the nearest bus stop and the bus times to the Elizabeth Line. This shows lack of knowledge by the developer and leads to questions as what else in the application could be inaccurate.	A full assessment of the application has been made within the main body of this Committee Report. The Councils Highway Officer has also been consulted on the application.
	10. The property will eventually become another HMO.	The proposed application is for the conversion of the existing dwelling into 2 self-contained flats. The proposal is not for a HMO.
8 individual letters of objection have been received from a total of 7 households. (Please note that where multiple letters of objection have been received from the same person during different consultation periods; this has been counted as one representation. All representations have been taken	i. The developer has claimed ownership of the property by ticking Certificate A within the application form, despite the property still being owned by the estates executors and contract not being exchanged.	This is not considered material to the determination of this planning application.
	ii. Loss of parking and highway safety concerns.	Discussed at paragraph 7.40

into consideration.)		
	III. The bins storage and cycle storage is out of character within the surrounding area	It is not uncommon for bin and cycle storage to be located to the front for new developments. Further design details are to be secured by condition.
	IV. The plans lack detail on its construction and management	The extensions are domestically scaled. A Construction Management Plan would not be required for an application proposing domestic extensions.
	V. Concerns regarding protected species	Discussed at paragraph 7.54
	VI. Concerns over lack of outdoor amenity space for future occupiers	Discussed at paragraph 7.34 to 7.37
	VII. Concerns over gas, water and electricity supply	This is not a material planning consideration.
	III. The development will set a precedent for further conversions	Each planning application is determined on its own merits.
	IX. Noise and privacy concerns.	Discussed at paragraph 7.26
	X. Concerns regarding odour and pests caused by bin storage	This is not a material planning consideration.
	XI. Concerns over potential scaffolding, trespassing, damage to neighbouring property during construction work.	This is not a material planning.
	XII. Air quality concerns	Discussed at paragraph 7.46

	III. Drainage concerns	Discussed at paragraph 7.57
	IV. Concerns over property values and undesirable tenants	This is not a material planning consideration.
	V. Concerns over substandard accommodation	Discussed in paragraphs 7.29 to 7.37
	XVI. Concerns regarding cycle storage and bin storage to front of dwelling	As stated above this is not uncommon for new developments and further design details are to be secured by condition.
	XVII. Concerns over parking arrangement	Discussed in paragraph 7.40
	XVIII. Absence of information of screened patio area	Although mentioned within the Planning statement, the proposed plans do not include the provision of a front screened patio area and as such this would not form part of this planning application.

Table 2: Summary of Consultee Responses

Consultee and Summary of Comments	Planning Officer Response
<p>Access Officer: This proposal has been reviewed against the requirements of the 2021 London Plan policy D7 which should not be applied to the conversion of this existing dwelling constructed prior to the application of accessible housing standards. There would be no loss of accessible housing stock as a result of this conversion if approved. Conclusion: no objections raised from an accessibility perspective.</p>	This has been noted
<p>Highways Officer: The previous proposal was refused for reasons relating to design, parking arrangements, and overdevelopment. This revised submission addresses the highway reason for refusal comprehensively and demonstrates compliance with</p>	The applicant has submitted a revised plan providing the car parking layout details. A condition requiring further cycle storage

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<p>the relevant policies of the Hillingdon Local Plan, The London Plan (2021), and the National Planning Policy Framework (2024) (NPPF).</p> <p>No objection subject to conditions pertaining to car and cycle parking details and the provision of 1 EVCP charging point.</p>	<p>and EVCP details is to be added to the decision notice.</p>
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7 Planning Assessment

Principle of Development

- 7.1 The Development Plan recognises the need for new housing and provides support for the optimisation of brownfield sites for residential intensification. At local level Policy DMH 1 seeks to safeguard existing housing, in particular family sized housing (3-bed and above). This is supported at regional level by Policy H10 of the London Plan which also recognises the need to provide a broad mix of residential properties in order to meet demand.
- 7.2 As the application proposes the conversion of a single family dwellinghouse to two flats, the proposal will need to demonstrate compliance with Policy DMH 4 of the Local Plan (2020).
- 7.3 From the Council's Planning Records and Council Tax data, the proposed conversion would not result in more than 10% of properties within the street to be converted to flats. The existing property would have an internal floor area over 120sqm, and a 3-bed family unit is to be re-provided. It is noted that flat 2 is spread over two floors but given that it would be for the exclusive use of the flat and the duplex arrangement is overall providing good quality spaces, it is considered that the proposal would accord with the principal requirements of Policy DMH 4.
- 7.4 The development would provide an additional 2-bedroom unit, which would result in the net increase of one residential unit. There is an identified need for a mix of dwellings within the borough and a need to optimise the potential for development and intensification of the residential use of brownfield sites, such as this site, which weighs in favour of the scheme.
- 7.5 It is acknowledged that the first floor flat would not have access to any private external amenity space, which is regrettable. However, the Hayes End Recreational Ground and Knights Gardens are located within a 12-14 minute walk of the site and the standard of internal living accommodation is above the minimum standard which offsets the harm. The applicant has provided an example of where the local planning authority has accepted a site's access to local parks as offsetting the lack of private amenity space on site. Whilst each application needs to be assessed on its own merits, the need to ensure the Local Planning Authority demonstrates consistency in its decision making is important. Furthermore, members should note that the site could provide access to private amenity space

for the upper floor, however this would require an internal or external staircase to be provided. An internal staircase would result in a loss of floor space for the family sized unit which would not be supported. An external staircase would like result in significant overlooking issues as would a rear facing balcony. A balanced approach needs to be taken, in light of the fact that external amenity space to serve the upper floor unit could be provided but would result in a less desirable and policy compliant scheme, the sites access to local parks and open spaces as well as the 3-bed family sized units access to a large amount of private rear garden space, it is unlikely that the LPA could successfully defend an appeal against the refusal of the application on private amenity grounds only. As such on-balance the proposal is considered to comply with the relevant development plan policies.

- 7.6 The principle of converting the property into self-contained flats is therefore supported by officers.

Design / Impact on the Character and Appearance of the Area

- 7.7 Paragraph 135 of the NPPF (2024) states 'Planning policies and decisions should ensure that developments are designed to their function whilst contributing to the overall quality of the area. Furthermore, it states that development proposals should demonstrate a design led approach, respond to local character, establish a strong sense of place whilst optimising the sites potential for development.
- 7.8 Policies D1, D3 and D4 of the London Plan (2021) require development proposals to be of high quality and to enhance the local context by delivering buildings and spaces that positively respond to local distinctiveness.
- 7.9 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.
- 7.10 Local Plan Policy DMHB 11 states that 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 harmonising with the local context and considering the height, mass and bulk of adjacent structures. They should also ensure the use of high-quality building materials and finishes, plus ensure that the internal design and layout of development maximises sustainability and is adaptable to different activities.
- 7.11 Policy DMHB 12 of the Hillingdon Local Plan: Part 2 - Development Management Policies (2020) re-emphasises the need for new development to be well integrated with the surrounding area and provides design criteria as to how this would be achieved.
- 7.12 The proposed development involves the erection of a single storey rear extension, conversion of garage to habitable space, rear dormer extension, front rooflights and the conversion of property into two self-contained flats, with associated parking.

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- 7.13 The proposal differs to the previously refused scheme in that it has removed the hip to gable roof extension, reduced the size of the rear dormer, removed the first-floor rear extension and it has amended the front parking arrangement.
- 7.14 The existing property has a large two storey side extension with an integral garage at ground floor level. The existing side extension is sited directly along the shared boundary line with No.107 Hayes End Road.
- 7.15 The proposed rear extension would measure 4.3m in depth, span the full width of the rear of the property and measure 3m in height characterised with a flat roof. It would replace an existing conservatory structure at the property. The extension is modest, would appear a subordinate addition and domestically scaled extension to a domestic property. Furthermore, in reviewing the local character it is clear that the established pattern of development, particularly the rear building lines, has been distorted by rear extensions with a similar if not larger depth. As such, it would not appear out of character within the surrounding area. As the extensions is sited solely to the rear of the property, it would not be visible from the street scene and as such would have no harmful impact on the character and appearance of the area.
- 7.16 The proposed conversion of garage to habitable space is considered acceptable from a design perspective as it would include the removal of garage door and replacement with one window. A condition has been added to ensure all the proposed materials match the existing property to ensure the development integrates with the architectural composition of the dwelling.
- 7.17 The proposed development also includes the erection of a rear dormer extension and front rooflights. It should be noted that a Certificate of Lawfulness has been recently granted at the site for the 'Conversion of roof space to habitable use to include a rear dormer, to include 2 x front roof lights' under reference 35665/APP/2024/3155. The approved dormer under the Certificate application was larger than that proposed within this current application. The proposed dormer would measure approx. 3.9m in width, 2.43m in height characterised with a flat roof and 3.2m in depth. The dormer would fit comfortably on the rear roof slope, set in from the side margins, set up from the eaves and set down from the ridgeline. It would not be visible from the street scene and as such would not cause harm to the character and appearance of the surrounding area. It is also noted that the dormer could be built out under permitted development given its modest size (see below figures) which results in an established fall-back position that is given significant weight in the assessment of the application. There are two front rooflights proposed, these are not considered to harm the appearance of the property nor surrounding area.

Figure 1 (proposed rear dormer extension):



Figure 2 (recently approved rear dormer as approved under application reference [35665/APP/2024/3155](#)):



- 7.18 The proposal also includes the provision of front parking, cycle storage and refuse storage. The front of the property is characterised with part soft landscaping and part hard surfacing for off street parking. Many properties along Hayes End Road benefit from off street parking. The proposed site layout plan indicates that the existing grassed area is to be retained with new concrete paving slabs for the new side by side parking arrangement. This is considered acceptable, and a landscaping condition has been added to ensure the development integrates well with the surrounding area. The cycle storage and refuse storage, although not a common characteristic of the surrounding area, is not considered to be significantly harmful given they are minor in scale, the set back from the road and the screening from car parking spaces.
- 7.19 Overall, the proposed development has sufficiently overcome refusal reason 1 of the previously refused scheme under reference 35665/APP/2024/2087. The development would respect the character and appearance of the surrounding area in compliance with Policy BE1 of the Hillingdon Local Plan: Part 1 - Strategic Policies and Policies DMHD 1, DMHB 11, DMHB 12 and DMHB 14 of the Local Plan: Part Two - Development Management Policies (2020), as well as relevant design guidance contained within the London Plan (2021) and NPPF (2024).

Heritage

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

Impact on the Green Belt

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

Residential Amenity

- 7.22 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.
- 7.23 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.
- 7.24 Number 103 Hayes End Road is located south of the application site and forms the other half of the semi-detached properties. This neighbouring property benefits from a single storey rear extension. The proposed extension would not extend beyond the rear elevation of this neighbour and coupled with a height of 3m it would not create any harmful loss of light, loss of outlook, overshadowing, nor

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would it be overbearing. The proposed rear dormer extension would not include any side facing windows and the rear window would provide similar views as the existing first floor rear windows and as such no overlooking or loss of privacy would be created.

- 7.25 Number 107 Hayes End Road is located north of the site and is separated from the host. The proposed extension would be sited along the shared boundary with this neighbouring property. This neighbour also benefits from a single storey rear extension. The proposed development would not extend beyond the rear building line of this neighbour, and as such would not cause any loss of light, loss of outlook, overshadowing nor would it be overbearing. The proposed dormer extension would be set away from this neighbour and would not include any side facing windows, as such there would be no overlooking or loss of privacy created. An informative note has been added regarding encroachment onto neighbouring land.
- 7.26 In terms of additional noise, the proposal is for the conversion of the existing dwelling into 2 self-contained flats. It is recognised that the conversion of 2 flats is a different type of occupation to use of the property as a single dwelling house. However, it is considered that the level of activity involved that would be associated with the proposed conversion, would not be so substantially different to the trip patterns of individuals in one large household. It is therefore considered (on balance) that any noise and disturbance that might result from the proposed conversion into 2 flats is unlikely to be significantly different to that from one large household that could occupy the property.
- 7.27 It is therefore considered that any increase in noise and its transmission to the adjoining property is unlikely to be significant or noticeable than if the property were to be used as a large family dwelling so that there would be no requirement for sound insulation.
- 7.28 Overall, the proposed development complies with Policies DMHD 1 and DMHB 11 of the Hillingdon Local Plan: Part Two - Development Management Policies (2020).

Quality of Residential Accommodation (Internal and External)

Internal

- 7.29 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) set out the 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.
- 7.30 The proposed development seeks to convert the existing dwelling into two self-contained flats. Flat 1 on the ground floor would be a 3 bed, 4 person dwelling with a GIA of approx. 85sqm. Flat 2 on first and second floor would be a 2 bed, 3

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person dwelling with a GIA of approx. 77sqm. Both flats exceed the minimum internal floor space standards set within Policy D6 of the London Plan (2021) which require 3 bed 4 person dwellings to have a minimum of 74sqm of GIA and 2 bed 3 person dwellings (over two floors) to have 70sqm of GIA.

- 7.31 It is noted that there are cycle storage units proposed located approx. 2.4m away from a ground floor bedroom window. Although not ideally located, it is considered if these were located elsewhere within the front garden it would restrict outlook and potentially create a loss of light to the double occupancy bedroom within this flat. As such on balance the cycle storage location is accepted in front of the single occupancy bedroom. It is not considered so harmful as to warrant a recommendation for refusal.
- 7.32 As such, the internal living standards would comply with Policy D6 of the London Plan (2021) and Policy DMHB 16 of the Hillingdon Local Plan: Part 2 - Development Management Policies (2020).

External

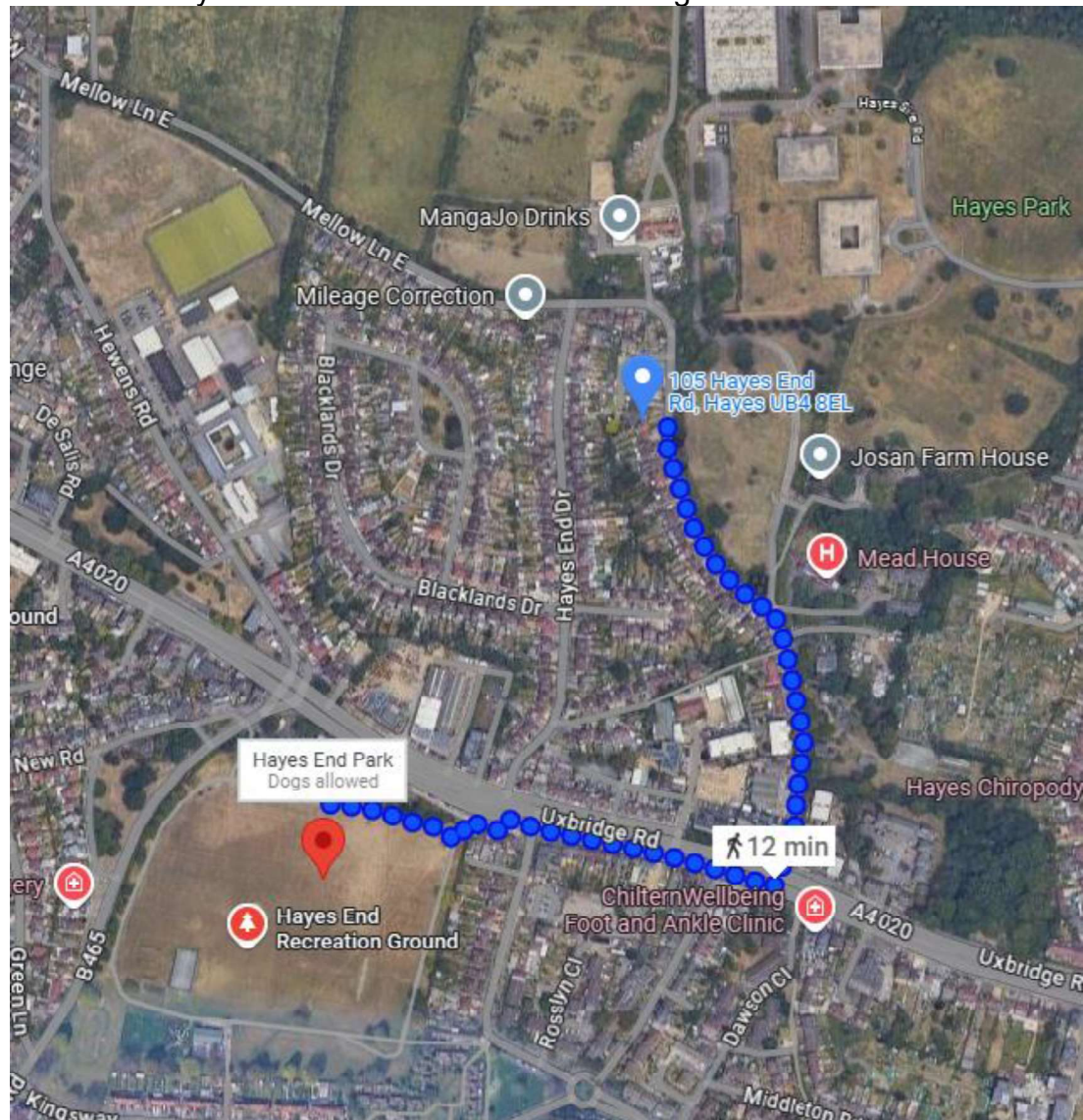
- 7.33 Policy DMHB 18 of the Hillingdon Local Plan - Part 2: Development Management Policies (2020) requires a minimum of 100sqm of outdoor amenity space for a dwelling house with 4 or more bedrooms and that 60sqm be provided for 2-bedroom dwellings.
- 7.34 The proposal would result in only the ground floor flat having access to the large rear garden, leaving no private amenity space for Flat 2. It is acknowledged that this formed a refusal reason in the previous application reference 35665/APP/2024/2087. However, as discussed in the other relevant sections of this Committee Report, the proposed development within this current application has overcome all other previous refusal reasons, and it is not considered that refusal for lack of external amenity space alone would be defensible at appeal for the current application.
- 7.35 The planning statement submitted has reference to a front patio area for the use of Flat 2, however this is not shown on the proposed drawings. It is not considered this would be well located or useable and as such even in the event it were to be illustrated on the proposed drawings it would not meet the policy definition of private amenity space.
- 7.36 Whilst Flat 2 would not have access to private external amenity space, which is regrettable, it is acknowledged that the internal amenity space provided is above the minimum standard by approx. 7sqm and it should be noted that Hayes End Recreation Ground and Knights Gardens are a 10–12-minute walk away approx. 0.5 miles. As such the harm of no on site provision of private external amenity space is offset by the high level of internal accommodation and proximity to outdoor recreational space.
- 7.37 Furthermore, when assessing a planning application officers must consider the shortfalls in policy compliance and the benefits of the proposal. In this case the

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applicant could provide access to private amenity space, however this would likely require some form of internal access to be constructed as the property extends across the entire width of the plot. An internal access would reduce the internal floor space of the ground floor unit resulting in a 2-bed unit rather than 3. The council has an identified need for 3 bed units, and this outweighs the policy conflict derived from the lack of access to private amenity space to serve the upper floor unit. In addition, the upper floor unit is not a family sized unit which further limits the harm. The applicant in the submission refers to a scheme determined in 2022 whereby the Council took an on-balance view to the subdivision of a dwelling into 2 flats of which one did not have direct access to private amenity space as there was sufficient access to public open space within 12 minutes walking distance. Based on all these factors Officers consider the benefits of the scheme to outweigh the policy departure and that overall, the standard of living accommodation is acceptable. Furthermore, in the event of a refusal it would be unlikely that a single reason for refusal relating to the lack of private amenity space in these unique circumstances, could be robustly defended at appeal.

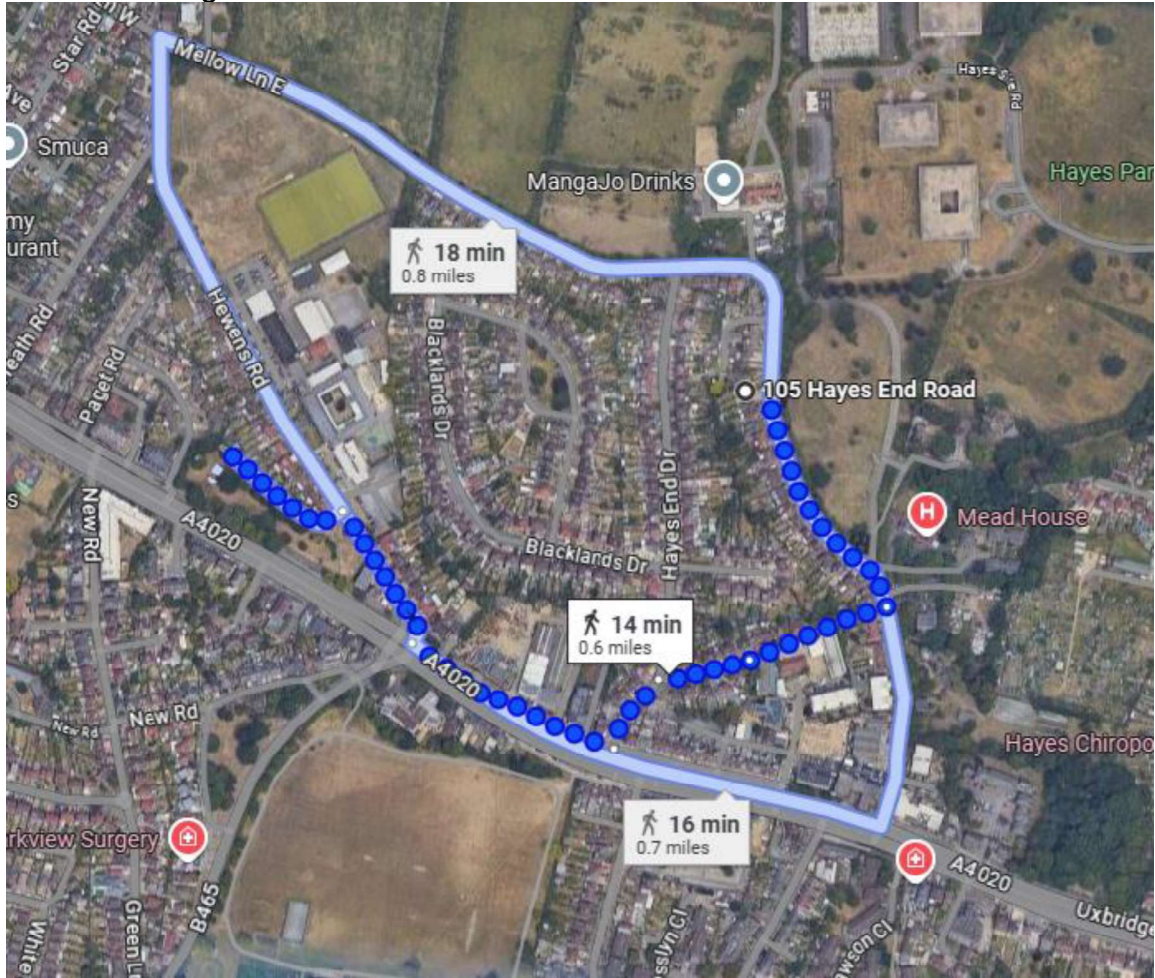
Access to Hayes End Park – 12 Minutes Walking



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Access to Knights Gardens – 14 Minutes Walk



7.38 As such, on balance, the proposed development would comply with the purpose Policy DMHB 18 of the Hillingdon Local Plan: Part 2 - Development Management Policies (2020) and the development has sufficiently overcome refusal reason 3 of the previous application.

Highways and Parking

Access and Parking:

7.39 The application proposes to convert the existing dwelling to provide 1no. three-bedroom flat and 1no. 2-bedroom flat. Vehicular access to the application site is currently gained over a vehicle crossover providing access to the forecourt of the application site.

7.40 A highway reason for refusal was attached to the previous application, which identified safety concerns with the tandem parking layout, that was considered unsafe due to the need to remove one vehicle to access the other, increasing the risk of collision.

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- 7.41 The London Plan (2021) Table 10.3 - Maximum Residential Parking Standards allows all dwellings in Outer London PTAL 0-1 to have a maximum 1.5no. spaces. The site is within a PTAL rated area of 2 meaning that there is a moderate to low level of access to public transports and everyday services. Drawing P006 Rev A shows the provision of two parking spaces, one allocated to each flat which would be an acceptable level of parking. The layout has been amended from the previous application to allow the car parking spaces to be sited next to each other. The spaces would each measure 4.80m x 2.4m which would comply with Appendix C of the Local Plan Part 2 (2020). The site benefits from an existing vehicle crossover which would need extending to allow the second vehicle to safely enter/exit the site. The applicant should be advised that prior to undertaking works on the adopted highway, they will likely require a Section 184 license from the Highway Authority.
- 7.42 The development also involves the conversion of an integral garage, the existing garage has internal dimensions of 2.2m x 5.1m which would not meet the minimum space standard for garages as set out within Appendix C of the Local Plan Part 2 (2020) which requires garages to measure at least 3m x 6m internally. As such, the development would not lead to a loss of parking.
- 7.43 It is not considered that the development would lead to a harmful overspill of parking on the adjacent roads and as such is considered acceptable. Moreover, the revised proposal is considered to resolve the highway concerns which formed a reason for refusal attached to the previous application. One of the points raised within the objections received is regarding the statements reference to a bus stop being located within 3 minutes' walk. This is a general statement made by the applicant, officers have reviewed the distance to the nearest bus stop which is located on the Uxbridge Road and is 400 metres from the site. Officers consider this to be an average walking time of 5-6 minutes which would not be significantly different to the 3 minutes stated by the applicant. The level of difference is de-minimus.

Electric Vehicle Charging Points (EVCP's):

- 7.44 The London Plan (2021) requires that 20% car parking spaces have active EVCPs and 80% of spaces have passive EVCPs. 1no 7kW active EVCP would be required for each parking space. Drawing P006 Rev A shows the provision 1 7kW EVCP. A condition has been added to ensure 2 Active EVCP's are provided, one for each parking space.

Cycle Parking:

- 7.45 The London Plan (2021) Table 10.2 - Minimum Cycle Parking Standards requires dwellings with 2-3no. bedrooms to have a minimum of 2no. cycle parking spaces each. Drawing P006 Rev A shows the provision of 2 enclosed lockable cycle storage units within the front garden with space for 2 cycles per unit which is an acceptable level of parking. It is proposed to attach a condition to the decision notice to secure final cycle storage details including design.

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Conclusion:

- 7.46 The proposed development has sufficiently overcome refusal reason 2 of the previously refused application reference 35665/APP/2024/2087. The highway authority has been consulted on the application and have concluded there are no highways objections to the proposed development. As such, the development complies with Policies DMT 1, DMT 2, and DMT 6 of the Hillingdon Local Plan Part 2 (2020).

Air Quality

- 7.47 The application site is not located within an Air Quality Focus Area; however, it is located within an Air Quality Management Area. Given the proposed development is for minor extensions to the property and the conversion into flats it is not considered that the proposal would cause unacceptable levels of dust and disturbance during the construction phase. It is not considered necessary to include a Construction Logistics Plan Condition due to the modest nature of the development. The relevant informative note has been added.

Accessibility

- 7.48 Policy D7 of the London Plan (2021) states that at least 10 per cent of dwellings (which are created via works to which Part M volume 1 of the Building Regulations applies) must meet Building Regulation requirement M4(3) 'wheelchair user dwellings'. All other dwellings (which are created via works to which Part M volume 1 of the Building Regulations applies) must meet Building Regulation requirement M4(2) 'accessible and adaptable dwellings'.
- 7.49 This proposal has been reviewed against the requirements of the 2021 London Plan policy D7 which should not be applied to the extension and conversion of this existing dwelling. The Council's Access Officer has been consulted on the application and has no objection to the proposed development.

Trees and Landscaping

- 7.50 The application site is not located within an area covered by a tree preservation order, nor is it within a Conservation Area. It is not considered that there would be any trees that would be impacted by the proposed development. As such, a tree report and arboricultural impact assessment is not required.

Biodiversity Net Gain

- 7.51 Biodiversity net gain is a way of creating and improving biodiversity by requiring development to have a positive impact ('net gain') on biodiversity.
- 7.52 In England, biodiversity net gain is required under a statutory framework introduced by Schedule 7A of the Town and Country Planning Act 1990 (inserted by the Environment Act 2021). This statutory framework is referred to as

'biodiversity net gain' in Planning Practice Guidance to distinguish it from other or more general biodiversity gains.

- 7.53 Under the statutory framework for biodiversity net gain, subject to some exceptions, every grant of planning permission is deemed to have been granted subject to the condition that the biodiversity gain objective is met ("the biodiversity gain condition"). This objective is for development to deliver at least a 10% increase in biodiversity value relative to the pre-development biodiversity value of the onsite habitat.
- 7.54 The framework sets out a series of exemptions for which the provision for an on-site net gain would not be required.
- 7.55 The proposed development would fall under the de-minimis exemption, as the proposed scheme would not impact 25sqm of on-site habitat, nor would it impact 5m of on-site linear habitat. The proposed single storey rear extension would largely replace an existing conservatory structure on hard surfacing and the majority of the front soft landscaped garden would remain in place. As such, the development does not need to provide a 10% increase in biodiversity on site.
- 7.56 As mentioned within other sections of this Committee Report, a landscape condition will be added to ensure the development integrates well with the surrounding area.
- 7.57 In addition to this, the development is minor in scale and as such is not considered to cause harm to any wildlife or protected species, as such it is not considered necessary for further assessment to be undertaken.

Flooding and Drainage

- 7.58 The proposed development site is not located in Flood Zones 2 or 3. Nor is it located within a critical drainage area, or an area known for surface water flooding. As such it is not considered necessary or reasonable to add a condition relating to a drainage scheme.

Waste Management

- 7.59 Drawing P006 Rev A shows the provision of refuse storage within the front garden. The storage is covered and would be well located for the occupiers of the flats and is considered an acceptable arrangement as occupiers would drag the bins to the kerbside on collection days. The storage would be sited away from the front of neighbouring properties and as such would not have a harmful impact.

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.

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

Equality

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

Local Finance Considerations and CIL

- 8.3 The Council adopted its own Community Infrastructure Levy (CIL) on 1st August 2014. The Hillingdon CIL charge for residential developments is £95 per square metre of additional floor space. This is in addition to the Mayoral CIL charge of £60 per square metre. CIL rates are index linked.

9 Conclusion / Planning Balance

- 9.1 The proposed development has sufficiently overcome the refusal reasons from the previously refused application reference 35665/APP/2024/2087. The development would not impact the character and appearance of the original dwelling, nor the surrounding area; it would not impact the residential amenities of the neighbouring properties, nor would it harm the local highway network. Additionally, the development would retain a family sized dwelling and provide adequate living accommodation for future residents.
- 9.2 The proposal is considered to comply with the Development Plan and no material considerations indicate that a contrary decision should be taken. Consequently, the application is recommended for approval subject to the conditions set out in Appendix 1.

10 Background Papers

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

APPENDICES

Planning Application

35665/APP/2024/3154

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

PBP01 Rev B

P001 Rev B

P002 Rev B

P003 Rev B

P004 Rev B

P005 Rev B

Parking Design and Management Plan Dated February 2025

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

No development shall take place until a landscape scheme has been submitted to and approved in writing by the Local Planning Authority. The scheme shall include: -

1. Details of Soft Landscaping

1.a Planting plans (at not less than a scale of 1:100),

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 Cycle Storage (2 no. per unit)

- 2.b Means of enclosure/boundary treatments
- 2.c Car Parking Layouts (including the provision of 1 active 7kW electrical charging points per unit)
- 2.d Hard Surfacing Materials
- 2.e External Lighting
- 2.f Other structures (such as play equipment and furniture)

4. Details of Landscape Maintenance

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

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, DMEI 1 and DMT 2 of the Hillingdon Local Plan Part 2 (2020) and Policy G5 of the London Plan (2021).

4. HO4 **Materials**

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

REASON

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

5. HO7 **No roof gardens**

Access to the flat roof over the extension hereby approved shall be for maintenance or emergency purposes only and the flat roof shall not be used as a roof garden, terrace, balcony, patio or similar amenity area.

REASON

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

6. HO5 **No additional windows or doors**

Notwithstanding the provisions of the Town and Country Planning (General Permitted Development) Order 2015 (as amended) (or any order revoking and re-enacting that Order with or without modification), no additional windows, doors or other openings shall be constructed in the walls or roof slopes of the development hereby approved facing Numbers 103 and 107 Hayes End Road.

REASON

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

Informatives

1.

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

2. 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.

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 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.

4. 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.

5. 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).

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.

DMH 1	Safeguarding Existing Housing
DMH 4	Residential Conversions and Redevelopment
DMHB 11	Design of New Development
DMHB 14	Trees and Landscaping
DMHB 16	Housing Standards
DMHB 18	Private Outdoor Amenity Space
DMT 2	Highways Impacts
DMT 5	Pedestrians and Cyclists
DMT 6	Vehicle Parking
LPP D14	(2021) Noise
LPP D3	(2021) Optimising site capacity through the design-led approach
LPP D4	(2021) Delivering good design
LPP D6	(2021) Housing quality and standards
LPP T4	(2021) Assessing and mitigating transport impacts
LPP T5	(2021) Cycling
LPP T6	(2021) Car parking
LPP T6.1	(2021) Residential parking
NPPF12 -24	NPPF12 2024 - Achieving well-designed places

Appendix 2: Relevant Planning History

35665/A/84/2018 105 Hayes End Road Hayes

Householder dev. (small extension,garage etc) (P)

Decision: 25-01-1985 Approved

35665/APP/2024/2087 105 Hayes End Road Hayes

Erection of a part single, part double storey rear extension, conversion of garage to habitable space, alterations to roof form including a hip to gable extension, rear dormer and rooflights to facilitate the conversion of dwelling to 2 flats (1x2 bed and 1x3 bed). (amended description)

Decision: 08-10-2024 Refused

35665/APP/2024/3155 105 Hayes End Road Hayes

Conversion of roof space to habitable use to include a rear dormer, to include 2 x front roof lights (Application for a Certificate of Lawful Development for a Proposed Development)

Decision: 30-01-2025 Approved

35665/C/86/0944 105 Hayes End Road Hayes

Householder development - residential extension(P)

Decision: 23-06-1986 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.H1 (2012) Housing Growth

Part 2 Policies:

DMH 1 Safeguarding Existing Housing

DMH 4 Residential Conversions and Redevelopment

DMHB 11 Design of New Development

DMHB 14 Trees and Landscaping

DMHB 16 Housing Standards

DMHB 18 Private Outdoor Amenity Space

DMT 2 Highways Impacts

DMT 5 Pedestrians and Cyclists

DMT 6 Vehicle Parking

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

LPP D4 (2021) Delivering good design

LPP D6 (2021) Housing quality and standards

LPP D14 (2021) Noise

LPP T4 (2021) Assessing and mitigating transport impacts

LPP T5 (2021) Cycling

LPP T6 (2021) Car parking

LPP T6.1 (2021) Residential parking

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

Case Officer: Christos Chrysanthou	78464/APP/2024/3196
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Date Application Valid:	05.12.24	Statutory / Agreed Determination Deadline:	14.03.25
Application Type:	Full	Ward:	Hillingdon West

Applicant: **c/o Total Planning**

Site Address: **Dyson Drive, Uxbridge, UB10 0GJ**

Proposal: **The creation of 9no. off-street parking spaces and planting of 3no. new trees.**

Summary of Recommendation: **REFUSE planning permission**

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



Summary of Recommendation:

REFUSE planning permission for the reasons specified in Appendix 1.

1 Executive Summary

- 1.1 The application proposes to increase the car parking provision at Dyson Drive to provide residents with 9 additional car parking spaces and would result in the loss of soft landscaping. The application has come before the Committee due to the submission of a petition with 54 signatures in support of the proposal. The site is located within a Public Transport Accessibility Level (PTAL) rating area of 2 and therefore it is considered that there would be a moderate reliance on the private car to travel to and from the site, even though the site is within walking distance to the Uxbridge Town Centre. Notwithstanding this point, the additional spaces in combination with the existing spaces would exceed maximum car parking standards, which seek to reduce vehicle trips and promote sustainable travel modes.
- 1.2 As such the development would result in the exacerbation of the overprovision of parking, detrimentally impact on highway safety and fail to promote sustainable modes of transport, which has resulted in an objection from the Highway Authority. The planning application is therefore recommended for refusal for the reasons set out in Appendix 1.

2 The Site and Locality

- 2.1 The application site refers to a relatively recently constructed residential development that forms part of St Andrews Park (the former RAF Uxbridge Site). Dyson Drive is located within Phase 3B of this development and lies within an area of land located in the southwestern part of the site. Dyson Drive is a private road (unadopted) and the site is bounded by Hillingdon Road to the west, the built out Phase 2A to the south, spine road and pocket park to the east and future phases to the north. The northern boundary of the site is occupied by a double line of mature horse chestnut trees which are to be retained, forming an important strategic landscape green link and frame to the former parade ground. The site is situated within a Developed Area as identified in the policies of the Hillingdon Local Plan (2012).

Figure 1: Location Plan (application site edged red)

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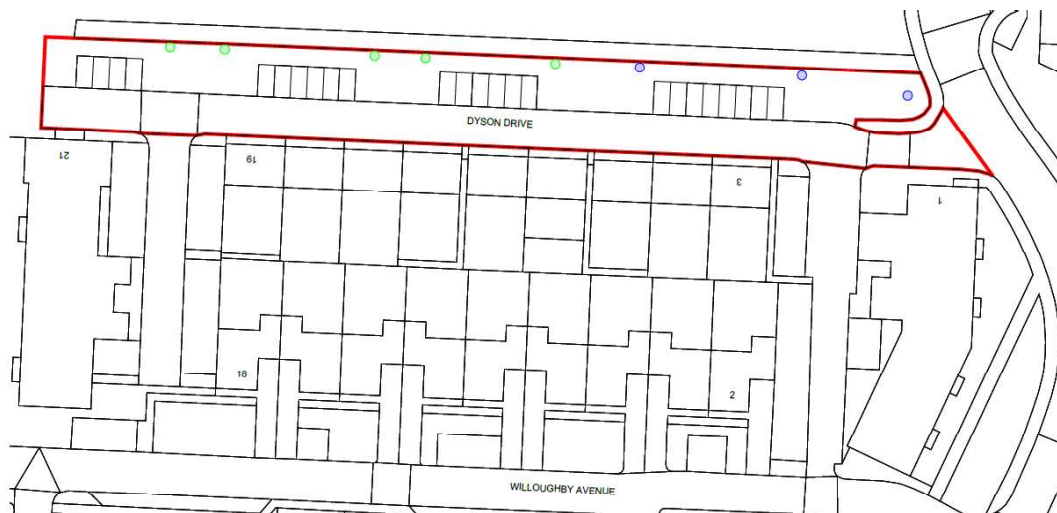
Figure 2: Street View Image of the Application site



3 Proposal

- 3.1 The application proposes the creation of 9no. off-street parking spaces replacing current soft landscaping and the planting of 3no. new trees.

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.
- 4.2 The application is a follow up to application ref: 78464/APP/2023/3668 (Alteration to car parking layout) which was refused by Planning Committee on 14th March 2024. The main differences between the previously refused scheme and the current application are the orientation of the car parking spaces (which have increased by one space from 8no. to a total of 9no. spaces), which has resulted in the loss of soft landscaping, and the provision of 3no trees. The design and location of the proposed new car parking spaces have been moved off the existing shared surface and are now proposed to be sited adjacent to the existing car parking spaces within the soft landscaped area.

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 48 neighbouring properties were consulted on 20th December 2024. A site notice was erected on 2nd January 2025.
- 6.2 Representations received in response to public consultation are summarised in Table 1 (below). Consultee responses received are summarised in Table 2 (below). Full copies of the responses have also separately been made available to Members.

Table 1: Summary of Representations Received

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Representations	Summary of Issues Raised	Planning Officer Response
A petition in support was received with 54 signatories.	1. The petition states: 'That planning application ref: 78464/APP/2024/3196 be approved as all the residents of the houses on the road support the proposal.	Noted.
12 letters of objection have been received.	I. Concerns are raised regarding highway safety, encroachment, existing road congestion.	The application has been reviewed by the Highway Authority. A summary of their comments is provided at Table 2.
	II. Concerns are raised regarding the fairness of the application; other residents of Dyson Drive would not benefit and parking options would be reduced.	Noted.
12 letters of support have been received.	III. The homeowners support the application as it would increase the parking provision available to them.	Noted.
	IV. The proposal would reduce parking congestion, enhance safety, align with sustainability practices, comply with local regulations and reduce visual clutter.	An assessment of the proposal having regard to current planning policy is provided in Section 7 of this report.
	V. All houses have 2 parking spaces, only these houses have one parking space.	Since the original permission was granted the policy landscape has changed and the consented level exceeds the maximum allowed

		under the current London Plan.
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Table 2: Summary of Consultee Responses

Consultee and Summary of Comments	Planning Officer Response
<p>Highway Authority</p> <p>There are robust highway objections to this proposal because it is contrary to Policy T1 which seeks to deliver the strategic target of 80 per cent of all trips to be made by foot, cycle or public transport by 2041. The proposal is also contrary to Policy T2 Healthy streets which requires that development should reduce the dominance of vehicles on streets – not increase them; Policy T4 Assessing and mitigating transport impacts, this requires that developments do not increase road danger and Policy T6.1 residential parking – this policy would allow Dyson Drive as a new build a maximum of 9no. car parking spaces, the proposal would create 18no. allocated car parking spaces, plus 6 unallocated spaces. Furthermore, Policy T6.1 requires all residential car parking spaces must provide infrastructure for electric or Ultra-Low Emission Vehicles. At least 20 per cent of all spaces should have active electric vehicle charging facilities with all the others having passive provision. None of the proposed 9no. additional car parking spaces would have EV provision which is contrary to Policy.</p>	<p>Noted.</p>

7 Planning Assessment

Principle of Development

- 7.1 The proposal is for the construction of new parking spaces on a residential street, however the additional car parking is contrary to the relevant Development Plan policies as set out within this report.

Highways and Parking

- 7.2 The application site is known as Dyson Drive, an unadopted residential cul de sac which forms a junction with Churchill Road. The site is located within a PTAL 2 rated area meaning that there is a reliance on the motor vehicle to travel to and from the site.

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- 7.3 Dyson Drive is part of the wider St Andrews's Park development and is located within Phase 3B. Planning application 585/APP/2015/4494 gave approval for 56 residential units and 70 car parking spaces resulting in a parking ratio of 1.25 spaces per unit. In combination with the 8 additional spaces proposed as part of this application the ratio would be raised to 1.41 per unit.
- 7.4 As this is a new planning application it must be assessed in consideration with the most up to date planning policy. The London Plan (2021) Table 10.3 - Maximum Residential Parking Standards allows dwellings with one or two bedrooms in outer London with a PTAL of 2 to have up to 0.75no. parking spaces per dwelling and dwellings with three or more bedrooms to have a maximum of 1no. spaces per dwelling. The table below provides a breakdown of the maximum number of spaces permitted for each unit type and an overall total in accordance with the London Plan.

Table 3: Breakdown of Maximum spaces allowed under the London Plan

No. of Bedrooms	No. of Dwellings	London Plan T10.3	Max Allowed
1	14	0.75	10.5
2	24	0.75	18
3	18	1	18
			46.5

- 7.5 The above table states 46.5 spaces should be provided for the 56 units therefore the 79 spaces proposed would result in a significant over provision of parking. The Design and Access Statement refers to preventing cars parking along the road as one of the main drivers for submitting the application. Whilst noted, given the site is unadopted land, the lack of parking controls cannot be resolved by the Council. This is also not a material consideration which could outweigh a potential harm.
- 7.6 The proposed 9no. parking spaces would be allocated to homeowners on Dyson Drive. The Design and Access Statement suggests that the proposal would result in the removal of cars parking along the road and would improve the openness within the street scene. Drawing FLU.CP.02 titled 'Proposed Location and Site Plans' shows the proposed layout, which provides the additional car parking spaces adjacent to the existing rows of car parking spaces. Whilst the proposed arrangement would provide additional allocated parking spaces, due to the lack of parking controls on Dyson Drive, it is considered that the proposal would not resolve the existing informal parallel parking that currently occurs on the shared surface at Dyson Drive. It is therefore considered that the proposal could exacerbate the level of car parking and congestion on Dyson Drive.
- 7.7 As noted by the Highway Authority, the highway is a shared surface and the increase in formal parking spaces would increase the volume of traffic using Dyson Drive. The uplift in traffic volume would increase the potential for conflict with pedestrians and cyclists, which raises concerns on highway safety grounds. The proposal would fail to accord with the published NPPF Chapter 9 Promoting Sustainable Transport, the London Plan (2021) and London Borough of Hillingdon Local Plan Part 2 - Development Management Policies (2020).

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- 7.8 Taking the above points into consideration, the proposed development would result in an overprovision of car parking. As such the development fails to comply with Policies DMT 1, DMT 2, DMT 5 and DMT 6 of the Hillingdon Local Plan: Part Two - Development Management Policies (2020), Policies T2, T4, T6 and T6.1 of the London Plan (2021) and Paragraphs 116 and 117 of the NPPF (2024).
- 7.9 The Highway Authority's comments regarding the lack of electric vehicle charging points are noted. Had the application been recommended for approval, a condition could have been imposed to secure the appropriate level of provision. As this matter could be resolved by condition, it is considered that a refusal on these grounds would not be sustainable.
- 7.10 The resubmission is not considered to suitably address or overcome the previous reason for refusal of Application ref: 78464/APP/2023/3668. For the reasons given above, the application is recommended for refusal.

Trees and landscaping

- 7.11 The proposal would require the removal of green spaces alongside the existing parking bays to accommodate the new parking spaces. The new parking spaces are proposed to be surfaced with 'grasscrete'. Whilst an effort has been made to retain a green visual aspect, the proposed use of grasscrete is not considered to be a suitable or effective solution to offset the loss of green space.
- 7.12 The additional car parking spaces, the loss of green space, the proposed surfacing and the resulting proliferation of parked cars would be detrimental to the character of the area and would detract from the visual quality and usability of the landscaped pedestrian link, which is seen as an important part of the estate. The level of harm identified, is however on balance, not considered to be significant to warrant a separate reason for refusal.
- 7.13 The proposal does include the planting of 3no trees, which goes some way to balance the harm to the visual amenity of the street scene caused by the proposal. However, the proposed tree planting is not considered to outweigh the overall detriment to the character of the area or the highways reason for refusal detailed in Paragraphs 7.2-7.10 of this report.

Access

- 7.14 There are no direct issues that are purely related to accessibility matters. However, it is worth noting that the proposed layout shows the car parking to be accessed via the shared surface, increasing the number of vehicle movements and therefore the potential risks for pedestrians and cyclists. This raises concerns on highway safety grounds, but is not considered to be a separate reason for refusal.

Air Quality

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- 7.15 The site lies within the Uxbridge Air Quality Focus Area and the Hillingdon Air Quality Management Area. It is considered that the proposal would not give rise to significant harm which would require mitigation.

Land Contamination

- 7.16 The application site lies within a former contaminated land use as identified from the Council's land contamination database. The development is not considered to pose a risk in terms of potential contamination. Had the application been recommended for approval, an informative would have been attached to the decision notice, pointing to a possibility that there may be some contaminating substances present in the ground and to advise persons working on site to take basic precautions.

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 to this application.

9 Conclusion / Planning Balance

- 9.1 The neighbour representations and the petition are noted and the matters raised have been considered in full. In this instance, as discussed in this report, the development is not considered to comply with the development plan. The development would result in the exacerbation of the overprovision of parking, impact on highway safety, fail to promote sustainable modes of transport and detrimentally impact the character of the area. Therefore, having regard to the material considerations and all matters raised, the application is recommended for refusal.

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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@hillington.gov.uk.

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

The application is recommended for REFUSAL for the following Reasons for Refusal:

1 The development would result in an overprovision of car parking and fails to encourage sustainable modes of transport including cycling, walking and the use of public transport, in conflict with Policies DMT 1, DMT 2, DMT 5 and DMT 6 of the Hillingdon Local Plan: Part Two - Development Management Policies (2020), Policies T2, T4, T6 and T6.1 of the London Plan (2021) and Paragraphs 116 and 117 of the NPPF (2024).

INFORMATIVES

1 The decision to REFUSE 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 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.

3 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 the 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. We have however been unable to seek solutions to problems arising from the application as the principal of the proposal is clearly contrary to our statutory policies and negotiation could not overcome the reasons for refusal.

APPENDICES

Planning Application

78464/APP/2024/3196

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

Reasons for Refusal

1. NON2 **Parking, highway safety and sustainable modes of transport**

The development would result in an overprovision of car parking and fails to encourage sustainable modes of transport including cycling, walking and the use of public transport, in conflict with Policies DMT 1, DMT 2, DMT 5 and DMT 6 of the Hillingdon Local Plan: Part Two - Development Management Policies (2020), Policies T2, T4, T6 and T6.1 of the London Plan (2021) and Paragraphs 116 and 117 of the NPPF (2024).

Informatives

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

The decision to REFUSE 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. 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.

3. I71 **LBH worked applicant in a positive & proactive (Refusing)**

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 the 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. We have however been unable to seek solutions to problems arising from the application as the principal of the proposal is clearly contrary to our statutory policies and negotiation could not overcome the reasons for refusal.

Appendix 2: Relevant Planning History

78464/APP/2023/3668 Dyson Drive Uxbridge
Alteration to car parking layout
Refused

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:

DMHB 11 Design of New Development

DMHB 14 Trees and Landscaping

DMT 1 Managing Transport Impacts

DMT 2 Highways Impacts

DMT 5 Pedestrians and Cyclists

DMT 6 Vehicle Parking

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

LPP T1 (2021) Strategic approach to transport

LPP T2 (2021) Healthy Streets

LPP T4 (2021) Assessing and mitigating transport impacts

LPP T6 (2021) Car parking

LPP T6.1 (2021) Residential parking

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

Case Officer: Mitchell Heaven	38629/APP/2024/1155
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Date Application Valid:	01.05.2024	Statutory / Agreed Determination Deadline:	19.03.2025
Application Type:	Full	Ward:	Ickenham & South Harefield

Applicant: **Mr and Mrs Gadher**

Site Address: **41A Parkfield Road, Ickenham**

Proposal: **Demolition of the existing dwelling and replacement with a two storey five-bedroom dwelling.**

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

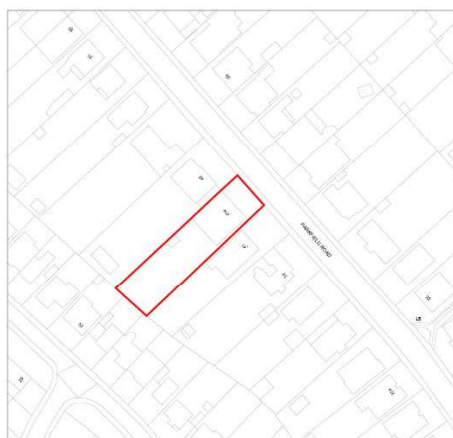
- 1.1 Planning permission is sought for the demolition of the existing bungalow dwelling and the replacement with a two storey five-bedroom dwelling with accommodation in the roof space.
- 1.2 The surrounding area is residential comprised primarily of single and two-storey detached dwellings in a variety of architectural styles and ages. The site is not located within a conservation area or area of special local character.
- 1.3 The applicant has worked cooperatively with the Local Planning Authority and in response to feedback during processing of the application has provided a revised scheme. These revisions have reduced the depth of the proposed dwelling at both the ground floor and first floor levels. It is noted that a similarly scaled replacement dwelling has recently been approved at 39 Parkfield Road (planning permission ref. 24825/APP/2023/81).
- 1.4 A petition with twenty signatories in objection to the development has been received. The desired outcome of the petition is for the application to be refused; or reduced in size and height with conditions. Separate representations from three people have also been received in objection to the proposal, and two representations have been received in support of the application.
- 1.5 The main issues which shall be addressed within this Committee Report relate to the impact on neighbouring dwellings and the impact on the character and appearance of the area and street scene. It is noted that there is a variety of architectural styles along the street with a mixture of both bungalows and two storey dwellings, including replacement dwellings. The proposal would appear sympathetic with the prevailing character and appearance of the street scene.
- 1.6 The proposal would not cause a detrimental impact on neighbouring residential amenity. A daylight and sunlight impact assessment on neighbouring windows has confirmed compliance with the BRE daylight and sunlight guidance. The replacement dwelling would be sited a sufficient distance from neighbours to the rear, along Rectory Way. In the event of an approval, a condition would be secured requiring the first-floor side elevation windows to be obscure glazed with restricted opening to maintain neighbours' privacy.

- 1.7 The Council's Highways Department is satisfied that the proposal would not present a risk to road safety, hinder the free flow of traffic, or lead to parking stress.
- 1.8 This Committee Report seeks to provide a comprehensive assessment of the full application and supporting documentation. All material planning considerations have been considered. It is therefore recommended that planning permission is granted, subject to the imposition of relevant planning conditions set out in Appendix 1.

2 The Site and Locality

- 2.1 The application site is broadly rectangular in shape and is located on the southern side of Parkfield Road, which is a cul-de-sac. It comprises a detached, single storey dwelling with a hipped roof and an attached garage. Most of the frontage is an impervious vehicle forecourt served by two vehicle crossovers, aside from a small front garden. The rear of the site consists of a spacious landscaped garden containing several mature trees.
- 2.2 The street scene on Parkfield Road is characterised by single and two storey detached dwellings in a variety of ages, architectural styles and materials but forming a relatively consistent front building line and setback from the highway. Adjacent to the north-west of the site is 43 Parkfield Road, a detached double storey rendered dwelling that has been extended by single and two storey side and rear extensions. Adjacent to the south-east of the site is 41 Parkfield Road which consists of a single storey detached bungalow brick dwelling.
- 2.3 According to the Council's GIS, the site is subject to a Tree Preservation Order and is located within an Air Quality Management Area. This section of Parkfield Road has a Public Transport Accessibility Level (PTAL) of 1a (poor) transitioning to 3 (moderate) closer to the High Road.

Figure 1: Location Plan (application site edged red)



Figures 2-3: Photographs of the front and rear Application Property



Figures 4-5: Photographs of the boundary with 41 Parkfield Road at the front and rear of the Application Property



Figures 6-7: Photographs of the boundary with 43 Parkfield Road at the front and rear of the Application Property



3 Proposal

- 3.1 The application proposes the demolition of the existing bungalow and erection of a two storey four-bedroom dwelling as depicted in the proposed plans. The development would also include a games room and bathroom incidental to the dwelling within the loft of the roof.
- 3.2 During the processing of the application the applicant provided revised drawings in response to feedback from the Planning Officer that reduced the scale of the proposed dwelling by shortening the length/depth of the proposed ground floor and first floor. The applicant also provided a Daylight and Sunlight Impact Assessment Report at the request of the Planning Officer.

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



Figure 9: Proposed Street Scene Elevation



4 Relevant Planning History

- 4.1 A list of the relevant planning history related to the property can be found in Appendix 2.
- 4.2 The most recent application at the site was approved in July 1986 for the construction of the existing bungalow and discharge of related conditions.

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 22 neighbouring properties and Ickenham Residents Association were consulted on the application by letter dated 14.05.24. The consultation period expired 05.06.24. A petition with twenty signatories was received in objection to the proposal. Three representations were received in objection to the proposal, and two representations in support of the application were received. It was not considered necessary to reconsult on the revised drawings as these reduced the scale of the proposal.
- 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.
- 6.3 Internal and external consultations were also sent out and a summary of the comments received are noted below in Table 2 of this Committee Report.

Table 1: Summary of Representations Received

Representations	Summary of Issues Raised	Planning Officer Response
A petition of 20 valid signatures has been received against the application.	I. Requested rejection of the application or a reduction in size and height. II. Amenity concerns to the adjoining residents.	Discussed at paragraph 7.4-7.17 of this report.

3 individual letters of objection have been received	I. Demolition of a habitable dwelling.	The demolition of a dwelling and replacement with a larger dwelling is acceptable. The existing dwelling is not a designated heritage asset and as such its demolition is considered acceptable subject to a suitable replacement. The principle section discusses this matter further in paragraphs 7.1-7.3 of this report. Whilst the replacement design is discussed within paragraphs 7.4-7.17 of this report.
	II. New scheme is large and characterless.	Discussed at paragraph 7.4-7.17 of this report.
	III. Application states two storeys but is three storeys.	The loft and use of the roof space is not considered an additional storey for the purpose of the proposal description.
	IV. Tree survey is required due to location in an area subject to a Tree Preservation Order (TPO).	Discussed at paragraphs 7.55 - 7.58 of this report. The Council's Tree Officer has reviewed the application and is satisfied that TPO matters can be addressed via conditions of consent.
	V. A light survey should be required due to proximity to adjoining properties.	Discussed at paragraphs 7.23-7.28 of this report. The applicant has provided a Daylight and Sunlight BRE Impact Assessment confirming adjacent dwellings would not experience a notable

		reduction in daylight and sunlight as set out in BRE guidelines.
	VI. The construction will generate noise and dirt pollution. A further comment received wanted confirmation that the hours of construction allowed under environmental laws. Concerns also raised regarding multiple developments ongoing at the same time.	In the event of approval, a Construction Management Plan would be conditioned. An informative is included in the recommendation, reminding the applicant of their construction noise and hours obligations which are allowed under The Control of Pollution Act 1974, the Clean Air Acts and other related environmental legislation.
	VII. Height is excessive. The increased height will be visible from further away.	Discussed at paragraphs 7.4-7.17 of this report.
	VIII. Overlooking into opposing front and rear houses will be generated. Overlooking from the first-floor windows will harm neighbours' privacy.	This is discussed at paragraphs 7.29-7.32. A Condition is also included requiring flank windows to be obscure glazed and non-opening up to 1.8m above finish floor level. Similarly, a condition requires side roof lights below a height of 1.8m from the internal floor level to also be obscure glazed.
	IX. A street scene has not been provided.	Provision of a street scene is not a statutory requirement for this application. However, the applicant has submitted a street scene elevational drawing during the application process.

	X. The proposal is too large, will be over dominant and overshadowing of gardens and neighbouring properties as well as ability to use solar equipment.	Discussed at paragraphs 7.18 - 7.33 of this report.
	XI. A landscaping plan has not been provided. The rear garden landscaping should be retained. Concerns that the loss of onsite landscaping could lead to privacy issues	A landscaping scheme has not been submitted with the application. Due to the nature of the proposal as a replacement dwelling, it is considered that details of a landscaping scheme can be secured by condition for approval.
	XII. The property could be converted to a hotel, boarding house, HMO, etc., in the future.	This application does not involve a proposed change of use. It is noted that there are permitted development rights to convert a dwelling to a small HMO of up to six unrelated people. Any change of use would require lawful planning permission. Should the LPA receive such an application, it would be assessed against the relevant planning policies.
	XIII. Insufficient car parking has been provided.	The Highways Officer has reviewed the parking provision and confirmed it is acceptable. This is discussed at paragraphs 7.38 - 7.46
	XIV. Too many large dwellings on the street will harm the character of the area.	The street scene is quite varied with no predominant defining character. This is discussed at paragraphs 7.4 - 7.17 of this report.

2 letters of support have been received.	I. The scheme is proportionate and in keeping with recent development on Parkfield Road.	Noted.
	II. The scheme is a positive contribution to the streetscape.	Noted.
	III. The construction noise and hours should be managed.	In the event of approval, an informative is recommended reminding the applicant of their construction noise and hours obligations.

Table 2: Summary of Consultee Responses

Consultee and Summary of Comments	Planning Officer Response
<p>Access Officer</p> <p>No accessibility concerns are raised subject to a condition requiring details of step free access be provided to the local authority prior to works above ground level commencing.</p>	<p>The comments from the access officer are noted. These are discussed further in paragraphs 7.53 and 7.54 and the recommended condition is included in this report.</p>
<p>Highways Officer</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 (2020) - Policies DMT 1, DMT 2 and DMT 6 and Policies T4 and T6 of the London Plan (2021).</p> <p>The Highways Officer recommends inclusion of conditions relating to provision of secure bicycle parking, electric vehicle charging points and a Construction Management Plan.</p>	<p>The comments from the Highways Officer are noted. These are discussed further in paragraphs 7.38 - 7.46 and the conditions are recommended to be added to the decision notice.</p>

<p>Trees Officer</p> <p>Identified no protected trees on the site and was supportive subject to inclusion of a condition requiring a Tree Survey and Protection Plan be provided to the local planning authority prior to works commencing.</p>	<p>The comments from the Trees Officer are noted and discussed further in paragraphs 7.55 - 7.58 below. The conditions are recommended to be added to the decision notice.</p>
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7 Planning Assessment

Principle of Development

- 7.1 The principle for residential use has been established through the existing dwelling. Policy DMH 1: Safeguarding Existing Housing of the Hillingdon Local Plan: Part 2 (2020) requires proposals to avoid the net loss of housing. The proposal is for the replacement of the existing dwelling with a new dwelling and is thereby in accordance with Policy DMH 1.
- 7.2 Policy DMH 2 of the Hillingdon Local Plan: Part 2 - Development Management Policies (2020) adds 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 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.
- 7.3 Whilst an existing family sized dwelling (defined in the London Plan 2021 as a three-bedroom or more unit) would be demolished, it would be replaced by a two storey, four-bedroom dwelling. The proposal would therefore not result in a net loss of family sized housing, in accordance with Policies DMH 1 and DMH 2 of the Hillingdon Local Plan: Part 2 – Development Management Policies (2020). Notwithstanding the above, there are other planning considerations that need to be considered which are discussed in the remainder of the committee report including the design amenity, parking and highway safety.

Design / Impact on the Character and Appearance of the Area

- 7.4 Policies D1, D3 and D4 of the London Plan (2021) require development proposals to be of high quality and to enhance the local context by delivering buildings and spaces that positively respond to local distinctiveness.
- 7.5 Policy BE1 of the Hillingdon Local Plan Part 1 – Strategic Policies (2012), and policies DMHB 11 and DMHB 12 of the Hillingdon Local Plan Part 2 – Development Management Policies (2020) in summary seek to secure a high quality of design that enhances and contributes to the area in terms of form, scale

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and materials, is appropriate to the identity and context of the townscape and would improve the quality of the public realm and respect local character. These aims are also supported by Chapter 12 of the National Planning Policy Framework (2024).

- 7.6 Parkfield Road is a cul-de-sac consisting primarily of wide and very deep, detached properties set-back from the highway by front drives and front gardens. Parkfield Road features reasonably uniformed front building lines along both sides of the road. However, the rear building lines are more varied which is mainly due to the variety of dwellings on the street and construction of residential extensions. The site frontages of the existing properties are typically characterised with low level boundary treatment with a mixture of hard and soft landscaping with space for off-street car parking.
- 7.7 Aside from all being residential, the properties along Parkfield Road vary in age, materials, scale, height and design and therefore it is considered that there is no singular established character along the street. Single-storey bungalows are common; however, they present in a variety of architectural styles and with an array of ground level and roof additions and alterations. There are multiple two-storey dwellings along the street including at 29, 31, 31A, 33, 39, 43, 54, 54A, 58, 59, 61 and 62 Parkfield Road. Some of these replacement dwellings have been allowed through the appeal process including 29 Parkfield Road (Appeal Decision APP/R5510/W/21/3278249). A recent application for a replacement dwelling at 39 Parkfield Road (24825/APP/2023/81) was approved by the Planning Committee in October 2024.
- 7.8 At present, the application site is characterised by a brick bungalow property with a low-level brick wall, a small soft landscaped front garden and a large impervious vehicle forecourt with two vehicle crossovers.
- 7.9 The proposed detached dwelling would be two-storeys in height and would generally match the existing front building line, while extending further to the rear of the site than the existing dwelling. No details have been provided with respect to the proposed landscaping of the site. However, as this is a replacement dwelling where it is evident soft and hard landscaping can be suitably accommodated on site, a condition has been included requiring the submission of a landscape and maintenance plan. This would include also include details of boundary treatment.
- 7.10 The siting of the dwelling considered acceptable. The proposed dwelling is generally centred on the site, providing similar setbacks from both adjoining properties, and the dwelling respects and maintains the existing coherent front building line along Parkfield Road. This would ensure that the proposed new dwelling would respect the established built form of the area.
- 7.11 The proposal is greater in height and scale than the existing chalet bungalow to be replaced but will, as viewed from the street frontage, be similar in scale to several other two-storey dwellings on the street, including the adjacent dwelling at

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43 Parkfield Road. This is demonstrated on the proposed street scene elevation drawing. The height and scale are further mitigated by the wide and deep nature of the site allowing the dwelling to sit comfortably within the property. While the proposed dwelling would be larger than the single storey bungalows on the street, it would appear similar in size and design, as viewed from the street frontage, to several other two-storey dwellings on the street including the adjacent dwelling at 43 Parkfield Road and would still sit comfortably in the street scene. As such, it is considered the proposed dwelling, whilst large, would be consistent with the existing varied character of the area and would not unduly harm the character and visual amenity of the streetscape.

- 7.12 During the application process, revised drawings were provided in response to Planning Officer's feedback reducing the depth of the rear of the dwelling at ground level by approximately 3m and at the first-floor level by approximately 1.5m. These reductions are supported as the rear building line of the dwelling would now be shorter than the existing rear building line at the adjacent dwelling at 41 Parkfield Road and would provide a better stepped transition to the less deep rear building line at 43 Parkfield Road.
- 7.13 Furthermore, the proposed elevations indicate that design features from the surrounding properties have been adopted when designing the proposed dwelling. Notably, several dwellings which form the street scene are two storeys in height, characterised by gable ended and tiled roofs, a mixture of brick and tile hung front facades and generous sized front and rear gardens.
- 7.14 The applicant has indicated that external cladding materials are still to be decided and would accept a condition of consent requiring a materials schedule to be submitted for approval. Given the importance of external cladding materials in ensuring a high-quality attractive development is achieved, it is recommended a materials schedule is secured by way of condition.
- 7.15 In terms of landscaping, the applicant has indicated no changes are proposed to the rear garden or front garden aside from the area removed for construction of the new dwelling. However, to ensure a high-quality landscaped environment is achieved and to remedy any unexpected loss of landscaping during construction, a landscaping plan would be secured by way of condition.
- 7.16 Overall, the proposed design of the development would fit in with the character and appearance of the area and street scene. The proposed massing and layout are comparable to other two-storey dwellings along Parkfield Road and retains space and views around the development.
- 7.17 For the reasons above, it is considered that the proposed development would not cause harm to the character, appearance and visual amenities of the street scene or the surrounding area. It is considered that the proposed development would comply with the overarching aims of Policy BE1 of the Hillingdon Local Plan: Part

One - Strategic Policies (2012), Policies DMHB 11 and DMHB 12 of the Hillingdon Local Plan: Part 2 - Development Management Policies (2020), Policies D3 and D4 of the London Plan (2021) and the National Planning Policy Framework (2024).

Residential Amenity

- 7.18 Policy DHMB 11 of the Hillingdon Local Plan Part 2 (2020) states that development proposals should not adversely impact on the amenity, daylight and sunlight of adjacent properties and open space. An assessment of the potential impact on neighbouring residential amenity is discussed as follows.

Outlook/Sense of Enclosure

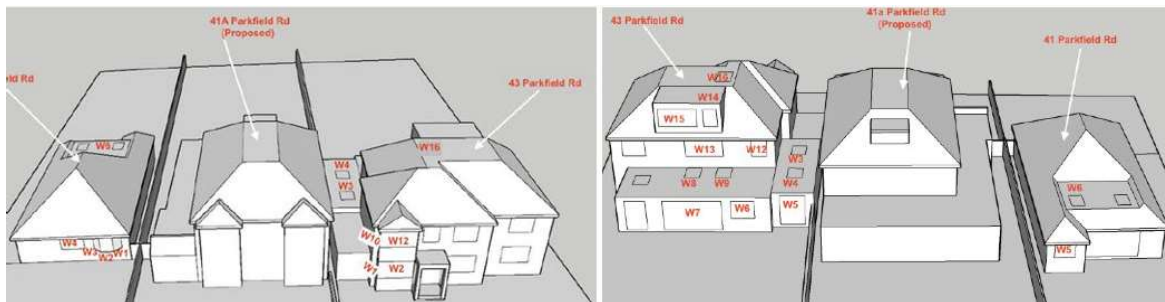
- 7.19 Number 41 Parkfield Road is an adjacent detached bungalow located to the south-east of the application site. The single-storey side element of the new dwelling would be adjacent to the boundary with 41 Parkfield Road. It would be setback 500mm along the length of the shared boundary except for the attached garage which would be located on the shared boundary. The setback of the two-storey element from the shared side boundary limits the sense of bulk experienced by residents at number 41 and is considered acceptable.
- 7.20 This set in of the upper floor elements from the shared boundary with number 41 Parkfield Road would be approximately 3.4 metres. This would ensure that a sense of openness is maintained between the dwellings. The rear building line of the proposed new dwelling would not extend beyond the rear building line of number 41, ensuring their rear garden environment would remain open and spacious. It is considered that the proposal would not result in an unreasonable loss of outlook or result in a sense of enclosure for number 41 Parkfield Road. This is largely due to the footprints of both buildings.
- 7.21 Number 43 Parkfield Road is an adjacent detached two-storey dwelling located to the north-west of the application site. The dwelling at number 43 is constructed on the shared boundary at ground level and contains no windows facing the application site, aside from a setback first-floor bathroom window. The proposed new dwelling would be two-storey and setback 1.2 metres along the length of the shared boundary. Given number 43 is constructed on the shared boundary and contains no habitable windows facing the application site, the mass of the two-storey flank wall along the side boundary would not be readily perceived by residents at number 43 and is considered acceptable.
- 7.22 The rear building line of the proposed dwelling would extend past the rear building line of number 43 and therefore would be readily visible to residents at number 43. However, as previously discussed, the applicant has reduced the depth of the proposed dwelling at both ground floor and first floor levels, ensuring the proposed

dwelling would not intrude into the 45-degree sightline from the rear first floor windows of number 43. This would avoid creating an undue sense of enclosure to and loss of outlook from number 43. The ground floor of the proposed dwelling would extend beyond the rear building line of number 43, but as this element would largely be single storey with boundary treatment between the two properties, this would not result in harm to the residential amenity of number 43. It is considered that the proposal would not result in an unreasonable loss of outlook or sense of enclosure for number 43 Parkfield Road.

Daylight Sunlight Assessment

7.23 The applicant has provided a Daylight and Sunlight BRE Impact Assessment that confirms number 41 and number 43 would not experience a notable reduction in daylight and sunlight in comparison to the existing environment. Figure 10 below is a graphical image of the properties taken from the Daylight Sunlight report submitted and shows each neighbouring windows that was tested in terms of daylight and sunlight impacts to applicable neighbouring windows.

Figure 10: Highlights the windows tested for daylight sunlight on both neighbours (front elevation on left and rear elevation on the right)



7.24 The results confirm that all windows tested at both numbers 41 and 43 Parkfield Road pass the BRE Daylight and Sunlight requirements in terms of daylight provision (vertical sky component) and sunlight provision (annual probable sunlight hours). These tables are presented within figures 11 and 12 below with the windows that pass the BRE daylight sunlight criteria highlighted in green. North-facing windows are not required to be tested for sunlight amenity.

7.25 The submitted report confirms that all windows tested for daylight impacts would remain above 80% of their former value as required by the BRE Daylight Sunlight Guidance. In terms of the sunlight analysis, 4 windows serving number 41 (W1-W4) and 2 windows (W2 and W11) serving number 43 Parkfield Road are facing north and would therefore not be required to be tested for sunlight loss. The remaining windows tested on both properties pass the sunlight testing requirements.

Figure 11: Table showing daylight impact results (Vertical Sky Component)

Building Name	Floor Name	Window Name	Window Orientation	VSC Existing	VSC Proposed	Pr/Ex	Meets BRE Criteria
41 Parkfield Rd	Ground	W1	7°N	25.51	25.09	0.98	YES
41 Parkfield Rd	Ground	W2	46°N	38.41	38.39	1	YES
41 Parkfield Rd	Ground	W3	88°N	29.08	29.08	1	YES
41 Parkfield Rd	Ground	W4	46°N	28.00	27.98	1	YES
41 Parkfield Rd	Ground	W5	226°	36.67	36.67	1	YES
41 Parkfield Rd	Ground	W6	0° Hz	98.69	98.34	1	YES
43 Parkfield Rd	First	W10	138°	29.78	27.01	0.91	YES
43 Parkfield Rd	First	W11	48°N	37.68	37.68	1	YES
43 Parkfield Rd	First	W12	228°	37.51	36.60	0.98	YES
43 Parkfield Rd	First	W13	228°	37.57	37.36	0.99	YES
43 Parkfield Rd	Ground	W1	138°	29.53	23.91	0.81	YES
43 Parkfield Rd	Ground	W2	48°N	36.51	36.51	1	YES
43 Parkfield Rd	Ground	W3	360° Hz	74.32	60.11	0.81	YES
43 Parkfield Rd	Ground	W4	360° Hz	89.10	75.95	0.85	YES
43 Parkfield Rd	Ground	W5	228°	35.41	33.49	0.95	YES
43 Parkfield Rd	Ground	W6	228°	39.51	39.17	0.99	YES
43 Parkfield Rd	Ground	W7	228°	39.21	39.12	1	YES
43 Parkfield Rd	Ground	W8	0° Hz	62.34	61.94	0.99	YES
43 Parkfield Rd	Ground	W9	360° Hz	63.21	62.36	0.99	YES
43 Parkfield Rd	Second	W14	228°	39.62	39.59	1	YES
43 Parkfield Rd	Second	W15	228°	39.62	39.60	1	YES

Figure 12: Table showing sunlight results (Annual Probable Sunlight Hours)

Building Name	Floor Name	Window Name	Window Orientation	Annual Ex	Annual Pr	Pr/Ex	Meets BRE Criteria
41 Parkfield Rd	Ground	W1	7°N	8.00	8.00	North	*North
41 Parkfield Rd	Ground	W2	46°N	27.00	27.00	North	*North
41 Parkfield Rd	Ground	W3	88°N	21.00	21.00	North	*North
41 Parkfield Rd	Ground	W4	46°N	15.00	15.00	North	*North
41 Parkfield Rd	Ground	W5	226°	65.00	65.00	1	YES
41 Parkfield Rd	Ground	W6	0° Hz	97.00	97.00	1	YES
43 Parkfield Rd	First	W10	138°	47.00	43.00	0.91	YES
43 Parkfield Rd	First	W11	48°N	24.00	24.00	North	*North
43 Parkfield Rd	First	W12	228°	66.00	63.00	0.95	YES
43 Parkfield Rd	First	W13	228°	65.00	65.00	1	YES
43 Parkfield Rd	Ground	W1	138°	47.00	37.00	0.79	YES
43 Parkfield Rd	Ground	W2	48°N	30.00	30.00	North	*North
43 Parkfield Rd	Ground	W3	360° Hz	88.00	42.00	0.48	YES
43 Parkfield Rd	Ground	W4	360° Hz	94.00	53.00	0.56	YES
43 Parkfield Rd	Ground	W5	228°	65.00	57.00	0.88	YES
43 Parkfield Rd	Ground	W6	228°	70.00	70.00	1	YES
43 Parkfield Rd	Ground	W7	228°	70.00	70.00	1	YES
43 Parkfield Rd	Ground	W8	0° Hz	78.00	76.00	0.97	YES
43 Parkfield Rd	Ground	W9	360° Hz	78.00	73.00	0.94	YES
43 Parkfield Rd	Second	W14	228°	70.00	70.00	1	YES

7.26 Based on the Daylight & Sunlight BRE Impact Assessment submitted, Officers are satisfied that the proposed scheme would not unduly harm the daylight or sunlight amenity of either adjacent dwelling. It should also be noted that since the provision of the assessment, the scheme has been reduced in depth which may only improve daylight and sunlight access for neighbouring occupiers.

7.27 In paragraph 3.3.17 of the BRE Daylight Sunlight Guidance document it states:

It is recommended that for it to appear adequately sunlit throughout the year, at least half of a garden or amenity area should receive at least two hours of sunlight on the 21 March. If as a result of new development an existing garden or amenity area does not meet the above, and the area that can receive two hours of sun on 21 March is less than 0.8 times its former value, then the loss of sunlight is likely to be noticeable. (Quotation from Building Research Establishment guide: Site Layout Planning for Daylight and Sunlight: A Guide to Good Practice (2022) page 29)

Both neighbouring properties contain extensive large gardens which would ensure that the minimum 2 hours of sunlight would be received on the 21st March.

7.28 In terms of solar energy to neighbouring properties, the two-storey element of the dwelling would be set in from both site boundaries which would reduce any impact on potential solar panels. During the summer months, the sun would be positioned higher within the sky to maximise the level of energy to panels. Whilst the winter period generally would have a limited amount of solar capacity, the positioning of the dwelling would not impact this capacity sufficiently to warrant a refusal on these grounds. Significantly it must be noted that the proposal needs to be assessed on the existing site context. There are no existing solar panels at numbers 41 and 43 Parkfield Road that would be impacted.

Privacy/Overlooking

7.29 The dwelling would contain first floor flank windows facing both numbers 41 and 43 Parkfield Road which would overlook the neighbouring properties and harm their privacy, which would not be supported. However, these flank windows would primarily serve non-habitable rooms, specifically a utility room, walk-in wardrobe and ensuite. One of the side windows would serve a small office room, however as this is not a primary habitable room and considering the overall quality of accommodation within the dwelling, it is considered acceptable to condition this window to be obscure glazed with restricted opening. Accordingly, to ensure the privacy of numbers 41 and 43 is safeguarded, the flank windows at first floor level are conditioned to be obscure glazed and partially fixed shut, to prevent overlooking while still providing a good level of daylight access. Similarly, the side roof lights would be suitably conditioned to require obscure glazing where needed.

It is recommended this is secured by way of condition (see Condition 11 of the condition list) on the decision notice to ensure the acceptability of the scheme. With regards to ground floor side windows, existing boundary treatment would mitigate any mutual loss of privacy between properties.

- 7.30 The ground floor of the proposed dwelling would be setback approximately 31 metres, and the first floor approximately 35.5 metres, from the rear boundary with 48, 50 and 52 Rectory Way. Due to this considerable separation distance, there would be no undue harm to the residential amenity of these properties.
- 7.31 It is acknowledged that the proposed first floor rear windows would provide oblique views into the adjacent rear gardens of numbers 41 and 43 Parkfield Road. However, a mutual degree of overlooking between first floor windows and rear gardens of neighbouring properties already exists on this street and is not uncommon in suburban locations such as this. 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.
- 7.32 The proposed dwelling would maintain the existing front building line on the site and would be setback approximately 26 metres from opposing properties 40, 42 and 44 Parkfield Road, on the opposite side of the street. Due to this considerable separation distance and the interceding road, there would be no undue harm to the residential amenity of these properties.

Conclusion Amenity

- 7.33 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 of the Hillingdon Local Plan: Part 2 - Development Management Policies (2020).

Quality of Residential Accommodation (Internal and External)

- 7.34 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 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.
- 7.35 The proposed development comprises a spacious 4-bedroom dwelling with multiple living areas and utility areas, and an internal garage. The dwelling would meet all internal space standards of the London Plan (2021) and all habitable rooms would have an adequate source of light and outlook. As such the proposed development complies with Policy D6 of the London Plan (2021) and Policy DMHB 16 of the Local Plan (2020).

- 7.36 Regarding external amenity space, Policy DMHB 18 of Local Plan (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 a 4-bedroom house to provide a minimum of 100 square metres of private genuinely usable amenity space.
- 7.37 The site would retain more than 400sqm of private rear garden space. A condition is included for a landscape plan to ensure the quality of this space. The external private amenity space provision is of a sufficient size, usability and functionality, in accordance with Policy DMHB 18 of the Hillingdon Local Plan (2020).

Highways and Parking

- 7.38 The Highways Officer has reviewed the proposal and recommends the application be approved subject to conditions.

Parking

- 7.39 Policy DMT 6 of the Hillingdon Local Plan Part 2 (2020) allows for new development to deviate from the Councils adopted parking standards where it would not result in a harmful impact on the surrounding road network. The application proposes three onsite car parking spaces (as stated on the submitted application form). There is capacity on site for this to be in the form of the proposed attached garage plus two on-plot parking spaces. Whilst this exceeds the maximum parking provision of up to 1.5 parking spaces per dwelling under the London Plan, the Highways Officer is satisfied this is acceptable as it reduces the potential for untoward on-street parking displacement in the area. It is also noted that in terms of maximum parking provision, the London Plan under Table 10.3, for 3+ bedroom dwellings, with a PTAL of 0-1 in outer London (such as this case), states that “boroughs should consider standards that allow for higher levels of provision where there is clear evidence that this would support additional family housing”. As such, the parking provision is in accordance with Policy DMT 6 and general accordance with the London Plan. A condition has been included in the recommendation for a landscape scheme which includes details of the car parking layout and electric vehicle charging points.

Cycle Parking

- 7.40 The London Plan (2021) Table 10.2 Minimum Cycle Parking Standards requires dwellings with two or more bedrooms to have a minimum of two cycle parking spaces. No cycle parking has been identified on the submitted plans. However, due to the spacious size of the site, it is expected that secure and accessible cycle storage can be readily accommodated on the site. It is therefore recommended this is secured by way of condition.

Electric Vehicle Charging Points

- 7.41 In line with the London Plan (2021), within the final parking quantum there is a requirement for a minimum 20% 'active' electric vehicle charging points (EVCP) provision with all remaining spaces being designated as 'passive' provision. In this case, 1 'active' and 1 'passive' space should be provided to future proof for anticipated demand. As the submitted plans do not acknowledge this requirement, it is recommended provision of the EVCP is secured by way of condition.

Vehicular Access Provision

- 7.42 The two established carriageway crossings would remain and are considered fit for purpose. The Highways Officer recommended walls along the front boundary should be no more than 0.6m in height to provide safety sightlines for manoeuvring vehicles. Securing a landscaping plan by way of condition would ensure any proposed front boundary treatment is acceptable. This is included in the recommendation.

Vehicular Trip Generation

- 7.43 Policies DMT 1 and DMT 2 of the Hillingdon Local Plan Part 2 (2020) requires 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. The Highways Officer has advised that there would be no discernible difference in vehicle bound activity as compared to the scale and single tenure of the existing dwelling. Therefore, any generated activity can be readily absorbed within the local road network without notable detriment to traffic congestion and road safety.

Operational Refuse Requirements

- 7.44 Refuse collection would continue via Parkfield Road as is the case at present. To conform to accepted 'waste collection distances' from the public highway, the bin storage area should be positioned within 10m of a refuse vehicle. Although no detail is submitted, the above is considered achievable which would allow for refuse to be positioned within the above distance parameter on collection days. It is recommended to secure the provision of well-designed waste storage by way of condition.

Construction Management Plan

- 7.45 The Highways Officer considers a full and detailed Construction Management Plan (CMP) should be required given the constraints and sensitivities of the local road network to avoid/minimise potential detriment to the public realm. This would be secured by condition.

Highways Conclusion

- 7.46 The Highway Authority have been consulted on the application and raise no objection subject to conditions outlined above and included in this recommendation for approval. Therefore, the proposal would not discernibly exacerbate congestion or parking stress and would not raise any measurable highway safety concerns.

Noise

- 7.47 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.
- 7.48 The site would be used in an exclusively residential capacity. Therefore, in terms of the operational phase of the proposed development (occupation of the dwelling), no significant issues are raised by the proposal in respect to noise.
- 7.49 Given the built-up residential nature of the area, a Construction Management Plan is recommended to minimise noise and other emissions caused during the construction phase as far as practicable. It is also noted that other environmental legislation controls the hours for demolition and construction works, to minimise environmental nuisance. The applicant is reminded of their obligations under this legislation in an attached informative.

Air Quality

- 7.50 Policies SI 1 of the London Plan (2021), EM8 of the Hillingdon Local Plan: Part 1 (2012) and DMEI 14 of the Hillingdon Local Plan: Part 2 (2020) are all directly relevant to the proposal. These policies can be read in full in the Committee Report Part 3 - Policy Appendix. In summary, these policies seek to safeguard and improve air quality to protect existing and new sensitive receptors. These aims are also supported by the National Planning Policy Framework (2024).
- 7.51 The development site is located within an Air Quality Management Area. In terms of providing an 'air quality neutral' development, London Plan Guidance Air Quality Neutral (2023) provides a simplified method to assess minor developments. In summary, for building emissions to be considered air quality neutral, the source of heating for the dwelling would need to be a heat pump or other zero-emission heat source; connected to an existing heat network; or if using gas boilers these should have NOx emissions rated at less than 40mg/kWh. This would be secured by condition in the event of an approval.
- 7.52 For transport emissions to be assumed to be air quality neutral, then parking provision should not exceed maximum London Plan requirements. As discussed in paragraph 7.39, the proposal is in general accordance with parking standards

specified in the London Plan. Significantly, it is also noted that there would be no change from the existing level of car parking on-site. Therefore, there would be no increase in operational transport emissions generated by the proposed replacement dwelling. As noted in paragraph 7.43 there would be no discernible difference in vehicle bound activity. Consequently, the proposal is considered air quality neutral and is acceptable with respect to air quality impacts. A condition has been included requiring the submission of a Construction Management Plan which would include measures that mitigate air quality impacts during construction.

Accessibility

- 7.53 Policy D5 of the London Plan (2021) seeks to ensure development proposals achieve the highest standards of accessible and inclusive design. Policy D7 of the London Plan (2021) requires at least ten percent of dwellings meet Building Regulation requirement M4(3) 'wheelchair user dwellings', with all other dwellings meeting Category M4(2) 'accessible and adaptable dwellings'.
- 7.54 The Council's Access Officer has been consulted on the application and has no objection to the proposed development in terms of accessibility subject to securing conditions pertaining to ensuring step free access to the dwelling. This would be secured by condition. A condition has also been included requiring the proposed dwelling to comply with Category M4(2) 'accessible and adaptable' dwellings.

Trees and Landscaping

- 7.55 Policy DMHB 14: Trees and Landscaping of the Hillingdon Local Plan Part Two (2020) states that all developments will be expected to retain or enhance existing landscaping, trees, biodiversity or other natural features of merit, and will be required to provide tree surveys and protection plans where proposals might affect existing trees. It also states that 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.
- 7.56 The site is subject to a wider Tree Preservation Order within this section of properties along Parkfield Road, as identified on the Council GIS. However, the Council's Trees Officer has confirmed that there are specific trees within the site subject to protection. There are multiple mature trees located within the rear garden of the site including three notable Cypress trees. As the new dwelling is to be located mostly within the footprint of the existing dwelling, no tree removal is proposed by the application. The footprint of the proposed dwelling would be sited away from protected trees.
- 7.57 No Tree Survey or Tree Protection Plan have been submitted with the proposal to ensure the safety and protection of the onsite trees during the construction works. Nevertheless, the Council's Trees Officer has reviewed the application and stated that it would be acceptable for a Tree Survey and Tree Protection Plan to be

secured by way of condition to ensure that construction activities do not harm the health of the trees. This has been included in the recommendation for approval.

- 7.58 No landscaping plan has been submitted with the proposal. Most of the rear garden is proposed to be retained, and the new dwelling would be constructed over the footprint of the existing dwelling meaning minimal new landscaping would be required. As such, it is considered reasonable and practical to secure provision of a landscaping scheme via condition.

Biodiversity Net Gain

- 7.59 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 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.
- 7.60 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 providing net gains for biodiversity.
- 7.61 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.
- 7.62 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.
- 7.63 Paragraph 6.28 of Policy DMEI 7 (Biodiversity Protection and Enhancement) of Hillingdon Council's Local Plan Part Two Development Management Policies (2020) states it is important that planning decisions are appropriately informed by the right level of survey and information on ecology features. The Council will apply Natural England's standing advice at the validation stage. Applications will only be validated if they have the appropriate information. Where initial assessments recommend further surveys, these will be expected to be provided as part of a planning submission. All ecological reports or information submitted should adhere to nationally accepted best practice survey standards and be consistent with the British Standard BS 42020: 2013 Biodiversity - Code of Practice for Planning and Development or an updated variation. Where appropriate, the Council will require the use of the approved DEFRA biodiversity impact calculator (as updated) to inform decisions on no net loss and net gain.

- 7.64 During the processing of the application a Biodiversity Net Gain Assessment was requested and provided. The assessment concluded that the development would result in a net 0.91% loss in Habitat Units in comparison to the statutory 10% increase required. The net loss is caused by the loss of vegetated garden habitat and an ornamental pond due to the larger footprint of the new dwelling. The report states that achieving the statutory 10% gain is not possible on-site and off-site compensation would be required.
- 7.65 The increase in building footprint on the site by the replacement dwelling is similar to what would likely be approved under an application for additions to the existing dwelling. Notably, additions to the existing dwelling would be exempt from achieving Biodiversity Net Gain. Therefore, whilst the minimal 0.91% net loss in habitat units is regrettable, it is not remarkable in the context of generally accepted minor residential development. Whilst biodiversity off site offsetting is to be a last resort option, it is considered this is an improved outcome to alternative forms of residential development on the site that would not be required to achieve any Biodiversity Net Gain. Statutory BNG guidance states that the provision of less than 0.25 'biodiversity units' via off site off setting is an acceptable outcome. As only 0.07 'biodiversity units' are required to achieve 10% Biodiversity Net Gain and can be provided via off site offsetting, this is therefore acceptable. The BNG Report submitted by the applicant confirms that off-site credits would be required in order to meet the criteria.
- 7.66 The application would be able to provide a 10% increase in biodiversity via off site offsetting. A Biodiversity Net Gain condition has been attached which requests further information post application. This information includes a follow up Baseline Biodiversity Assessment which seeks 10% gain within the site. If this is not possible, the condition requires proof of purchase of Biodiversity Credits or Statutory Credits in order to meet the statutory requirement. This information would be required prior to commencement of the development.

Ecology

- 7.67 Policy DMEI 7 of the Hillingdon Local Plan: Part 2 - 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 to the protection and enhancement of the site or feature of ecological value.
- 7.68 The site is not close to any open woodland or dense scrub and shrubbery. It is therefore considered that the likelihood of protected species being present at the site is low, and as such, an ecology assessment is not required. This 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." In the event of an approval, an informative would be secured advising that should protected species be found at the site, the applicant must fulfil their duties under the Wildlife and Countryside Act 1981 (as amended) and the Conservation of Habitations and Species Regulations 2017 (as amended).

Waste Management

- 7.69 Policy DMHB 11 Part (d) of the Hillingdon Local Plan (2020) states that development proposals should make sufficient provision for well-designed internal and external storage space for general, recycling and organic waste, with suitable access for collection. External bins should be located and screened to avoid nuisance and adverse visual impacts to occupiers and neighbours. To conform with the Council's 'waste-collection' distance parameter of 10 metres, refuse, recycling and food waste would need to be deposited kerbside on collection day.
- 7.70 The proposed plans do not show provision for refuse and recycling storage and while there is sufficient space on the site to readily accommodate storage, it is important that the storage is well-designed and located. Therefore, it is recommended to secure the provision of waste storage by requiring the applicant to submit details for approval. This would be secured by condition.

Flooding and Drainage

- 7.71 Policy SI12 and SI13 of the London Plan (2021) require, in summary, that flood risk is minimised and mitigated, and that surface water runoff is managed close to source. Policy DMEI 9 and Policy DMEI 10 of the Hillingdon Local Plan: Part Two 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.
- 7.72 The site lies within Flood Zone 1 of the Environment Agency's Flood Risk Map. This means the site is classified as being at low risk and defined as having a less than 1 in 1,000 probability of fluvial and tidal flooding. As such, there are no restrictions on development, including more vulnerable uses such as Use Class C3 (dwellinghouses), in this location, in terms of fluvial and tidal flood risk.
- 7.73 In the event of an approval, a condition would be secured requiring the submission of a sustainable water management scheme that incorporates sustainable urban drainage systems (SuDs), to be submitted to the local planning authority for consideration. Subject to the condition, it is considered that the proposed development would not increase the risk of flooding on the site or elsewhere, in accordance 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

- 7.74 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.
- 7.75 The proposed development is a minor application, therefore whilst the principle of SI 2 (carbon reduction) is relevant, the London Plan Policy applies more specifically to major applications. The applicant is therefore not required to submit an energy statement to demonstrate a policy level of on-site savings.
- 7.76 However, a condition 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. This would minimise the use of water resources in a sustainable manner, in accordance with Policy SI 5 of the London Plan.
- 7.78 The proposal would therefore be compliant with Policy SI 5 of the London Plan (2021) and Policy DMEI 2 of the Hillingdon Local Plan: Part 2 - Development Management Policies (2020).

Airport Safeguarding

- 7.79 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.
- 7.80 The application site is within 3km of RAF Northolt. However, the site is within an established residential area within this safeguarding zone and is a replacement dwelling. It is therefore 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. It is therefore considered unreasonable to refuse the application on the basis of harm to the residential amenity of the future occupiers, in respect to aircraft noise associated with RAF Northolt.

Land Contamination

- 7.81 Policy DMEI 12 of the Local Plan (2020) states that for sites identified as being at potential risk of land contamination, relevant reports should be submitted to demonstrate that there would be no harm to the health of occupants.
- 7.82 The application site is not located on contaminated land. Therefore, a survey is not required nor are conditions pertaining to the submission of further information.

Fire Safety

- 7.83 Policy D12 of the London Plan states that all developments must achieve the highest standards of fire safety.
- 7.84 The proposal is for a replacement dwelling that would have a street frontage. There would be 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 the 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.

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 in addition to the Mayoral CIL charge. CIL rates are index linked. The proposal involves the erection of a new dwelling and is therefore CIL liable if planning permission is granted.

9 Conclusion / Planning Balance

- 9.1 The proposed development would have a satisfactory impact on the character and appearance of the area. It would also not give rise to any undue harm to neighbouring amenities, or the local highway network. Adequate living accommodation would be provided for future residents.

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

10 Background Papers

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

APPENDICES

Planning Application

38629/APP/2024/1155

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 drawings and reports listed below and shall thereafter be retained/maintained for as long as the development remains in existence:

PA-02 Rev C

PA-03

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. NONSC Construction Management Plan (details)

Prior to the commencement of any site clearance, demolition or construction work, the applicant shall submit a demolition and construction management plan to the Local Planning Authority for its approval. The plan shall detail:

- (a) The phasing of development works.
- (b) The hours during which development works will occur (please refer to informative 'Control of Environmental Nuisance from Construction Work' for maximum permitted working hours).
- (c) Measures to prevent mud and dirt tracking onto footways and adjoining roads (including wheel washing facilities).
- (d) 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).
- (e) Measures to reduce the impact of the development on local air quality and dust through minimising emissions throughout the demolition and construction process.
- (f) 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. RES7 Materials (details)

Notwithstanding the approved details and prior to any works on-site above damp proof course level, details of all materials, external surfaces and brickwork patterns used on the development hereby approved shall be 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 (details)

Prior to the commencement of any works above damp proof course level of the development approved, 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 and two replacement trees giving species, sizes, and proposed numbers/densities where appropriate

2. Details of Hard Landscaping

- 2.a Refuse Storage
- 2.b Cycle Storage for at least two cycles
- 2.c Means of enclosure/boundary treatments. Front boundary walls should not exceed 0.6m in height to maintain visibility sightlines for manoeuvring vehicles.
- 2.d Car Parking Layout (including at least one active and one passive electric vehicle charging points)
- 2.e Hard Surfacing Materials

4. Details of Landscape Maintenance

- 4.a Landscape Maintenance Schedule for a minimum period of 5 years.
- 4.b Proposals for the replacement of any new 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.

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, T6 and T6.1 of the London Plan (2021).

6. TL1 **Trees Survey (details)**

Prior to any work commencing on site, an accurate survey plan at a scale of not less than 1:200 shall be submitted to and approved in writing by the Local Planning Authority. The plan must show:-

- (i) Species, position, height, condition, vigour, age-class, branch spread and stem diameter of all existing trees, shrubs and hedges on and immediately adjoining the site.
- (ii) Existing and proposed site levels.
- (iii) Detailed drawings showing the position and type of fencing to protect the entire root areas/crown spread of trees and other vegetation to be retained during construction work.

REASON

To enable the Local Planning Authority to assess the amenity value of existing trees, hedges and shrubs and the impact of the proposed development on them and to ensure that the development conforms with policy DMHB 14 of the Hillingdon Local Plan Part 2 (2020)

7. COM8 **Tree Protection (details)**

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 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 and method statement 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.

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)

8. NONSC Biodiversity Net Gain (details)

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

i. Baseline Biodiversity Assessment: Using the latest Defra Biodiversity Metric, a report of the site's pre-development biodiversity value; and

ii. On-Site Enhancement and 30-year Habitat Management Plan (HMP) detailing measures to achieve BNG on-site, including species protection, habitat creation, and ongoing management strategies to maintain gains for a minimum of 30 years. The HMP should, as a minimum, include:

a) Description and evaluation of the features to be managed.

b) Aims, objectives and targets for management.

c) Description of the management operations necessary to achieving aims and objectives.

d) Prescriptions for management actions.

e) Preparation of a works schedule, including an annual works schedule.

f) Details of the monitoring needed to measure the effectiveness of management.

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

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

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

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

REASON

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

9. NONSC Step Free Access (details)

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. Such provision shall be implemented prior to first occupation and remain in place for the life of the building.

REASON

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

10. NONSC Accessible and adaptable dwelling M4(2) (details)

The dwelling hereby approved shall accord with the requirements of Policy D7 of the London Plan and shall not be occupied until certification of compliance with the technical specifications for an M4(2) dwelling, as set out in Approved Document M to the Building Regulations (2010)

2015, has been submitted to, and approved in writing, by the Local Planning Authority. All such provisions must remain in place for the life of the building.

REASON:

To not only allow the Building Control body to require the development to comply with the optional Building Regulations standards, but to also ensure the appropriate quantity and

standard of accessible and adaptable housing is constructed and maintained in accordance with policy D7 of the London Plan

11. SUS5 Sustainable Water Management (details)

Prior to the commencement of the development hereby approved (excluding demolition, ground works and substructure works), a scheme for the provision of sustainable water management and water efficiency shall be submitted to and approved in writing by the Local Planning Authority.

The scheme shall:

- i. Provide 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. Include a timetable for its implementation; and
- iii. Provide a management and maintenance plan for the lifetime of the development.

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

- 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. Provide 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).

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

REASON

To ensure the development does not increase the risk of flooding in accordance with Policies DMEI 9 and DMEI 10 of the Hillingdon Local Plan Part 2 (2020) and Policies SI2 and SI 13 of the London Plan (2021).

12. NONSC Air Quality Neutral (details)

Prior to any works on site above damp proof course level, details of the heating system installed for the new dwellings shall be submitted for approval. The heating system details shall only be comprised of any of the following

- A heat pump or other zero-emission heat source.
- One or more individual gas boilers with NOx emissions rated at less than 40 mg/kWh.
- The development is connected to an existing heat network.

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

maintained for the lifetime of the development.

Reason: In the interests of improving air quality and ensuring an air quality neutral development in accordance with Policy DMEI 14 of the Hillingdon Local Plan Part 2 (2020), Policy SI 1 of the London Plan (2021) and London Plan Guidance: Air Quality Neutral (2024).

13. RES13 Obscure Window Glazing

Notwithstanding the approved details, all first floor side elevation 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).

14. NONSC Obscure Roof Light Glazing

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

REASON

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

15. HH-RPD4 Prevention of Balconies / Roof Gardens

The flat roofed sections of the dwelling hereby permitted shall not be used as a balcony, roof garden or similar amenity area.

REASON

To prevent overlooking to adjoining properties and maintain their residential amenity in accordance with Policy DMHB 11 of the Hillingdon Local Plan: Part Two (2020).

16. 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).

17. 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)

Informatives

1. 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.

2. 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).

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

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

Liability Notice) to the Council at planning@hillington.gov.uk. The Council will then issue a Demand Notice setting out the date and the amount of CIL that is payable. Failure to submit a valid Assumption of Liability Notice and Commencement Notice prior to commencement of the development may result in surcharges being imposed.

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

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

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 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.

5. 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.

6. 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.

153 **Compulsory Informative (2)**

The decision to GRANT planning permission has been taken having regard to the policies and proposals in the Hillingdon Local Plan Part 1 (2012) and Part 2 (2020) set out below, including Supplementary Planning Guidance, and to all relevant material considerations, including The London Plan - The Spatial Development Strategy for London consolidated with alterations since 2011 (2016) and national guidance.

DMAV 1	Safe Operation of Airports
DMEI 12	Development of Land Affected by Contamination
DMEI 14	Air Quality
DMEI 2	Reducing Carbon Emissions
DMEI 7	Biodiversity Protection and Enhancement
DMH 1	Safeguarding Existing Housing
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 1	Managing Transport Impacts
DMT 2	Highways Impacts
DMT 6	Vehicle Parking
LPP D1	(2021) London's form, character and capacity for growth

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 D6	(2021) Housing quality and standards
LPP D7	(2021) Accessible housing
LPP G6	(2021) Biodiversity and access to nature
LPP SI1	(2021) Improving air quality
LPP SI2	(2021) Minimising greenhouse gas emissions
LPP T4	(2021) Assessing and mitigating transport impacts
LPP T6	(2021) Car parking
NPPF12 -24	NPPF12 2024 - Achieving well-designed places

Appendix 2: Relevant Planning History

38629/86/0907 Adj 41 Parkfield Road Ickenham

Erection of a 2 bed bungalow with intergral garage

Decision: 14-07-1986 Approved

38629/B/87/0111 Adj 41 Parkfield Road Ickenham

Details of materials in compliance with condition 6 of pp ref: 38629/86/907 dated 14.7.86

Decision: 26-02-1987 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.EM7 (2012) Biodiversity and Geological Conservation
- PT1.EM8 (2012) Land, Water, Air and Noise

Part 2 Policies:

- DMAV 1 Safe Operation of Airports
- DMEI 2 Reducing Carbon Emissions
- DMEI 7 Biodiversity Protection and Enhancement
- DMEI 12 Development of Land Affected by Contamination
- DMEI 14 Air Quality
- DMH 1 Safeguarding Existing Housing
- 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 1 Managing Transport Impacts
- DMT 2 Highways Impacts
- DMT 6 Vehicle Parking
- LPP D7 (2021) Accessible housing
- LPP D1 (2021) London's form, character and capacity for growth

LPP D3	(2021) Optimising site capacity through the design-led approach
LPP D4	(2021) Delivering good design
LPP D6	(2021) Housing quality and standards
LPP D12	(2021) Fire safety
LPP D14	(2021) Noise
LPP G6	(2021) Biodiversity and access to nature
LPP SI1	(2021) Improving air quality
LPP SI2	(2021) Minimising greenhouse gas emissions
LPP T4	(2021) Assessing and mitigating transport impacts
LPP T6	(2021) Car parking
NPPF12 -24	NPPF12 2024 - Achieving well-designed places

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

Case Officer: Emilie Bateman	49261/APP/2024/2904
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Date Application Valid:	01.11.2024	Statutory / Agreed Determination Deadline:	31.03.2025
Application Type:	Full	Ward:	Hayes Town

Applicant: Marvell Developments LLC

Site Address: Unit 4, Silverdale Industrial Estate, Silverdale Road

Proposal: Demolition of existing building and structures on site, and all other associated site clearance works. Construction of a data centre building (Class B8) with plant at roof level with an emergency generator (1no.) and associated flue (provided within an external compound adjoining the data centre building), sprinkler tank and pumphouse, security guard house, and provision of one kiosk substation and MV Building. Construction of a new access and internal road and circulation areas, footpaths, provision of car and bicycle parking, hard and soft landscaping and other associated works and ancillary site infrastructure.

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.

S106 Legal Agreement Heads of Terms

It is recommended that delegated powers be given to the Director of Planning, Regeneration and Environment to grant planning permission subject to the following:

A) That the Council enter into a legal agreement with the applicant under Section 106 of the Town and Country Planning Act 1990 (as amended) or any other legislation to secure the following:

1. Air Quality Mitigation contribution of £70,024.
2. A Healthy Streets/Active Travel Zone contribution of £29,700.
3. A full Travel Plan to be approved in writing by the Local Planning Authority.
4. A Carbon Offset contribution of £435,604.
5. An Employment/ Construction Training Scheme secured in accordance with the Council's Planning Obligations SPD.
6. A Project Management and Monitoring Fee, equalling 5% of the total financial contributions to be paid under this agreement.

B) That in respect of the application for planning permission, the applicant meets the Council's reasonable costs in preparation of the Section 106 Agreement and any abortive work as a result of the agreement not being completed.

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

D) That, if the Legal Agreement has not been finalised within 6 months (or such other time frame as may be agreed by the Director of Planning, Regeneration and Environment), delegated authority be given to the Director of Planning, Regeneration and Environment to refuse planning permission for the following reason:

'The applicant has failed to mitigate the impacts posed by the proposed development (in respect of Air Quality, Highways Safety, Travel Planning, Carbon Offsetting and Employment). The scheme therefore conflicts with Policies DMCI 7 of the Hillingdon Local Plan: Part 2 (2020); the adopted

Planning Obligations Supplementary Planning Document (2014); Policy DF1 of the London Plan (2021); and paragraphs 56-58 of the National Planning Policy Framework (2024).'

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

1 Executive Summary

- 1.1 This application seeks permission for the redevelopment of Unit 4, Silverdale Industrial Estate, Hayes, to provide a 1-megawatt (MW) data centre (Use Class B8), including associated infrastructure, car parking, cycle storage, and landscaping.
- 1.2 The proposed development is considered acceptable in land use terms, as the site is located within a Strategic Industrial Location (SIL). The development is considered to have minimal impact on the surrounding area and is consistent with the objectives of the Hillingdon Local Plan and the London Plan. In addition, no neighbouring representations have been received.
- 1.3 The economic benefit of commercial development is acknowledged and supported by national, regional and local planning policies. As noted under Paragraph 85 of the National Planning Policy Framework (NPPF) (2024), significant weight should be placed on the need to support economic growth and productivity.
- 1.4 Subject to the planning conditions and obligations recommended, the proposed development is considered acceptable with respect to design, heritage, residential amenity, environmental issues, transport, and sustainability.
- 1.5 For the reasons outlined above and within the main body of the report, this application is considered to comply with the Development Plan and is recommended for approval, subject to securing the planning conditions set out in Appendix 1 and a Section 106 legal agreement.

2 The Site and Locality

- 2.1 The site comprises a 0.37ha brownfield site at Silverdale Industrial Estate, Hayes (Figure 1). The existing site includes a vacant warehouse comprised of a ground floor unit with ancillary office floorspace at mezzanine. There is hardstanding to the north of the building representing the primary service yard forecourt (Figure 2). A narrow access lane is to the west of the building and a small service yard to the rear (south) of the building.
- 2.2 The surrounding area is predominantly characterised by industrial and warehouse units located at Silverdale Industrial Estate, varying between 1-2 storeys. In the immediate vicinity of the site, a small car park comprising hardstanding is located to the north; 2 no. industrial warehouses are located to

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PART 1 – Members, Public & Press

the east; the London - Reading railway line is located adjacent to the southern site boundary; Hillingdon Borough Central Mosque, an industrial warehouse and a single lane road accessed off Silverdale Road are located west of the site; and the canal is located to the south west.

- 2.3 Botwell Nestles Conservation Area is located approximately 150 metres south-west of the site which includes 4 no. locally listed buildings, whilst the Grade II listed 'Below Works' factory building is approximately 100 metres west of the site. No further statutory heritage assets are within the immediate vicinity of the site. The site is located on potentially contaminated land and within an Air Quality Management Area and Hayes Focus Area.



Figure 1: Location Plan (application site edged red)



Figure 2: Street View Image of the Application Property

3 Proposal

- 3.1 This application seeks permission for the demolition of an existing warehouse building and the construction of a data centre with associated facilities. The Gross External Area ('GEA') of the proposed development is 1,914 sq.m.
- 3.2 The proposed 1MW data centre would provide a gross floor area (GFA) of approximately 1,778 sq.m, over two storeys with plant located at roof level. The building would have a parapet height of around 14.7 metres and would house data halls, electrical and mechanical plant rooms, a loading bay, maintenance and storage space, and office administration areas (Figure 4 and 5). An emergency generator (one unit) and flue would be situated within an external compound adjacent to the data centre building.
- 3.3 Additionally, the proposal includes several ancillary structures, such as a sprinkler tank, pumphouse, security guard house, a kiosk substation, and a medium voltage (MV) building (Figure 3). The development would also include provisions for access, car parking (8 spaces), and bicycle parking (8 spaces), along with hard and soft landscaping, boundary treatments, lighting, and all associated works, including underground foul and stormwater drainage systems and utility cabling.
- 3.4 During the course of the application, minor amendments were submitted. The amendments submitted conceal the plant equipment at roof level by raising the parapet and pulls back the fence line from Silverdale Road.

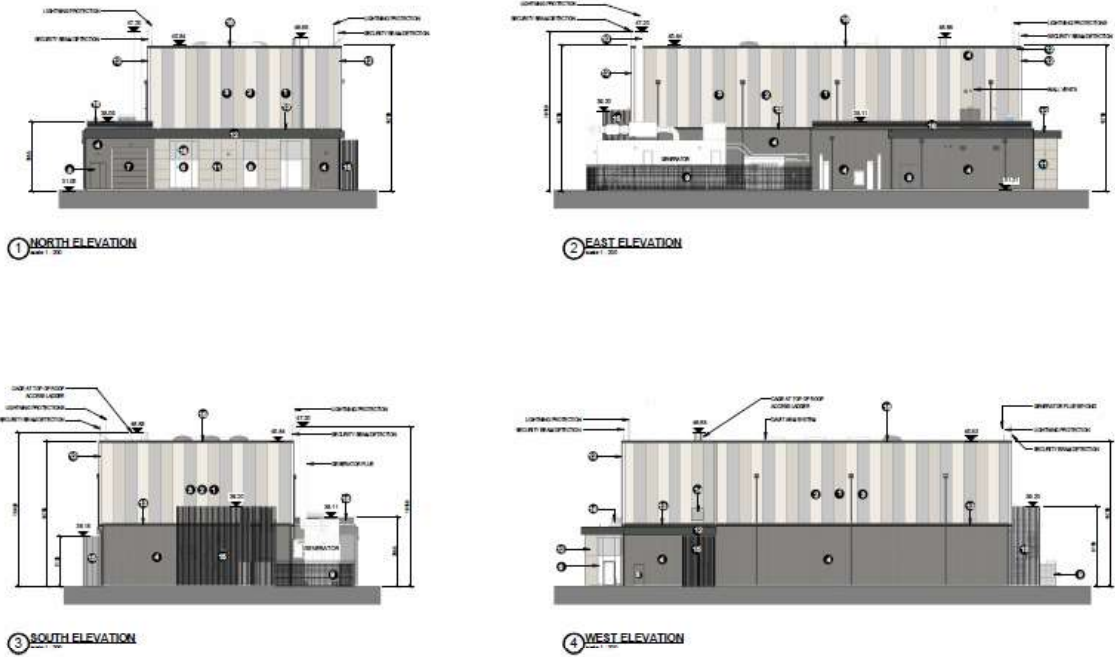


Figure 4: Proposed Elevations (please note – a larger version of plan can be found in the Committee Plan Pack)

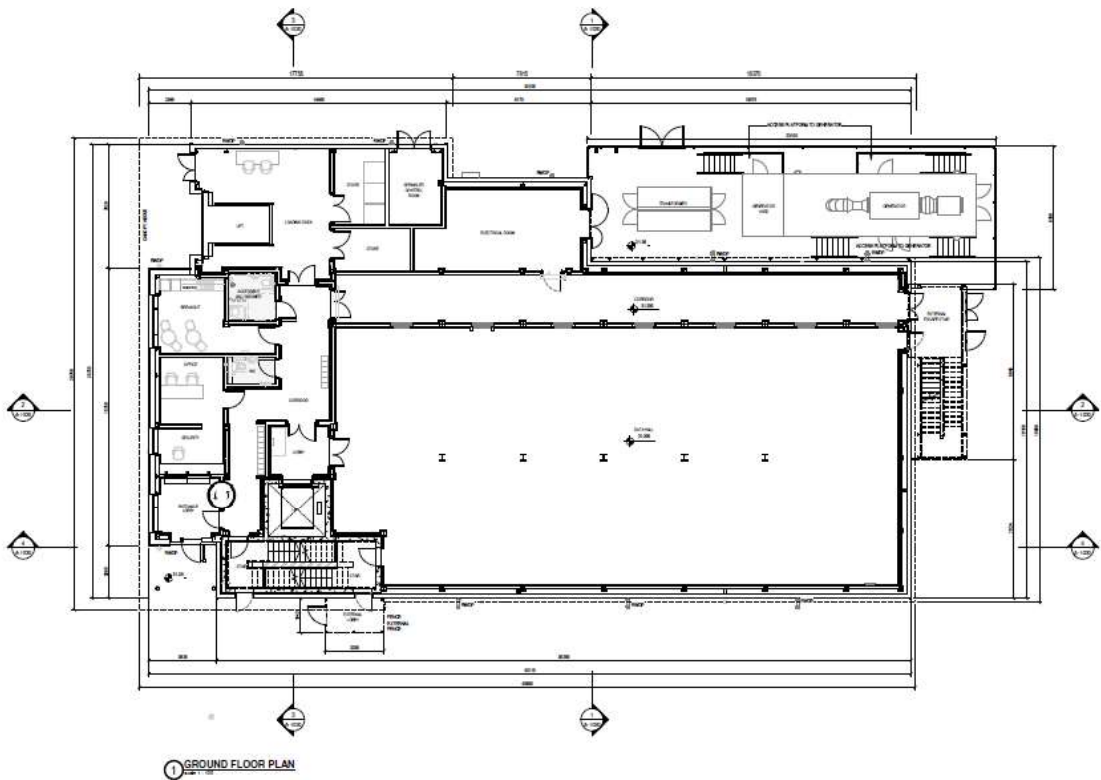


Figure 5: Proposed Ground Floorplans (please note – a larger version of plan can be found in the Committee Plan Pack)

4 Relevant Planning History

There is no relevant planning history related to the site.

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 A total of 19 no. letters were sent to neighbouring properties, a site notice was displayed to the front of the site and an advert was posted in the local paper. All forms of consultation expired on 24 February 2024.

6.2 It is noted that no representations were received from neighbouring occupiers.

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

Table 1: Summary of Consultee Responses

Consultee and Summary of Comments	Planning Officer Response
External Consultation	
Canal and Rivers Trust Based on the information available our substantive response (as required by the Town & Country Planning (Development Management Procedure) (England) Order 2015 (as amended)) is that the Trust has no comment to make on the proposal.	Noted.
Thames Water Thames Water has no objection to the proposed development regarding wastewater network and sewage treatment infrastructure. However, surface water drainage should follow the sequential approach in line with Policy SI 13 of the London Plan 2021. If discharge to a public sewer is proposed, prior approval from Thames Water Developer Services is required.	The Thames Water comments are noted. Please refer to Informative 10.

<p>The developer must also demonstrate measures to minimise groundwater discharges into the public sewer, as unauthorised discharge is illegal under the Water Industry Act 1991. An informative is recommended regarding the need for a Groundwater Risk Management Permit.</p>	
<p>National Air Traffic Services (NATS)</p> <p>NATS has no safeguarding objection to the proposed development based on the information provided. However, they request re-consultation if any changes are made to the proposal that may affect their assessment.</p>	<p>The NATS comments are noted.</p>
<p>Heathrow Airport Safeguarding</p> <p>Heathrow Airport Safeguarding has no objection to the proposed development.</p> <p>However, as the site falls within Heathrow Airport's crane circle, the crane operator must submit details to the CAA Airspace Coordination and Obstacle Management Service (ACOMS) before installation. No cranes should operate on-site until Heathrow's Works Approval Team has issued a crane permit.</p>	<p>The Heathrow Airport Safeguarding comments are noted. Please refer to Informative 9.</p>
<p>Ministry of Defence</p> <p>The Ministry of Defence (MOD) has no objection to the proposed development following their review, confirming no detrimental impact on defence sites or assets.</p> <p>However, any future amendments to the development, such as changes in location, dimensions, or materials, may require further assessment to ensure no impact on MOD safeguarding requirements. The MOD should be consulted if any revised or additional plans are submitted.</p>	<p>The Ministry of Defence comments are noted.</p>
<p>London Fire Brigade</p> <p>The London Fire Brigade (LFB) has reviewed the fire safety documents for the proposed</p>	<p>The London Fire Brigade comments are noted.</p>

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<p>development. They advise ensuring that the plans comply with Part B of the Building Regulations and that the application is submitted to Building Control, who may consult the Fire Authority. The applicant should also follow the guidance in Approved Document B, particularly regarding fire brigade access and water provisions. Any deviations from these standards should be discussed with the LFB's Water Office or Fire Safety Regulation team for further assessment.</p>	<p>It is noted that the development should accord with the relevant Building Regulation requirements.</p> <p>Fire safety matters are also to be addressed through Condition 24.</p>
<p>Transport for London (TfL)</p> <p>Transport for London (TfL) has no objections to the proposed development concerning London Underground/DLR infrastructure.</p> <p>However, as the site is adjacent to National Rail (NR) infrastructure, the applicant is advised to contact NR directly to assess any potential impacts on the railway. This response pertains solely to railway engineering and safety matters.</p>	<p>The TfL comments are noted.</p> <p>Please refer to paragraphs 7.75 – 7.97 for consideration of transport matters.</p>
<p>Network Rail</p> <p>Network Rail requires the applicant to engage with their Asset Protection team due to the development's proximity to railway infrastructure. Key requirements include ensuring scaffolding, cranes, and foundations do not affect the railway, providing a 1.8m trespass-proof fence, and consulting Network Rail on any ground level changes or excavation works. Buildings should be at least 2 metres from the boundary, and any landscaping near the railway must be approved. Lighting must not interfere with railway signalling. All work near Network Rail land must be done in accordance with their guidelines.</p>	<p>The Network Rail Safeguarding comments are noted. Please refer to Informative 1.</p>
<p>London Borough of Ealing</p> <p>On 13 December 2024 our determination in this instance is No Objection.</p>	<p>Noted.</p>

Internal Consultation	
<p>Planning Policy Officer</p> <p>No objection in principle subject to detail.</p>	<p>The Planning Policy Officer comments are noted.</p> <p>Matters relating to the principle of development are addressed in paragraphs 7.1 – 7.17 of this report.</p>
<p>Urban Design Officer</p> <p>03-12-24 Initial Comments</p> <p>The Urban Design Officer raised several concerns regarding the development's design, particularly the use of fencing and greening.</p> <p>Key points included the need to rationalise the two lines of fencing, with a suggestion to replace the palisade fence with a mesh solution. They also recommended integrating a green living wall with the public realm and adding trees to improve the frontage.</p> <p>Further concerns were raised about the limited use of rear spaces for greening and biodiversity, with suggestions to connect these areas to the railway line and create staff amenity spaces.</p> <p>The Officer also requested clear identification of tree root protection zones and expressed concerns over underground utilities potentially impacting key green areas.</p> <p>10-02-25 Response and Revised Proposals</p> <p>In response to the feedback, the applicant has made several improvements. The fence line has been set back, and the palisade fence has been replaced with weldmesh fencing, addressing visual concerns. Public access is restricted by fencing due to security concerns.</p>	<p>The Urban Design Officer comments are noted.</p> <p>Matters relating to design are addressed in paragraphs 7.18 – 7.29 of this report.</p> <p>The final design details of the materials and landscape scheme are proposed to be secured by Conditions 18 and 20.</p>

<p>The building's appearance has been enhanced by raising the parapet level to better conceal rooftop services.</p> <p>Greening efforts have been acknowledged, with a recommendation to add more trees, especially to the south and near Silverdale Road. An updated Tree Survey has been provided. Utilities plans have been supplied and provide confidence in landscaping.</p> <p>The changes sufficiently address the concerns, and the Urban Design Officer recommends conditioning the following to ensure high-quality design:</p> <ul style="list-style-type: none"> • Fence colour • Green wall / screen details • Detailed landscaping strategy (number, type, and distribution of species - trees and other greening) • Signage and lighting 	
<p>Access Officer</p> <p>The Access Officer has no accessibility concerns regarding the proposal. However, they recommend attaching an informative to any planning permission, highlighting the requirements of the Equality Act 2010.</p>	<p>The Access Officer comments are noted. Please refer to Informative 12.</p>
<p>Highways Officer</p> <p>The Highways Officer has reviewed the Transport Statement (TS) and supports the conclusion that the proposed development would not significantly impact the local highway network. Key points include:</p> <ul style="list-style-type: none"> • The site is well-located for sustainable transport, with good access to local amenities and public transport, despite its low PTAL rating. • The proposed development would generate fewer vehicle trips compared to the current use. • The site's access, layout, and internal arrangements are suitable for the 	<p>The Highways Officer comments are noted.</p> <p>Matters relating to transport are addressed in paragraphs 7.75 – 7.97 of this report.</p> <p>Please see the 'Summary of Recommendation' section of this report for confirmation of the heads of terms to be secured in a section 106 legal agreement.</p>

<p>forecast traffic, including HGV and car access.</p> <ul style="list-style-type: none"> • Compliance with parking and cycle parking standards has been demonstrated, with provision for EV charging. • A contribution towards the Healthy Streets initiative is required to improve pedestrian and cyclist access, reducing car dependency and enhancing safety. <p>The Highway Authority raises no objections subject to conditions regarding cycle parking, EV charging, construction management, and informatives. A financial contribution towards Highway Improvement works and travel plan to encourage sustainable modes of transport, to be secured by S106 Legal Agreement.</p>	<p>Please refer to Conditions 4 (cycle parking), 8 (EVCP) and 17 (construction management and logistics plan).</p> <p>Please refer to Heads of Terms nos. 2 (highways improvement / healthy streets contribution) and 3 (travel plan).</p>
<p>Air Quality Officer</p> <p>The proposed development, located within the LBH Air Quality Management Area and Hayes Focus Area, does not meet air quality neutral or positive standards as required by the London Plan and LBH's Air Quality Local Action Plan.</p> <p>Mitigation measures are necessary to reduce emissions, with a calculated total cost of £70,024 to offset the development's impact. This amount should be secured through a Section 106 agreement to support air quality improvements in the local area. Additionally, no extra backup generators should be deployed without separate planning approval. No objection, subject to conditions and contribution.</p>	<p>The Air Quality Officer comments are noted.</p> <p>Please see the 'Summary of Recommendation' section of this report for confirmation that £70,024 is proposed to be secured via a Section 106 legal agreement.</p> <p>Please also refer to Conditions 14 (low emission zone for non-road mobile machinery), 15 (low emission strategy) 16 (reducing demolition and construction emissions), 26 (generator emissions), 28 (cleanest backup generator specifications) and 29 (testing and maintenance regime annual hours).</p>
<p>Flooding and Drainage Specialist</p> <p>The Flooding and Drainage Specialist raises no objection, subject to conditions. At the Discharge of Condition stage, the applicant should investigate the potential for incorporating rainwater harvesting on-site or</p>	<p>The Flooding and Drainage Specialist comments are noted.</p>

<p>provide justification for its non-inclusion. Additionally, the applicant should provide the proposed runoff volume for the 1 in 100 year, 6-hour storm event.</p>	<p>Matters relating to flood and water management are addressed in paragraphs 7.66 – 7.72 of this report.</p> <p>Please also refer to Conditions 3 (compliance with supporting documentation) and 21 (sustainable water management).</p>
<p>Noise Specialist</p> <p>The Noise Specialist raises no objection, subject to conditions and informative.</p> <p>Construction noise should consider flexible working hours, especially near the mosque and commercial properties. Operational noise must not exceed 40 dB(A) between 2300-0700 and 50 dB(A) between 0700-2300 at any noise-sensitive premises, including places of worship. Emergency equipment testing should be coordinated with local premises. The CEMP can be incorporated into the CMP condition with aim to minimise noise impacts during construction.</p>	<p>The Noise Specialist comments are noted.</p> <p>Matters relating to noise are addressed in paragraphs 7.42 – 7.46 of this report.</p> <p>Please also refer to Conditions 7 (noise rating limits), 14 (construction management and logistics plan) and Informative 2 (noise levels and testing of emergency equipment).</p>
<p>Contaminated Land Officer</p> <p>The Contaminated Land Officer has no objection but recommends a condition requiring a contamination remediation scheme (including asbestos) to be approved by the LPA before development commences, excluding demolition and initial ground works. Any new contamination discovered must be addressed with an updated scheme. A verification report confirming remediation completion must be submitted prior to discharging the condition. Imported soils must be tested for contamination.</p>	<p>The Contaminated Land comments are noted.</p> <p>Matters relating to land contamination are addressed in paragraphs 7.73 – 7.74 of this report.</p> <p>Please also refer to Condition 22 (contaminated land).</p>
<p>Waste Strategy Officer</p> <p>No comment/ objections</p>	<p>Noted.</p>

<p>Tree Officer</p> <p>No concerns, subject to compliance with Tree Survey demonstrating existing trees would be retained on site.</p>	<p>Please refer to Condition 5 (trees to be retained).</p>
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7 Planning Assessment

Land Use Principles

Industrial Use

- 7.1 This application seeks permission to demolish an existing warehouse (Use Class B8) and construct a two-storey data centre with plant at roof level, housing data halls, plant rooms, office space, and a loading bay, alongside an external compound with an emergency generator, ancillary structures, parking, landscaping, and associated infrastructure. The principle of the proposed development is inherently linked with the site's designation.
- 7.2 The application site is located within the Silverdale Road Industrial Area, designated as a Strategic Industrial Location (SIL) in the Hillingdon Local Plan. SILs are key locations for industrial, logistics, and digital infrastructure uses, ensuring that such areas continue to support London's economic and employment needs. Policy E4 of the London Plan recognises data centres as an emerging industrial-type activity that falls within the broader B8 (storage and distribution) classification, making the proposed use appropriate within this designated SIL.
- 7.3 Policy E7 of the London Plan encourages the intensification of industrial land, particularly in SILs, to optimise capacity while ensuring that existing industrial functions are not compromised. While the proposal results in a marginal net reduction in industrial floorspace, with the existing warehouse measuring 2,278.45 sq.m and the proposed data centre and ancillary structures measuring 1,914 sq.m, the high-value nature of data infrastructure justifies the change. The modernisation and specialisation of the site ensure that it continues to serve an industrial function while adapting to emerging technological needs, aligning with strategic planning objectives.

Office Use

- 7.4 The proposal includes office floorspace to support the administrative and operational requirements of the data centre. Policy E7 of the London Plan generally resists standalone office development within SILs unless it is directly ancillary to industrial or logistics functions.
- 7.5 Given the industrial designation of the site, it is necessary to ensure that the office component remains subordinate to the primary data centre use. A planning

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condition (Condition 9) would be imposed to restrict the use of office floorspace to ensure that it remains ancillary to the data centre, thereby maintaining the strategic industrial function of the site in accordance with the London Plan and Hillingdon Local Plan policies.

Economy and Employment Use

- 7.6 The National Planning Policy Framework 2024 (NPPF) emphasises the importance of economic growth, recognising technology and data infrastructure as key drivers of productivity. This proposal strengthens the borough's industrial capacity, bringing long-term economic benefits.
- 7.7 The London Plan (2021) supports digital infrastructure as part of London's economic development. Policy E4 identifies data centres as suitable for Strategic Industrial Locations (SILs), while Policy E7 encourages the modernisation of industrial land to support technology-based employment.
- 7.8 The proposal would generate employment both during construction and operation. While data centres may have a lower direct employment density than other industrial uses, they support highly skilled jobs, including data infrastructure management, cybersecurity, and maintenance roles. Additionally, indirect employment through supply chain services, security, and specialist contractors further enhances the economic benefits of the scheme. The development is expected to contribute to local employment and skills development, in line with Policy E11 of the London Plan (2021) and relevant policies in the Hillingdon Local Plan.
- 7.9 Policy E11 of the London Plan (2021) states that development proposals should support employment, skills development, apprenticeships, and other education and training opportunities in both the construction and end-use phases, including through Section 106 obligations where appropriate. In accordance with this, the Council's Planning Obligations Supplementary Planning Document (2014) requires that developments with estimated construction costs of over £2 million and a construction period of three months or more deliver an in-kind employment and training scheme or financial contributions towards training and employment in the borough. An employment strategy and construction training scheme are proposed to be secured by a Section 106 legal agreement.
- 7.10 Paragraph 85 of the NPPF (2024) states that significant weight should be placed on the need to support economic growth and productivity. It is agreed that there would be economic benefits arising from the proposed scheme and significant weight is afforded to such benefits.

Energy Infrastructure

- 7.11 The NPPF (2024) emphasises the need for development to be supported by appropriate infrastructure. Policy D2 of the London Plan requires consideration to be given to the impact on local infrastructure capacity where planning infrastructure capacity will be exceeded. Policy SI2 of the London Plan (2021)

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requires major developments to demonstrate how energy infrastructure will be integrated and supported. Given the substantial power demand associated with data centres, the applicant has outlined a strategy to secure additional energy capacity.

- 7.12 The proposal includes significant energy infrastructure requirements. The proposed development would be powered by Scottish and Southern Electricity (SSE) Networks through a new substation located at Silverdale Road, to the northeast of the site. The connection would be provided at 11kV with a capacity of up to 1,000 kVA at 50Hz.
- 7.13 A formal connection offer has been issued by SSE Networks (Reference Number FBT206/1), confirming the ability to provide the necessary power for the development. All electrical supplies would be distributed underground at 11kV throughout the facility, ensuring a streamlined and reliable power supply. These provisions ensure that the energy infrastructure for the development would be robust and suitable to meet its operational requirements, supporting its long-term sustainability.
- 7.14 In the unlikely event of a power loss, such as a temporary grid blackout, a 1.08 MW emergency back-up generator would automatically activate to maintain power to essential systems until mains power is restored. Housed in an external compound on the eastern side of the data centre, this generator ensures continuous operations during grid outages, demonstrating that a reliable power infrastructure is in place to support the development's resilience. This is subject to air quality considerations addressed in paragraphs 7.49 to 7.53 of this report.
- 7.15 The Council has continued to engage with the Greater London Authority's Infrastructure Coordinate Service, who have been leading on the issue of West London electricity capacity constraints. The relevant infrastructure providers are continuing to deploy solutions to resolve capacity issues for residential and mixed-use schemes in the short term. This has resulted in almost all the residential schemes previously known to be stalled due to this issue having a connection secured. Upgrades to the electricity transmission network serving West London remain planned to address the issue over the long-term. The Greater London Authority continue to host an update on the issue of West London Electricity Capacity Constraints on its website with full details of the latest position (February 2025).
- 7.16 Therefore, the development has secured a power supply and would not overburden the local grid capacity and is not considered to result in detrimental impacts connected to energy infrastructure.

Conclusion

- 7.17 The proposal optimises the site for a future-proofed industrial use, in recognition of the important role data centres play in economic and technological resilience. It would ensure compatibility with surrounding industrial activities, particularly with the ability of SILs to operate 24 hours a day. Planning obligations, including

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commitments to employment and training, transport mitigation, and energy infrastructure delivery, would ensure compliance with policy requirements. Therefore, no issues are raised in principle, subject to these considerations and the detailed assessment of the application in the following sections of this report.

Design

Impact on the Character and Appearance of the Area

- 7.18 Policies D3 of the London Plan (2021), BE1 of the Hillingdon Local Plan: Part 1 (2012), DMHB 11 and DMHB 12 of the Hillingdon Local Plan: Part 2 (2020) are all directly relevant to the proposal. These policies can be read in full in the Committee Report Part 3 - Policy Appendix, and in summary, seek to secure a high quality of design that enhances and contributes to the area in terms of form, scale and materials, is appropriate to the identity and context of the townscape and would improve the quality of the public realm and respect local character. These aims are also supported by the NPPF (2024) at chapter 12.
- 7.19 The existing site consists of hardstanding and a vacant single storey structure. The site sits between Hillingdon Borough Mosque and an industrial unit, which are to the west and east, respectively. To the south is the railway line and to the north is Silverdale Road. The site sits within the designated SIL and is characterised as such.
- 7.20 This proposed development involves the construction of a data centre building (Use Class B8), along with several ancillary structures.
- 7.21 The proposed data centre, with a gross floor area of 1,914 sqm, aims to meet the operational demands of modern data storage, while respecting the scale and character of the surrounding industrial area. The building would be two-storey, with plant located at roof level, and would feature a parapet height of approximately 14.7 metres.
- 7.22 The site layout has been designed to ensure that the development remains operationally efficient while maintaining appropriate boundary treatments for security requirements. To this end, revisions were secured to revise boundary treatments from palisade to weldmesh, balancing security requirements with visual appearance. The proposal includes hard and soft landscaping elements, including green walls which would help to soften the visual impact of the development and provide a more cohesive integration with the surrounding industrial landscape.
- 7.23 In terms of its design, the proposed data centre respects the overall character of the area. While it introduces a building that is larger in scale compared to surrounding structures, its modern industrial design and high-quality materials ensure it would not be out of place within the context of the industrial estate. Revisions were sought to raise the parapet by 1.54m to conceal plant equipment at roof level to create a cleaner form. The development's height and massing are considered appropriate for this location.

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- 7.24 The inclusion of PV panels to the proposed data centre building, is welcomed and accords with the planning policy requirements for such proposals. It is noted that these would not be visible from street level.
- 7.25 The building's primary cladding would consist of light-coloured profiled metal panels, chosen to blend with the sky and surrounding industrial buildings. This material selection is consistent with the industrial nature of the area. The choice of cladding and the streamlined form would contribute to the building's integration within the site and the broader industrial estate.
- 7.26 The ancillary buildings located at the front of the site would be more visible from the main approach to the site. These proposed structures are relatively small in scale and the use of green walls help mitigate and soften it to ensure they do not dominate the site or its surroundings.
- 7.27 The final material details are to be secured by Condition 18 to ensure the delivery of a high-quality development.
- 7.28 The proposed development facilitates a reduction in hard landscaping and vehicle parking and is a notable improvement on the existing scenario.
- 7.29 Therefore, in conclusion, the information submitted is considered to sufficiently demonstrate that the development would not be harmful to the street scene and would instead harmonise with the visual amenities of the area. Subject to appropriately worded conditions, the development is considered to accord with the requirements of Policy BE1 of the Hillingdon Local Plan: Part 1 (2012), Policy DMHB 11 of the Hillingdon Local Plan: Part 2 (2020), Policy D3 of the London Plan (2021), and the NPPF (2024).

Accessibility

- 7.30 Policy D5 of the London Plan (2021) states that development proposals should achieve the highest standards of accessible and inclusive design.
- 7.31 The proposed development involves a data centre with associated facilities, including car parking and landscaping. The Council's Access Officer has reviewed the proposal and confirmed that no significant accessibility issues have been raised.
- 7.32 In line with the requirements of the Equality Act 2010, which requires service providers to make reasonable adjustments to facilitate disabled access, it is noted that the proposal should ensure accessibility both to and within the building. An informative is recommended for inclusion with any grant of planning permission to remind the applicant of their obligations under the Equality Act 2010, especially in eliminating barriers that may hinder disabled access.

Security

- 7.33 Policy DMHB 15 of the Hillingdon Local Plan: Part 2 (2020) states that the Council will require all new development to ensure safe and attractive public and private spaces by referring to the Council's latest guidance on Secured by Design principles. This is supported by Policy D11 of the London Plan (2021).

A secured by design condition has been recommended to achieve appropriate accreditation. Subject to Condition 12, the proposal would accord with Policy DMHB 15 of the Hillingdon Local Plan: Part 2 (2020) and Policy D11 of the London Plan (2021).

Fire Safety

- 7.34 Policy D12 of the London Plan (2021) states that all major development proposals should be submitted with a Fire Statement, which is an independent fire strategy, produced by a third party, suitably qualified assessor. The statement should detail how the development proposal will function in fire safety terms.

- 7.35 A Fire Statement has been submitted which demonstrates consideration of fire safety principles early in the development process. The London Fire Brigade have not raised any specific objections but have advised that the development should accord with Building Regulation requirements. This is proposed to be secured by Condition 24. Subject to this condition, the proposed would accord with the requirements of Policy D12 of the London Plan (2021).

Heritage

- 7.36 The application site is not subject to a Conservation Area designation and does not contain any heritage assets, including statutory listed buildings or locally listed buildings. The proposal is also not considered to adversely impact the setting of the Grade II Listed Benlow Works Building, located over 100m to the west of site.

Neighbouring Amenity

Impact on Neighbours

- 7.37 Policy DMHB 11 of the Hillingdon Local Plan: Part 2 (2020) states that development proposals should not adversely impact on the amenity, daylight and sunlight of adjacent properties and open space.
- 7.38 Given the location of the site, there are no residential properties nearby. However, the site sits between Hillingdon Borough Mosque and an industrial unit, which are to the west and east of the site, respectively. To the south is the railway line and to the north is Silverdale Road.

- 7.39 The two-storey mosque located to the west of the proposed development. Recent alterations to the ground floor, including an entrance lobby (approved under planning permission ref. 39396/APP/2022/2561), have been made. The submitted BRE Report indicates that non-habitable spaces, such as the entrance lobby, do not require daylight and sunlight testing. Based on the drawings from the local planning authority, daylight studies (VSC and DD methods) show minimal impact on windows and rooms, ensuring compliance with BRE criteria for daylight. Similarly, the sunlight study (APSH) confirms all assessed windows would meet the BRE Report's sunlight amenity requirements.
- 7.40 It is acknowledged that the proposed parapet height has been raised marginally (1.54m), however, given the results of the BRE Daylight/Sunlight Report, it is considered that this would not have a significant impact on the results.
- 7.41 Taking into consideration the BRE Report, the siting and extent of development proposed, it is not considered likely that the redevelopment of the site as presented would impact the privacy of neighbouring occupiers or the receipt of daylight and sunlight to adjacent properties. Noise, vibration, dust and lighting impacts are addressed in paragraphs 7.42 to 7.46 below.

Environmental Issues

Noise, Vibration, Dust and Lighting

- 7.42 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).
- 7.43 The Council's Noise Specialist has confirmed that there is no objection, subject to appropriate conditions. For operational noise, the applicant has provided sufficient information. It is recommended that noise limits are secured by Condition 7.
- 7.44 A flexible approach to construction working hours, in collaboration with the mosque and nearby commercial premises, is recommended. The routine testing of emergency equipment, including generators, should also be scheduled in agreement with nearby sensitive premises (Informative 2).
- 7.45 A Construction Management Plan would be required to show how noise impacts would be minimised during the construction phase. This would include agreements on working hours with affected premises, including places of worship. This would be secured by Condition 17.
- 7.46 Therefore, subject to conditions, the development would accord with Policy EM8 of the Hillingdon Local Plan: Part 1 (2012), Policy DMHB 11 of the Hillingdon Local Plan: Part 2 (2020) and Policy D14 of the London Plan (2021).

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Odour

- 7.47 Policy EM8 of the Hillingdon Local Plan: Part 1 (2012) states that the Council will seek to safeguard and improve all land, water, air and noise quality.
- 7.48 It is noted that paragraph 201 of NPPF (2024) states that the focus of planning decisions should be on whether proposed development is an acceptable use of land, rather than the control of processes or emissions (where these are subject to separate pollution control regimes). Planning decisions should assume that these regimes will operate effectively.

Air Quality

- 7.49 Policies SI 1 of the London Plan (2021), EM8 of the Hillingdon Local Plan: Part 1 (2012) and DMEI 14 of the Hillingdon Local Plan: Part 2 (2020) are all directly relevant to the proposal. These policies can be read in full in the Committee Report Part 3 - Policy Appendix. In summary, these seek to safeguard and improve air quality in order to protect existing and new sensitive receptors. These aims are also supported by the NPPF (2024) at chapter 15.
- 7.50 The proposed development is located within the LBH Air Quality Management Area, and the Hayes Focus Area where additional emissions may exacerbate existing poor air quality.
- 7.51 According to the London Plan, developments must be air quality neutral at minimum, with LBH requiring air quality positive contributions in Focus Areas as per the LBH Air Quality Local Action Plan 2019-2024. Policy DMEI 14 of the emerging Hillingdon Local Plan (Part 2) further supports this, emphasizing the need for contributions to local air quality improvement.
- 7.52 The proposed data centre (Class B8), including an emergency generator and associated flue, is not air quality neutral or positive, as required. Therefore, mitigation measures are necessary to reduce the impact of emissions.
- 7.53 In accordance with the LBH Local Action Plan, the total emissions associated with the development must be mitigated. The level of required mitigation for the operational phase, calculated using Defra's Damage Cost Approach, amounts to £70,024. This would be secured via a S106 agreement to ensure the development meets the necessary air quality standards, alongside Condition 16 for the reduction of emissions during construction, a low emissions strategy and zone (Conditions 14 and 15), and generator fuel, testing and maintenance conditions (Conditions 27, 28 and 29). Subject to this obligation and conditions, the development would accord with Policy EM8 of the Hillingdon Local Plan: Part 1 (2012), Policy DMEI 14 of the Hillingdon Local Plan: Part 2 (2020), Policy SI 1 of the London Plan (2021) and the NPPF (2024).

Trees and Landscaping

- 7.54 Policies G1 and G5 of the London Plan (2021), DMEI 1, DMHB 11 and DMHB 14 of the Hillingdon Local Plan: Part 2 (2020) are all directly relevant to the proposed development. These policies can be read in full in the Committee Report Part 3 - Policy Appendix. In summary, these policies seek to safeguard existing trees and deliver high quality landscaping in order to enhance amenity, biodiversity and green infrastructure. These aims are also supported by the NPPF (2024) at chapter 12.
- 7.55 With regard to landscaping, it is acknowledged that the proposals would commit to a significant improvement in soft landscaping and planting. The details of the boundary treatments would be secured under Condition 20. Revisions have secured weldmesh fencing instead of palisade fencing.
- 7.56 The Arboricultural Impact Assessment submitted confirms the retention of trees on site. All trees are to be retained and protected. Further, the proposed site plan submitted commits to the planting of new trees.
- 7.57 The final details of hard and soft landscaping are proposed to be secured by Condition 20 to ensure that the landscape scheme to be delivered is high quality and retained in the long term. Subject to this condition, the proposal would accord with Policies DMHB 11 and DMHB 14 of the Hillingdon Local Plan: Part 2 (2020).

Biodiversity

- 7.58 The Environment Act 2021 has established that all planning permissions granted in England have to deliver at least 10% BNG from January 2024. Paragraph 187 of the NPPF (2024) also states that planning decisions should contribute to and enhance the natural and local environment by: d) minimising impacts on and providing net gains for biodiversity, including by establishing coherent ecological networks that are more resilient to current and future pressures. This is supported by Policy G6 of the London Plan (2021) and Policy DMEI 7 of the Hillingdon Local Plan: Part 2 (2020).
- 7.59 The existing site comprises entirely the existing warehouse and hardstanding. The submitted Preliminary Ecological Appraisal, prepared by E3P, confirms that the sealed tarmac surface of the site only has small areas of colonisation. Overall, no habitat with biodiversity value, and no priority or linear habitats were identified within the site boundary. Additionally, much of the surrounding area comprising further industrial units and associated hardstanding, all of which are anticipated to provide minimal ecological value.
- 7.60 In line with The Biodiversity Gain Requirements (Exemptions) Regulations 2024, any sites with less than 25 m² of on-site habitat that has biodiversity value greater than zero are exempt from Biodiversity Net Gain. Since the site is exclusively developed land including the building and hardstanding with no biodiversity value/habitat units, a Biodiversity Net Gain report will not be required.

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- 7.61 The proposal is considered to accord with the NPPF (2024), Policy G6 of the London Plan (2021) and Policy DMEI 7 of the Hillingdon Local Plan: Part 2 (2020).

Urban Greening Factor

- 7.62 Policy G5 of the London Plan (2021) states that major development proposals should contribute to the greening of London and that the target score for commercial development is 0.3.
- 7.63 In line with Policy G5 of the London Plan (2021), major development proposals are expected to contribute to the greening of London. The applicant should maximise greening opportunities on the site.
- 7.64 The landscape strategy has been carefully scrutinised, including the review of the development and its ancillary structures, along with tracking plans to ensure that all hard standing areas are essential. As a result, the scheme optimises the potential for urban greening.
- 7.65 The proposed development achieves an Urban Greening Factor (UGF) score of 0.146, which, although below the target of 0.3 for commercial developments, demonstrates a meaningful contribution to greening. This factor, along with the development's efforts to maximise landscaping, is considered positively in the overall planning balance.

Flood Risk

- 7.66 The application site is location in Flood Zone 1, meaning that the site is at very low risk of fluvial flooding. The proposed commercial use is considered to fall under the 'less vulnerable' classification. Accordingly, the proposal is appropriate in this location. The development is considered to accord with Policy SI 12 of the London Plan (2021), Policy EM6 of the Hillingdon Local Plan: Part 1 (2012) and Policy DMEI 9 of the Hillingdon Local Plan: Part 2 (2020).

Drainage

- 7.67 Policy SI 13 of the London Plan (2021) also requires that development proposals utilise sustainable urban drainage systems (SuDS) unless there are practical reasons for not doing so. It further 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. This is supported by Policy EM6 of the Hillingdon Local Plan: Part 1 (2012) and Policy DMEI 10 of the Hillingdon Local Plan: Part 2 (2020).
- 7.68 The proposed development would remove some impermeable hardstanding and replace it with soft landscaping, resulting in a net benefit to drainage. A below-ground attenuation tank and two raingardens are proposed. The Council's Flooding and Drainage Specialist has confirmed no objection to the proposed drainage strategy, subject to the necessary planning conditions.

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- 7.69 Conditions 21 and 30 have been recommended to secure the final details and implementation of the drainage scheme. Subject to these conditions, the scheme would accord with Policy EM6 of the Hillingdon Local Plan: Part 1 (2012), Policy DMEI 10 of the Hillingdon Local Plan: Part 2 (2020) and Policy SI 13 of the London Plan (2021).

Water Infrastructure

- 7.70 Policy SI 5 of the London Plan (2021) states that all major developments should incorporate measures to reduce water use, ensure there is sufficient wastewater infrastructure capacity, and minimise the risk of misconnections between the foul and surface water networks. This includes adopting water-saving technologies and ensuring proper management of wastewater infrastructure.
- 7.71 During the consultation process, Thames Water has confirmed no objection to the proposed development in respect of wastewater network and sewage treatment works.
- 7.72 Drainage has been addressed in paragraphs 7.67 – 7.69. Therefore, subject to Conditions 21 and 30, the proposed development would accord with Policy SI 5 of the London Plan (2021).

Land Contamination

- 7.73 Policy DMEI 12 of the Hillingdon Local Plan: Part 2 (2020) states that development on potentially contaminated sites shall assess conditions and demonstrate that the site can be safely remediated. Planning conditions and S106 legal agreements can be used to secure the appropriate level of detail required.
- 7.74 A phase 1 contaminated land study has been submitted for consideration and is considered sufficient and acceptable for the initial stage of the planning process. Condition 22 is proposed to secure further details of a remediation strategy. Subject to such a condition, the proposal is not considered contrary to Policy DMEI 12 of the Hillingdon Local Plan: Part 2 (2020).

Transport

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

Proposed Operation

- 7.76 The site is located within Silverdale Industrial Estate, Hayes, and is accessible via a spur road off Silverdale Road, which connects to Pump Lane. Silverdale Road is a no-through route and serves only commercial and industrial units. The site is approximately 850 metres from Hayes and Harlington Station, which provides access to the Elizabeth Line. Public transport accessibility is limited, as reflected by the site's low PTAL rating.
- 7.77 The proposal seeks full planning permission for the redevelopment of Unit 4, Silverdale Industrial Estate, Hayes, to provide a data centre development (Use Class B8). The site currently comprises a vacant warehouse with associated hardstanding, access lanes, and a small service yard. The proposal includes the demolition of existing buildings and the construction of a new data centre.
- 7.78 The proposed data centre would replace a vacant warehouse and is expected to generate fewer vehicle trips than the existing land use. The site would employ 8–11 staff, working in shifts (07:00–19:00 for day shifts and 19:00–07:00 for night shifts), ensuring staff movements fall outside peak hours. Visitor and maintenance trips would take place between 08:00–15:00.

Staff and Visitor Car Parking

- 7.79 Policy T6.2 of the London Plan (2021) states that car parking provision at Use Classes Order B2 (general industrial) and B8 (storage or distribution) employment uses should have regard to these office parking standards and take account of the significantly lower employment density in such developments.
- 7.80 Policy T6.2, Table 10.4, of the London Plan (2021) outlines car parking requirements for Class B8 as follows:
- Outer London Opportunity Areas - Up to 1 space per 500m² gross internal area (GIA)
 - Outer London - Up to 1 space per 100m² (GIA)
- 7.81 Vehicular access to the site would be provided via a separate in/out arrangement, linking to the access road and Silverdale Road. A loading bay is proposed on the northern frontage and swept path analysis confirms that a 10-metre rigid HGV can enter and exit in a forward gear. Deliveries would be scheduled to avoid congestion, and site access would not be obstructed by parked vehicles.
- 7.82 A total of eight car parking spaces are proposed, including one disabled bay. This is within the maximum London Plan standards and Hillingdon's parking requirements, which allow for a maximum of 19–36 spaces. A lower provision is considered appropriate given the shift-based working patterns and aligns with the Mayor's Transport Strategy to encourage sustainable transport use. Furthermore, the forecast staff numbers set out earlier in this section indicates that parking demand would be lower than a typical B8 development.

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Disabled Person Car Parking

- 7.83 Policy T6.5, Table 10.6, of the London Plan (2021) states that 5% of all car parking spaces should be provided as designated disabled persons parking bays and 5% should be provided as enlarged parking bays which are capable of being converted to disabled persons parking. This would require the provision of 1no. disabled persons parking bays.
- 7.84 The development proposes 1no. disabled persons parking bay. This is accepted and secured by Condition 2.

Electric Vehicle Charging Points (EVCPs)

- 7.85 Policy T6 of the London Plan (2021) states that new developments with car parking should make provision for electric vehicles or other Ultra-Low Emission vehicles.
- 7.86 Policy T7 of the London Plan (2021) states under point (B)(3) that development should provide rapid charging points for freight vehicles. In support of this, Policy T6.2 of the London Plan (2021) states under point (F) that all operational parking must provide infrastructure for electric or other Ultra-Low Emission vehicles.
- 7.87 A total of 3no. active EVCPs are proposed to be provided to serve staff and visitor car parking. The remaining 5no. staff and visitor spaces would be provided with passive electric vehicle charging infrastructure. This is accepted and is secured by Condition 8.

Cycle Parking

- 7.88 The published London Plan (2021) Table 10.2 - Minimum Cycle Parking Standards requires that B8 developments provide 1no. long stay secure and undercover cycle parking space per 500m² and 1no. short stay secure cycle space per 1000m². This requires that at least 3no. long stay and 2no. short stay cycle parking spaces are provided.
- 7.89 A cycle store with five Sheffield stands (providing ten cycle parking spaces) is proposed at the western extent of the site which is secure and sheltered. There would be natural surveillance of the cycle parking due to parking being near the building entrances. This is accepted and is to be secured by Condition 4.

Trip Generation

- 7.90 The proposed redevelopment would result in a reduction in vehicle trips during the peak hours at the site when compared to the existing land use and floor area. Therefore, the development proposals would not result in a significant detrimental impact on the operation of the local highway network.

Vehicle and Pedestrian Access

- 7.91 Vehicular access to the site is proposed via a separate in/out arrangement onto the adjacent access road. In turn, the site retains wider access via a bellmouth junction with Silverdale Road to the north.
- 7.92 The site would comprise an internal service yard, which would be provided with car parking along its western extent. A single dedicated loading bay would be provided on the northern frontage of the data centre, which would accommodate any deliveries by HGVs. Deliveries would be infrequent and scheduled in advance and therefore HGVs would not block access for other site vehicles. The accompanying Outline Delivery and Servicing management Plan (DSMP) sets out the principles which would be in place to manage deliveries, with details to be secured by Condition 25.
- 7.93 Swept path analysis, demonstrates that a 10-metre rigid can access and egress the site in a forward gear, utilising the loading bay provided. Furthermore, the drawing shows that a car is able to pass an HGV waiting within the loading bay, indicating that deliveries and servicing would not prevent access to the site.
Highways Improvement (Healthy Streets Contribution)
- 7.94 To reduce reliance on private car use and provide genuine travel choices for those working at and visiting the site, a developer contribution of £29,700 is required, secured by a Section 106 legal agreement. This may fund key transport improvements along routes to Lidl supermarket, Hayes and Harlington Station, and the Grand Union Canal Cycle Quietway. The improvements could include tactile paving at key junctions and footway enhancements, as well as the installation of new street furniture and trees. These measures are necessary to mitigate the risk of on-street parking and traffic disruption, in accordance with London Plan Policies T4 and T2. The contribution would support sustainable travel options and enhance pedestrian safety in the area.

Travel Plan

- 7.95 A detailed and finalised Travel Plan is proposed to be secured through the proposed S106 legal agreement.

Construction and Demolition Management Plan

- 7.96 Having regard to comments received the Highway Authority, a Construction and Demolition Management Plan are proposed to be secured under Condition 17.

Transport Conclusion

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

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Sustainable Development

CO2 Emissions

- 7.98 Policy SI 2 of the London Plan (2021) and DMEI 2 of the Hillingdon Local Plan: Part 2 (2020) are relevant to the development proposed. These policies can be read in full in the Committee Report Part 3 - Policy Appendix. In summary, these policies seek to secure major development proposals as net zero-carbon by reducing greenhouse gas emissions in operation and minimising energy demand in accordance with the energy hierarchy. These aims are also supported by the NPPF (2024) at chapter 14.
- 7.99 The Energy Statement for the proposed development outlines the strategy for reducing CO2 emissions in accordance with Policy SI 2 of the London Plan (2021) and DMEI 2 of the Hillingdon Local Plan: Part 2 (2020). The development is expected to achieve 12% on-site carbon savings, which is below the minimum 35% improvement required by policy.
- 7.100 Whilst the development achieves 12% on-site carbon savings, which falls short of the 35% minimum target set by policy, this shortfall is considered acceptable on balance due to several factors. The nature of the development, a non-residential data centre, inherently presents challenges in meeting the carbon savings target, particularly under the updated Part L 2021 regulations. Despite this, the design incorporates high-efficiency systems, renewable energy generation through photovoltaic panels, and energy-saving measures, demonstrating a strong commitment to reducing emissions.
- 7.101 The development would contribute to carbon offsetting through a financial contribution, ensuring that the remaining emissions are offset in line with local and regional climate goals. Given the constraints and efforts made, the 12% savings, coupled with the offsetting strategy, is considered a reasonable and acceptable outcome, ensuring the development aligns with broader sustainability objectives.
- 7.102 Therefore, given the development does not achieve net-zero carbon emissions, a financial contribution would be required to offset the remaining emissions. This contribution will be secured through a S106 planning obligation under Head of Term 4. Subject to such conditions and planning obligations, the development would accord with Policy SI 2 of the London Plan (2021).

Energy Infrastructure

- 7.103 Policy SI 3 of the London Plan (2021) states that major development proposals should make provisions to connect into district heating networks, thereby utilising secondary heat sources.
- 7.104 The development is proposed to facilitate a future connection to a district heating scheme for export of low-grade heat should one become available. Planning

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Condition 13 is proposed to secure this commitment, ensuring compliance with Policy SI 3 of the London Plan (2021).

Overheating

- 7.105 Policy SI 4 of the London Plan (2021) states that development should minimise adverse impacts on the urban heat island and reduce the potential for internal overheating and reliance on air conditioning systems in accordance with the cooling hierarchy.
- 7.106 Section 5 of the Energy Statement submitted confirms compliance with the cooling hierarchy. The details submitted are accepted and the development is considered to accord with the requirements of Policy SI 4 of the London Plan (2021).

Digital Connectivity

- 7.107 Policy SI 6 of the London Plan (2021) requires that development provides ducting space for full fibre connectivity.
- 7.108 Condition 31 is proposed and would ensure that sufficient ducting space for full fibre connectivity infrastructure is provided within the development. Subject to the recommended condition, the proposed development would accord with Policy SI 6 of the London Plan (2021).

8 Other Matters

Airport Safeguarding

- 8.1 Policy DMAV 1 of the Hillingdon Local Plan: Part 2 (2020) states that the Council will support the continued safe operation of Heathrow Airport and RAF Northolt and will consult with the airport operator on proposals in the safeguarded areas. Proposals that may be a hazard to aircraft safety will not be permitted.
- 8.2 The site is located within the 3km perimeter of Heathrow Airport and is sited circa 4.63km away from RAF Northolt. The National Air Traffic Services, Heathrow Airport Ltd and the Ministry of Defence have been consulted and have confirmed no safeguarding objections. The proposal would therefore comply with Policy DMAV 1 of the Hillingdon Local Plan: Part 2 (2020).

Environmental Impact Assessment

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

Human Rights

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

- 8.5 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

Planning Obligations

- 8.6 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.
- 8.7 The Community Infrastructure Levy Regulation 2010 (Regulations issued Pursuant to the 2008 Act) and the NPPF (2024) have put three tests on the use of planning obligations into law. It is unlawful (since 6th April 2010) to request planning obligations that do not meet the following tests:
- i. Necessary to make the development acceptable in planning terms;
 - ii. Directly related to the development; and
 - iii. Fairly and reasonable related in scale and kind to the development.
- 8.8 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.
- 8.9 Based on the NPPF (2024) and the Community Infrastructure Levy Regulation 2010, it is only considered reasonable to request contributions towards the following:
1. Air Quality Mitigation contribution of £70,024.
 2. A Healthy Streets/Active Travel Zone contribution of £29,700.

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3. A full Travel Plan to be approved in writing by the Local Planning Authority.
4. A Carbon Offset contribution of £435,604.
5. An Employment/ Construction Training Scheme secured in accordance with the Council's Planning Obligations SPD.
6. A Project Management and Monitoring Fee, equalling 5% of the total financial contributions to be paid under this agreement.

Community Infrastructure Levy

- 8.10 Please be advised that as from 1 April 2012, all planning approvals for schemes with a net additional internal floor area of 100m² or more will be liable for the Mayoral Community Infrastructure Levy (Mayoral CIL), as legislated by the Community Infrastructure Levy Regulations 2010 and The Community Infrastructure Levy (Amendment) Regulations 2011. The liability payable will be equal to £60 per square metre (from April 2019). The London Borough of Hillingdon is a collecting authority for the Mayor of London and this liability shall be paid to LBH in the first instance. In addition, the development represents Chargeable Development under the Hillingdon Community Infrastructure Levy, which came into effect on 1st August 2014.
- 8.11 The proposal is CIL liable in the event that planning permission is secured.

9 Conclusion / Planning Balance

- 9.1 This application seeks planning permission for a data centre. The proposed development is considered acceptable in land use terms. The economic benefit of commercial development is acknowledged and supported by national, regional, and local planning policies.
- 9.2 While some potential harm has been identified, such as carbon emissions, air quality and noise impacts, these are considered manageable through the recommended mitigation measures and planning conditions.
- 9.3 Subject to the planning conditions and obligations recommended, the proposed development is considered acceptable with respect to design, residential amenity, environmental issues, transport, and sustainability.
- 9.4 For the reasons outlined above and within the main body of this report, this application is considered to comply with the Development Plan and is recommended for approval, subject to securing the planning conditions set out in Appendix 1 and a Section 106 legal agreement.

10 Background Papers

- 10.1 Relevant published policies and documents considered in respect of this application are set out in the report. Documents associated with the application

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(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@hillington.gov.uk.

APPENDICES

Planning Application

49261/APP/2024/2904

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:

Site Plans

600-MCA-00-XX-DR-A-1000
600-MCA-00-XX-DR-A-1020 P02
600-MCA-00-XX-DR-A-1021 P02
600-HED-00-XX-DR-L-0200 P02

Floor and Roof Plans

600-MCA-01-XX-DR-A-1000 P01
600-MCA-01-XX-DR-A-1001 P01
600-MCA-01-XX-DR-A-1002 P02
600-MCA-01-XX-DR-A-1003 P02

Detailed Sections and Elevations

600-MCA-00-XX-DR-A-1040 P02
600-MCA-01-XX-DR-A-1020 P02
600-MCA-01-XX-DR-A-1030 P02
600-MCA-00-XX-DR-A-1050 P02
600-MCA-00-XX-DR-A-1061 P02
600-MCA-01-XX-DR-A-1080 P01
600-MCA-02-XX-DR-A-1060 P01
600-MCA-03-XX-DR-A-1060 P01
600-MCA-04-XX-DR-A-1070 P01

Landscape

600-HED-00-XX-DR-L-0100 P03
600-HED-00-XX-DR-L-0300 P03
600-HED-00-XX-RP-L-0001 Rev D

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. COM5 Compliance with Supporting Documentation

The development hereby permitted shall not be carried out except in complete accordance with the specified supporting documents:

68782/01/NG/HP - Planning statement (including Operator Statement) (Dated 30.10.24)
600-ETH-XX-XX-RP-E-0009 Rev 1 - Site Lighting - Spill Lighting and Code Compliance Report Part 1-3 (Dated 15.10.24)
425.066063.00001 Rev 1 - Draft Delivery & Servicing Management Plan (Dated 09.10.24)
425.066063.00001 Rev 2 - Transport Statement (Dated 09.10.24)
LHR600-CDC-22-XX-RP-F-0101 - Fire Statement Form (Dated 11.09.24)
LHR600-CDC-XX-XX-RP-F-0100 - Planning Fire Safety Strategy (Received 01.11.24)
GLA Carbon Emissions Reporting Spreadsheet
81-899-R1-3 - Preliminary Ecological Appraisal (Dated 10.24)
81-899-R3-3 - Arboricultural Impact Assessment and Report (Dated 01.25)
81-899-R4-3 - Nocturnal Bat Survey Report - Unit 4 Silverdale (Dated 10.24)
8167r2 - Air Quality Assessment (Dated 10.10.24)
Aeronautical Assessment (Dated 30.10.24)
Daylight and Sunlight Report (Dated 30.10.24)
68782/01/NG/HP - Biodiversity Statement (Dated 30.10.24)
62116 Rev 2 - Energy Statement (Dated 10.24)
62116 Rev 2 - BREEAM Pre-Assessment Report (10.10.24)
600-CDC-00-XX-RP-A-0400 Rev B - Noise Impact Assessment (Dated 09.10.24)
RPT-24_079-CSE-00-XX-RP-C-0004 P02 - Infrastructure and Utility Assessment Report Parts 1-3 (Dated 12.09.24)
RPT-24_079-CSE-00-XX-RP-C-0003 P02 - Flood Risk Assessment and Drainage Strategy Parts 1-3 (Dated 09.10.24)
RPT-24_079-CSE-00-XX-DR-C-0001 P02 - Preliminary Construction Management Plan (Dated 08.10.24)
RPT-24_079-CSE-00-XX-RP-0002 P02 - Preliminary Construction Waste Management & Recycling Strategy (Dated 08.10.24)
1181 Version 3 - Operational Waste Management Plan (Dated 09.10.24)
1181 ESA Version 4 - 4Phase 1 Environmental Site Assessment Parts 1-7 (Dated 10.24)

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

REASON

To ensure the development complies with the provisions Hillingdon Local Plan Parts 1

(November 2012) and 2 (January 2020) and the London Plan (2021).

4. NONSC Cycle Parking

The cycle parking shall be constructed and laid out in accordance with the approved plans, agreed details and completed prior to occupation of the development hereby approved and shall thereafter be retained and maintained.

REASON

To ensure construction of a satisfactory development and to promote sustainable development in accordance with Policies DMT1, DMT2, DMT4, DMT5 of the Hillingdon Local Plan: Part 2 (2020), London Plan (2021) and NPPF (2024) paragraph 116.

5. COM10 Tree to be retained

Trees, hedges and shrubs shown to be retained on the approved plan 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 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 and 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.

6. NONSC Restrict Use to Data Centre (no other B8 Use)

Notwithstanding the Town and Country Planning (Use Classes) Order (as amended), or in any provision equivalent to that Class in any statutory instrument revoking and re-enacting that Order with or without modification, the development shall not be used for any purpose

other than as a data centre.

REASON

To ensure that the provisions of the proposed development are secured to the data centre use to prevent detrimental impacts to the local highway network, in accordance with Policies DMT 1, DMT 2 and DMT 5 of the Hillingdon Local Plan: Part 2 (2020).

7. NONSC Noise Condition

For the lifetime of the development hereby permitted the rating level (LAr) of noise caused by its normal operation shall not exceed:

40 dB LAr 15 min for any fifteen-minute period between 2300 and 0700, and 50 dB LAr 1 hour for any one-hour period between 0700 and 2300, determined one metre free field external to any window or door of any permanent residential, or equivalently noise sensitive premises, including places of worship, in accordance with 'Methods for rating and assessing industrial and commercial sound' British Standards Institution BS4142 2014.'

REASON

To ensure that neighbouring uses would not be exposed to noise caused by the permitted development that would be likely to cause an adverse effect on their health and quality of life, in accordance with Policy D14 of the London Plan (2021) and Policy EM8 of the Hillingdon Local Plan: Part 1 (2012).

8. NONSC Electric Vehicle Charging Points

The Electric Vehicle Charging Points and associated infrastructure details forming part of the planning application submission and indicated on the approved plans shall be implemented and brought into operation prior to the occupation of any commercial use hereby approved commencing.

Thereafter the Electric Vehicle Charging Points shall be permanently retained available for use at all times.

REASON

To ensure construction of a satisfactory development and to promote sustainable development in accordance with Policy T6 and T6.2 of the London Plan (2021).

9. NONSC Ancillary Office Floorspace

The office floorspace hereby approved shall only be used as ancillary floorspace to the primary operation of the data centre.

REASON

To ensure that the provisions of the proposed development are secured to the data centre use to prevent detrimental impacts to the local highway network, in accordance with Policies DMT 1 and DMT 2 of the Hillingdon Local Plan: Part 2 (2020) and Policy T4 of the London

Plan (2021).

10. NONSC Restrict Enlargement of B8 Use Buildings

Notwithstanding the provisions of Part 7, Schedule 2 of the Town and Country Planning (General Permitted Development) Order 2015 (or any order revoking and re-enacting that Order with or without modification), the buildings shall not be extended.

REASON

To enable the Local Planning Authority to assess all the implications of the development and to accord with Policy DMHB 11 of the Hillingdon Local Plan: Part 2 (2020).

11. NONSC Restrict Addition of Internal Floorspace

Notwithstanding the provisions of Part 7, Schedule 2 of the Town and Country Planning (General Permitted Development) Order 2015 (or any order revoking and re-enacting that Order with or without modification), no additional structural internal mezzanine floorspace that can be used for storage, excluding that intended to be used for a data centre, shall be created in excess of that area expressly authorised by this permission.

REASON

To enable the Local Planning Authority to assess all the implications of the development and to accord with Policy DMHB 11 of the Hillingdon Local Plan: Part 2 (2020).

12. COM31 Secured by Design

The buildings shall achieve 'Secured by Design' accreditation awarded by the Hillingdon Metropolitan Police Crime Prevention Design Adviser (CPDA) on behalf of the Association of Chief Police Officers (ACPO). No building shall be occupied until accreditation has been achieved.

REASON

In pursuance of the Council's duty under section 17 of the Crime and Disorder Act 1998 to consider crime and disorder implications in exercising its planning functions; to promote the well being of the area in pursuance of the Council's powers under section 2 of the Local Government Act 2000 to ensure the development provides a safe and secure environment in accordance with Policy DMHB 15 of the Hillingdon Local Plan: Part 2 (2020) and Policy D11 of the London Plan (2021).

13. NONSC Connection to Future District Heating Network

The development hereby approved shall connect to a district heating network should one become available in future.

REASON

To ensure the development is future-proofed for connection to a district heating network, supporting energy efficiency, reducing carbon emissions, and contributing to the transition to

a low-carbon energy system, in accordance with Policy SI 3 of the London Plan (2021).

14. NONSC Low Emission Zone for non-road mobile machinery

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

REASON

To comply with the London's Low Emission Zone for non-road mobile machinery as per requirements of the London Environment Strategy, in accordance with Policy EM8 of the Hillingdon Local Plan: Part 1 (2012), Policy DMEI 14 of the Hillingdon Local Plan: Part 2 (2020), and Policy SI 1 of the London Plan (2021).

15. NONSC Low Emission Strategy

No development shall commence until a low emission strategy (LES) has been submitted to and approved in writing by the Local Planning Authority. The LES shall specify ways to reduce air pollution emissions to the maximum possible extent to conform with the LBH Local Action Plan. The measures are to include but not be restricted to:

1) a clear and effective strategy to encourage users of development to:

- a) use public transport;
- b) cycle / walk to work where practicable;
- c) enter car share schemes;
- d) purchase and drive to work zero emission vehicles.

2) Install EV fast charging points to promote the use of zero emission above the London Plan requirements.

The measures in the agreed scheme shall be maintained throughout the life of the development.

REASON

As the application site is within an Air Quality Management Area, and to reduce the impact on air quality in accordance with Policy EM8 of the Local Plan: Part 1 (November 2012), Policy DMEI 14 of the London Borough of Hillingdon Local Plan (part 2), the London Borough of Hillingdon Air Quality Action Plan 2019-2023, London Plan (2021) policy SI1 and T4, and paragraph 192 of the National Planning Policy Framework (2023).

16. NONSC Reducing Emissions from Demolition and Construction

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

REASON

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

17. NONSC Construction Management and Logistics Plan

Prior to the commencement of works on site for the development, a 'Construction and Demolition Management and Logistics Plan' shall be submitted to and approved in writing by the Local Planning Authority in consultation with the Highway Authority. Thereafter the construction of the development shall only be carried out in accordance with the approved Plan. The 'Construction and Demolition Management Plan' must set out:

- The phasing of construction and proposed construction programme.
 - The methods for accessing the site, including wider construction vehicle routing.
 - The numbers of daily construction vehicles including details of their sizes, at each phase of the development.
 - The hours of operation and construction vehicle movements.
 - Details of any highway works necessary to enable construction to take place.
 - Details of construction vehicle parking, turning and loading/unloading arrangements clear of the public highway.
 - Details of any hoardings and how visibility splays will be maintained.
 - Management of traffic to reduce congestion.
 - Control of dirt and dust on the public highway, including details of the location and methods to wash construction vehicle wheels.
 - The provision for addressing any abnormal wear and tear to the highway.
 - Waste management proposals.
 - Provision of sufficient on-site parking prior to commencement of construction activities;
 - Post construction restoration/reinstatement of the working areas and temporary access to the public highway;
 - Where works cannot be contained wholly within the site a plan should be submitted showing the site layout on the highway including extent of hoarding and remaining road width for vehicle movements.
-
- Measures to avoid significant adverse noise effects on occupiers of affected premises and to minimise other adverse noise effects during demolition and construction.
 - Details of noise and vibration monitoring, including compliance with BS 5228-1 and BS 5228-2.
 - Proposed construction working hours, with specific consideration for sensitive receptors

such as residential properties and places of worship.

- A strategy for engagement with neighbouring occupiers, including advance notification of works, consultation on site working hours, and a communication procedure for complaints or concerns.

This must demonstrate compliance with the GLA Control of Dust and Emissions from Construction and Demolition SPG (or any successor document).

The construction works shall be carried out in strict accordance with the approved Plan.

REASON

To minimise the impact of the construction process on the local environment, local highway network, and surrounding occupiers, ensuring that construction activities do not cause significant harm to residential amenity, highway safety, or air quality, in accordance with Policies DMT5, DMT6, and DMHB 11 of the Hillingdon Local Plan Part 2 (2020), Policy SI 1 of the London Plan (2021), and paragraph 116 of the National Planning Policy Framework (NPPF).

18. COM7 Materials

Prior to the commencement of above ground construction works for the development, details and samples of materials and external surfaces for the development, shall be submitted to and approved in writing by the Local Planning Authority.

The development shall be constructed in accordance with the approved material details and completed prior to occupation of the development hereby approved. The development shall thereafter be retained and maintained in full accordance with the approved details.

REASON

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

19. NONSC Living Walls

Prior to the commencement of above ground works for the development, details of the proposed living walls for the development, shall be submitted to and approved in writing by the Local Planning Authority. The details submitted shall include:

- i) Its location, extent, specification (plant species and growing medium type), landscape integration, integration with other roof plant or renewable energy infrastructure, structural integrity, construction, operation and access;
- ii) Section/profile drawings showing the growing medium depth, different layers and membranes;
- iii) Plans to show clearly its location, extent, drainage catchment areas (if relevant), inlets and outflows; and
- iv) Maintenance plan to show how it will be maintained regularly, maintenance

considerations due to other roof infrastructure and any changes in maintenance throughout the seasons, and an inspection programme to allow dead or dying plants to be identified and replaced.

The green wall(s) shall be constructed in accordance with the approved green wall details and completed prior to occupation of the development hereby approved. The development shall thereafter be retained and maintained in full accordance with the approved details.

REASON

To ensure that the living walls are retained in accordance with the approved plans in order to preserve and enhance the visual amenities of the locality in compliance with Policies DMHB 11, DMHB 14 and DMEI 1 of the of the Hillingdon Local Plan: Part 2 (2020) and Policies G1 and G5 of the London Plan (2021).

20. COM9 Landscape Scheme

Prior to the commencement of above ground works for the development a detailed landscape scheme for the development 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, to include pollution absorbing trees;

2. Details of Hard Landscaping

- 2.a Refuse Storage
- 2.b Hard Surfacing Materials
- 2.c Fencing details (including colour) and including the revised weldmesh fencing
- 2.d External Lighting and wayfinding signage strategy (please note informative 11).

3. Details of Landscape Maintenance

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

4. Schedule for Implementation

5. Other

- 5.a Existing and proposed functional services above and below ground
- 5.b Proposed finishing levels or contours

The development shall be constructed in accordance with the approved landscape scheme details and completed prior to occupation of the development hereby approved. The

development shall thereafter be retained 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, DMT 2, DMT 6 and DMEI 1 of the Hillingdon Local Plan: Part 2 (2020) and Policies G1, G5 and T6.1 of the London Plan (2021).

21. COM15 Sustainable Water Management

Prior to the commencement of development (excluding demolition and site clearance), a scheme for the provision of sustainable water management in line with the approved document reference 'Flood Risk Assessment and Drainage Strategy Part 1, 2 and 3 RPT-24_079-CSE-00-XX-RP-C-0003 P02 (Dated 9th October 2024)' shall be submitted to, and approved in writing by the Local Planning Authority in consultation with the relevant stakeholders. The scheme shall clearly demonstrate how it manages water and demonstrate ways of controlling the surface water on site by providing information on:

a) Sustainable Drainage features:

- i. Surface water discharge - the submitted drainage strategy must identify the proposed method and location of discharging collected surface water from the site in accordance with the hierarchy set out in Policy SI 13 of the London Plan (2021). Where the proposal does not utilise the most sustainable solution, justification must be provided. Any proposal that includes a connection to a private sewer network should provide details of the condition and ownership of the entire drainage route to a public sewer or ordinary watercourse.
- ii. SuDS - the submitted drainage strategy should incorporate Sustainable Drainage System (SuDS) elements that are embedded, where practicable, within the landscaping plan for the development. Preference should be given to above-ground SuDS elements that control water at source and provide wider biodiversity, water quality and amenity benefits.
- iii. Runoff rates - surface water discharge from the site must be no greater than greenfield runoff rates at a variety of return periods including 1 in 1 year, 1 in 30, 1 in 100, and 1 in 100 plus 40% climate change.
- iv. Drainage calculations - include calculations to demonstrate that the volume of storage and size of drainage features provided is adequate to control surface water for a range of storm duration and rainfall intensities for events up to and including the critical 1 in 100 plus 40% climate change rainfall event.
- v. Exceedance routes - provide a plan showing the route surface water will take through the development for rainfall events exceeding the 1 in 100 year event. Where it is intended to store water on the ground surface, the maximum extent of overland flooding should be mapped and include details on flow paths, depths and velocities. Safe access and egress for

the site must be demonstrated.

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

i. Provide a Management and Maintenance Plan for the drainage system that includes clear plans showing all of the drainage network above and below ground, and identifies the responsibility of different parties for each component of the drainage network.

ii. Include details of the necessary inspection regimes and maintenance frequencies.

The development shall be constructed in accordance with the approved sustainable water management details and completed prior to occupation of the development hereby approved. The development shall thereafter be retained and maintained in full accordance with the approved details.

REASON

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

22. COM30 Contaminated Land

(i) The development hereby permitted (excluding demolition, site clearance and initial ground investigation works) shall not commence until a scheme to deal with unacceptable contamination, (including asbestos materials detected within the soil), has been submitted to and approved by the Local Planning Authority (LPA). All works which form part of any required remediation scheme shall be completed before any part of the development is occupied or brought into use unless the Local Planning Authority dispenses with any such requirement specifically and in writing. The scheme shall include the following measures unless the LPA dispenses with any such requirement specifically and in writing:

(a) A written method statement providing details of the remediation scheme as noted in section 8 of the above report and how the completion of the remedial works will be verified shall be agreed in writing with the LPA prior to commencement, along with the details of a watching brief to address undiscovered contamination. No deviation shall be made from this scheme without the express agreement of the LPA prior to its implementation.

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

(iii) Upon completion of the approved remedial works, this condition will not be discharged until a comprehensive verification report has been submitted to and approved by the LPA. The report shall include the details of the final remediation works and their verification to

show that the works have been carried out in full and in accordance with the approved methodology.

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

REASON

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

23. NONSC Energy Monitoring, Recording and Reporting

Prior to operation of the development, a scheme for the detailed monitoring, recording and reporting of the CO2 reductions (regulated and unregulated) identified in the 'Energy Statement 62116 Rev 02 (Dated October 2024) and Addendum Note 62016 Rev 03 (Dated 7th February 2025) shall be submitted to and approved in writing by the Local Planning Authority. The scheme shall set out how CO2 reductions will be monitored and recorded and details of the report mechanism to the Local Planning Authority. The scheme shall include the triggers and mechanisms for identifying and implementing remedial measures should the approved CO2 reductions not be achieved. The development must be operated in accordance with the approved scheme.

REASON

To ensure the operation of the development achieves the CO2 reduction targets set out in the Energy Statement, in accordance with Policy EM1 of the Hillingdon Local Plan: Part 1 (2012), Policy DMEI 2 of the Hillingdon Local Plan: Part 2 (2020) and Policy SI 2 of the London Plan (2021).

24. NONSC Final Comprehensive Fire Statement

Prior to operation of the development, the final comprehensive Fire Statement for the development, shall be submitted to and approved in writing by the Local Planning Authority. This should be accompanied by the Building Control Decision Notice or equivalent.

Thereafter the strategy shall be implemented and maintained in full accordance with the approved details.

REASON

To ensure the safety of all building users in accordance with Policy D12 of the London Plan

(2021).

25. NONSC Delivery and Servicing Plan

Prior to the operation of development, the final comprehensive Delivery and Servicing Plan for the development, shall be submitted to and approved in writing by the Local Planning Authority. This should accord with Transport for London's Delivery and Servicing Plan Guidance. Thereafter the development shall be carried out and maintained in full accordance with the approved details.

REASON

To ensure appropriate servicing of the site, to safeguard highway safety and to safeguard the free flow of traffic, in accordance with Policies DMT 1 and DMT 2 of the Hillingdon Local Plan: Part 2 (2020) and Policies T3 and T7 of the London Plan (2021).

26. NONSC Generator Emissions

Prior to the installation of any generator(s), an Air Quality Assessment shall be submitted to and approved in writing by the Local Planning Authority. The report shall detail how the proposed generator(s) will minimise emissions and exposure to air pollution during operation to the maximum possible extent and will comply with the London Borough of Hillingdon Air Quality Local Action Plan.

The report shall show what alternatives have been considered, including a secondary electrical power supply, battery backup or alternatively fuelled generators such as gas fired or hydrogen. The details of the proposed generator(s) shall be submitted for approval. Where it is not possible to deploy alternatives, any diesel generators must comply with the emission requirements agreed with London Borough of Hillingdon during the evaluation of the application. The generator shall be used solely on brief intermittent and exceptional occasions when required in response to an emergency and for the testing and maintenance necessary to meet that purpose and shall not be used at any other time.

Thereafter the development shall be implemented and operated in accordance with these details.

REASON

The application site is within an Air Quality Management Area and Air Quality Focus Area, in close proximity to sensitive receptors, and to reduce the impact on air quality in accordance with Policy EM8 of the Hillingdon Local Plan: Part 1 (2012), Policy DME1 14 of the Hillingdon Local Plan: Part 2 (2020), the London Borough of Hillingdon Air Quality Action Plan 2019-2024, Policy SI 1 of the London Plan (2021), and paragraphs 8(c), 187e) and 198, 199 of the National Planning Policy Framework (2024).

27. NONSC Testing Schedule of the Backup Generator

Prior to operation of the development, a schedule for the testing of the standby generator for the development, shall be submitted to and approved in writing by the Local Planning

Authority. This shall confirm that testing during school hours and noise sensitive times of day does not occur.

Thereafter the development shall be implemented and operated in accordance with these details.

REASON

To safeguard the amenity of the occupants of the surrounding properties in accordance with Policy EM8 of the Hillingdon Local Plan: Part 1 (2012), Policy DMHB 11 of the Hillingdon Local Plan: Part 2 (2020) and Policy D14 of the London Plan (2021). Also to ensure that the air quality impact on adjoining sensitive receptors are minimised in accordance with Policy DME1 14 of the Hillingdon Local Plan: Part 2 (2020) and Policy SI 1 of the London Plan (2021).

28. NONSC Cleanest Backup Generator Specifications

Prior to operation of the development, evidence that the cleanest backup emergency generator and cleanest fuel available to service the generators in the market will be deployed for the development, or each development phase, shall be submitted to and approved in writing by the Local Planning Authority. This should include a note explaining why alternative cleaner types of backup generator technology and fuel have not been chosen as emergency engines.

Thereafter the development shall be implemented and operated in accordance with these details.

REASON

As the application site is within an Air Quality Management Area, in close proximity to sensitive receptors, and to reduce the impact on air quality in accordance with Policy EM8 of the Hillingdon Local Plan: Part 1 (2012), Policy DME1 14 of the Hillingdon Local Plan: Part 2 (2020), the London Borough of Hillingdon Air Quality Action Plan 2019-2024, Policy SI 1 of the London Plan (2021), and the National Planning Policy Framework (2024).

29. NONSC Testing and Maintenance Regime Annual hours

Prior to operation of the development, a formal declaration by the operator, supported by a manufacturer report, describing the testing and maintenance regime annual hours required for the plant, is to be submitted to and approved in writing by the Local Planning Authority. The number of testing hours is to not exceed 15 hours per year. The operating times should not be during school hours.

Thereafter the development shall be implemented and operated in accordance with these details.

REASON

As the application site is within an Air Quality Management Area, in close proximity to

sensitive receptors, and to reduce the impact on air quality in accordance with Policy EM8 of the Hillingdon Local Plan: Part 1 (2012), Policy DME1 14 of the Hillingdon Local Plan: Part 2 (2020), the London Borough of Hillingdon Air Quality Action Plan 2019-2024, Policy SI 1 of the London Plan (2021), and the National Planning Policy Framework (2024).

30. NONSC Sustainable Water Management Compliance

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

REASON

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

31. NONSC Digital Infrastructure

The development hereby approved shall ensure that sufficient ducting space for full fibre connectivity infrastructure is provided.

REASON

To ensure compliance with Policy SI 6 of the London Plan (2021).

Informatives

1.

The applicant will be required to engage with Network Rail asset protection on the works due to the proximity of the development to the operational railway. The applicant will need to discuss the construction methodology with ASPRO (assetprotectionwestern@networkrail.co.uk). Contact should be made at least 3 months prior to works commencing.

2.

It is considered that a condition based on fixed noise levels is consistent with noise and planning policy by relating external noise levels to the point at which adverse effects on health and quality of life start to be observed. The limit values are intended to be consistent with the evidence base that is reflected in guidance: 'Guidance on Sound Insulation and Noise Reduction for Buildings' BS8233 2014. This is combined with the assessment principles and procedures detailed in guidance: 'Methods for rating and assessing industrial

and commercial sound' British Standards Institution BS4142 2014.' This is used to set reference time periods for the assessment and adjust measured or calculated LAeq values for character as detailed in BS4142 to determine the rating level.

Emergency Equipment

The routine testing of emergency equipment, including standby generators, shall be carried out at times agreed with local premises, including places of worship. During an emergency the above rating value limits shall be increased by 10 dB.

3.

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

4.

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

5.

Road Deposits: It is an offence under section 148 of the Highways Act 1980 to deposit mud or other debris on the public highway, and section 149 of the same Act gives the Highway Authority powers to remove such material at the expense of the party responsible. Therefore, best practical means shall be taken at all times to ensure that all vehicles leaving the site during construction of the development are in a condition such as not to emit dust or deposit mud, slurry or other debris on the highway.

6. 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).

7. I72 **Compulsory Informative (2)**

You are advised that this permission has been granted subject to a legal agreement under

Section 106 of the Town and Country Planning Act 1990.

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

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

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

9.

Cranes

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

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

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

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

10.

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

11. I25 Consent for the Display of Adverts and Illuminated Signs

This permission does not authorise the display of advertisements or signs, separate consent for which may be required under the Town and Country Planning (Control of Advertisements) Regulations 1992. . For further information and advice, contact - Residents Services, 3N/04, Civic Centre, High Street, Uxbridge, UB8 1UW (Tel. 01895 250574).

12.

The Equality Act 2010 aims to safeguard individuals accessing goods, facilities, and services from discrimination based on a 'protected characteristic', including disability. In accordance with the Act, service providers must enhance access to and within their premises, especially when reasonable adjustments are feasible and straightforward to implement. The Act mandates that service providers proactively identify and eliminate barriers hindering disabled people.

I53 Compulsory Informative (2)

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

DMAV 1	Safe Operation of Airports
DMCI 7	Planning Obligations and Community Infrastructure Levy
DME 1	Employment Uses in Designated Sites
DMEI 1	Living Walls and Roofs and Onsite Vegetation
DMEI 10	Water Management, Efficiency and Quality
DMEI 12	Development of Land Affected by Contamination
DMEI 14	Air Quality
DMEI 2	Reducing Carbon Emissions
DMEI 6	Development in Green Edge Locations
DMEI 7	Biodiversity Protection and Enhancement
DMEI 8	Waterside Development
DMEI 9	Management of Flood Risk
DMHB 10	High Buildings and Structures
DMHB 11	Design of New Development
DMHB 12	Streets and Public Realm

DMHB 14	Trees and Landscaping
DMHB 15	Planning for Safer Places
DMT 1	Managing Transport Impacts
DMT 2	Highways Impacts
DMT 6	Vehicle Parking
LPP D11	(2021) Safety, security and resilience to emergency
LPP D12	(2021) Fire safety
LPP D13	(2021) Agent of change
LPP D14	(2021) Noise
LPP D3	(2021) Optimising site capacity through the design-led approach
LPP D4	(2021) Delivering good design
LPP D5	(2021) Inclusive design
LPP D8	(2021) Public realm
LPP D9	(2021) Tall buildings
LPP E4	(2021) Land for industry, logistics and services to support London's economic function
LPP E5	(2021) Strategic Industrial Locations (SIL)
LPP E7	(2021) Industrial intensification, co-location and substitution
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 SI1	(2021) Improving air quality
LPP SI12	(2021) Flood risk management
LPP SI13	(2021) Sustainable drainage
LPP SI2	(2021) Minimising greenhouse gas emissions
LPP SI3	(2021) Energy infrastructure
LPP SI4	(2021) Managing heat risk
LPP SI5	(2021) Water infrastructure
LPP SI6	(2021) Digital connectivity infrastructure
LPP T1	(2021) Strategic approach to transport
LPP T2	(2021) Healthy Streets
LPP T3	(2021) Transport capacity, connectivity and safeguarding
LPP T4	(2021) Assessing and mitigating transport impacts
LPP T5	(2021) Cycling

LPP T6	(2021) Car parking
LPP T6.2	(2021) Office parking
LPP T6.5	(2021) Non-residential disabled persons parking
LPP T7	(2021) Deliveries, servicing and construction
LPP T8	(2021) Aviation
LPP T9	(2021) Funding transport infrastructure through planning
NPPF12 -24	NPPF12 2024 - Achieving well-designed places
NPPF15 -24	NPPF15 2024 - Conserving and enhancing the natural environment
NPPF2 -24	NPPF2 2024 - Achieving sustainable development
NPPF6 -24	NPPF6 2024 - Building a strong, competitive economy
NPPF9 -24	NPPF9 2024 - Promoting sustainable transport

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.E1	(2012) Managing the Supply of Employment Land
PT1.EM3	(2012) Blue Ribbon Network
PT1.EM6	(2012) Flood Risk Management
PT1.EM7	(2012) Biodiversity and Geological Conservation
PT1.EM8	(2012) Land, Water, Air and Noise

Part 2 Policies:

DMAV 1	Safe Operation of Airports
DMCI 7	Planning Obligations and Community Infrastructure Levy
DME 1	Employment Uses in Designated Sites
DMEI 1	Living Walls and Roofs and Onsite Vegetation
DMEI 10	Water Management, Efficiency and Quality
DMEI 12	Development of Land Affected by Contamination
DMEI 14	Air Quality
DMEI 2	Reducing Carbon Emissions
DMEI 6	Development in Green Edge Locations
DMEI 7	Biodiversity Protection and Enhancement
DMEI 8	Waterside Development
DMEI 9	Management of Flood Risk
DMHB 10	High Buildings and Structures

DMHB 11	Design of New Development
DMHB 12	Streets and Public Realm
DMHB 14	Trees and Landscaping
DMHB 15	Planning for Safer Places
DMT 1	Managing Transport Impacts
DMT 2	Highways Impacts
DMT 6	Vehicle Parking
NPPF12 -24	NPPF12 2024 - Achieving well-designed places
NPPF15 -24	NPPF15 2024 - Conserving and enhancing the natural environment
NPPF2 -24	NPPF2 2024 - Achieving sustainable development
NPPF6 -24	NPPF6 2024 - Building a strong, competitive economy
NPPF9 -24	NPPF9 2024 - Promoting sustainable transport
LPP D11	(2021) Safety, security and resilience to emergency
LPP D12	(2021) Fire safety
LPP D13	(2021) Agent of change
LPP D14	(2021) Noise
LPP D3	(2021) Optimising site capacity through the design-led approach
LPP D4	(2021) Delivering good design
LPP D5	(2021) Inclusive design
LPP D8	(2021) Public realm
LPP D9	(2021) Tall buildings
LPP E4	(2021) Land for industry, logistics and services to support London's economic function
LPP E5	(2021) Strategic Industrial Locations (SIL)
LPP E7	(2021) Industrial intensification, co-location and substitution
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 SI1	(2021) Improving air quality
LPP SI12	(2021) Flood risk management
LPP SI13	(2021) Sustainable drainage
LPP SI2	(2021) Minimising greenhouse gas emissions
LPP SI3	(2021) Energy infrastructure
LPP SI4	(2021) Managing heat risk
LPP SI5	(2021) Water infrastructure
LPP SI6	(2021) Digital connectivity infrastructure
LPP T1	(2021) Strategic approach to transport
LPP T2	(2021) Healthy Streets
LPP T3	(2021) Transport capacity, connectivity and safeguarding
LPP T4	(2021) Assessing and mitigating transport impacts
LPP T5	(2021) Cycling
LPP T6	(2021) Car parking
LPP T6.2	(2021) Office parking
LPP T6.5	(2021) Non-residential disabled persons parking
LPP T7	(2021) Deliveries, servicing and construction
LPP T8	(2021) Aviation
LPP T9	(2021) Funding transport infrastructure through planning

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

Case Officer: Emilie Bateman	79205/APP/2024/3177
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Date Application Valid:	04.12.24	Statutory / Agreed Determination Deadline:	14.03.25
Application Type:	Full	Ward:	Northwood Hills

Applicant: **Hillingdon Council**

Site Address: **27- 29 Wiltshire Lane, Eastcote**

Proposal: **Proposed demolition of the existing block of 3 garages, conversion of the existing locally listed building into 2 houses with single storey rear extension, new dropped kerb and all associated parking provision and external works.**

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** Full planning permission is sought for the conversion of the existing locally listed property into two family-sized dwellings, the demolition of the existing garages, a single-storey rear extension, landscaping enhancements, and associated parking provision including a new dropped kerb.
- 1.2** The proposed development aligns with the objectives of relevant planning policies and would not result in harm to the character and appearance of the locally listed building, the street scene, or the wider local context. The scheme enhances the site by providing high-quality family-sized housing and improving the setting of the building through the removal of redundant garages and additional soft landscaping.
- 1.3** It is considered that the proposal would not cause undue harm on the living conditions of neighbouring occupiers over and above the current site circumstances. The proposed dwellings would provide satisfactory provision of internal and external amenity space for future occupiers.
- 1.4** 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 car park provision. The Highways Officer is satisfied that the proposal would not lead to parking stress or present a risk to highway safety.
- 1.5** Subject to conditions, the proposal would have an acceptable impact on neighbouring amenity, provide sufficient private amenity space, and would not result in adverse highway impacts or harm in other respects.
- 1.6** The proposal complies with the Development Plan, and no material considerations indicate that a contrary decision should be made. The application is therefore recommended for approval, subject to the conditions outlined in Appendix 1.

2 The Site and Locality

- 2.1** The application site comprises a two-storey detached locally listed cottage. The building is currently laid out as four 1-bedroom flats. As of October 2020, the property was deemed unfit for habitation due to poor conditions, however, three of the flats are currently occupied with plans to rehouse.
- 2.2** The vehicular access to the site is from Wiltshire Lane alongside the northernmost side elevation of the building, with parking and a single storey block of 3

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Figure 3: Front elevation of the existing property



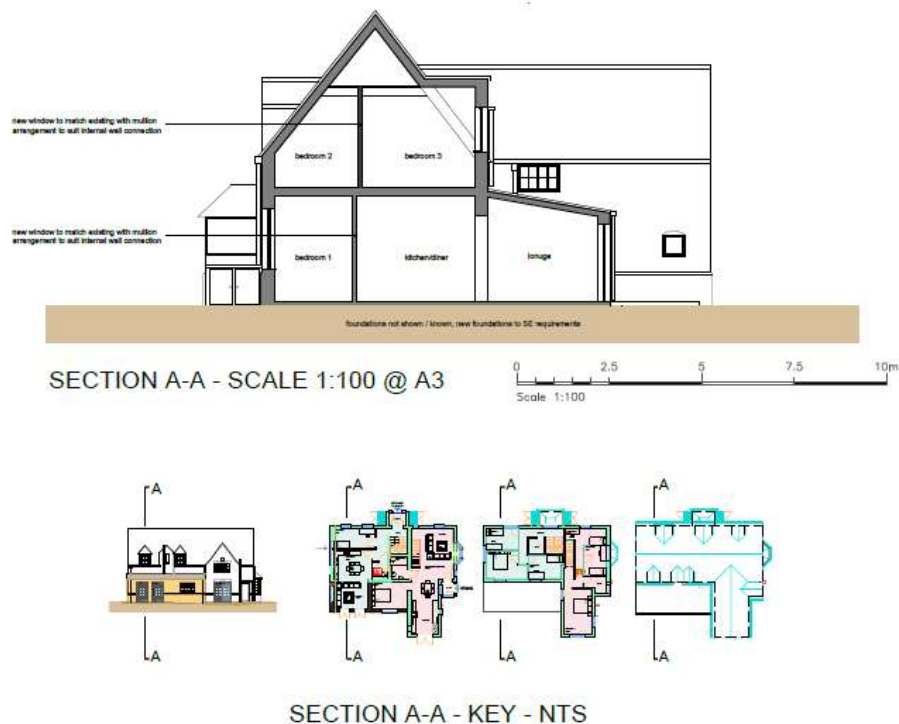
Figure 4: Rear elevation of the existing property



Figure 5: Flank elevation of existing property



Figure 9: Proposed Sections (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.
- 4.2 It should be noted that the building was likely converted to flats in the 1970s. However, there is no planning history records regarding this, and it not been regularised.

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 16 neighbouring properties and Northwood Hills and Eastcote Residents Associations were consulted on 20th December 2024. Three additional consultees were consulted on 24th January 2025, which expired on 14th February 2025.

- 6.2 No representations were received from the public consultation.

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- 6.3 In respect to internal consultee responses, these are summarised in Table 1 (below). Full copies of the responses have also separately been made available to Members.

Table 1: Summary of Consultee Responses

Consultee and Summary of Comments	Planning Officer Response
<p>Highways Officer</p> <p>The site, located off Joel Street in Northwood Hills, consists of a locally listed cottage with 4 one-bedroom flats and 3 decommissioned council garages. The proposal seeks to convert the cottage into two separate 4-bedroom dwellings, each with an on-plot parking space. House 1 would use the existing access to the garages, while House 2 would require a new carriageway crossing. The area has a poor PTAL rating of 1b, indicating a higher reliance on private vehicles for transportation.</p> <p>In terms of parking, the application adheres to the London Plan and Hillingdon Local Plan parking standards, providing two spaces for unit 1 and one space for unit 2, which is compliant with the maximum parking requirement.</p> <p>Electric Vehicle Charging Points (EVCP) are proposed to meet the London Plan's 20% active provision requirement. Cycle parking is also provided, with secure stores for two bikes per unit.</p> <p>The proposal includes a new carriageway crossing for House 2 and utilizes the existing access for House 1, in line with council policies. Highway authorities have confirmed that the development will not have a detrimental impact on traffic or safety. Waste collection arrangements conform to the council's standards. Overall, the proposal is considered acceptable in terms of traffic, parking, and safety.</p>	<p>The acceptability of the proposal in highways terms is noted.</p> <p>A full and detailed assessment of the highway material considerations are set out in paragraphs 7.37-7.45 of this report.</p>
<p>Accessibility Officer</p> <p>Plans in respect of this proposal were reviewed prior to submission of the planning application to reach the optimal inclusive design.</p>	<p>Noted.</p>

<p>It has not been possible to incorporate step-free access, as any changes to the entrance would alter the character of the existing, locally listed house.</p> <p>Level access would still be possible from the rear, and a gentle ramp (10 degrees) has been included internally to allow access to the WC and shower cubicle. No alterations are proposed to the existing dwelling.</p> <p>London Plan policy D7 should not be applied given the design constraints and relationship with the existing inaccessible historic building.</p>	
<p>Conservation Officer</p> <p>This is an interesting locally listed building which has been subdivided into flats for some time. The proposal is for a modest rear extension and works to the landscaping including demolition to the garages.</p> <p>The proposal is in keeping and the extension is modest and subservient to the main building. This with the demolition of the garages and the soft landscaping of most of the hard standing is appropriate and in keeping with the character of the building. Therefore, we would support and recommend approval. External materials to match existing. Proposed slate subject to approval.</p>	<p>Support for the proposal is noted.</p> <p>Condition 9 secures details of the proposed slate roof tiles for the extension, for approval.</p>

7 Planning Assessment

Principle of Development

Assessment

- 7.1 The proposal seeks to convert four existing studio flats into two 4-bedroom houses. Whilst the planning history of the current studios is limited, with the units believed to have been created in the 1970s, this has never been formally regularised through either a certificate of lawful development or a planning application. As such, the loss of four substandard 1-bedroom flats to be replaced with two larger family sized dwellings would be acceptable in principle. This proposal provides an opportunity to deliver family-sized accommodation, which aligns with the borough's housing priorities.
- 7.2 Policy DMH 1: Safeguarding Existing Housing of the Hillingdon Local Plan (2020) resists the net loss of self-contained housing, including affordable housing, unless

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it is replaced with an equivalent residential floorspace. This proposal does not result in a loss of housing but rather improves the existing accommodation by converting four small studio flats into two larger family-sized dwellings. The current studio units are not fit for modern day living and do not meet the minimum floorspace standards as set out in the Housing Technical Standards and London Plan.

- 7.3 Both Policy DMH 2 of the Hillingdon Local Plan (2020) and Policy H10 of the London Plan (2021) call for a mix of housing sizes that reflect local housing needs. There is significant demand for larger family homes, particularly 3-bedroom properties, across the borough. By converting the studios into two 3+ bedroom dwellings, this proposal directly addresses this need by contributing to the provision of family-sized housing in the borough.
- 7.4 Additionally, the proposal complies with Policy DMH 4 of the Local Plan, which permits residential conversions provided they do not alter the character of the area or lead to an excessive concentration of flats. The net gain of family-sized accommodation is considered a positive contribution to the housing stock.
- 7.5 Although the four studios were likely created in the 1970s without regularisation, this does not detract from the principle of the development. The original cottage would have likely been a single-family dwelling at one stage, and the proposal to convert it into two family-sized dwellings results in a net gain of at least one family-sized unit, or two when considering the current state.

Conclusion (Principle)

- 7.6 Overall, the proposal is consistent with both local and regional policies aimed at increasing the supply of family-sized homes. The proposal is supported in principle, subject to compliance with other planning considerations, including design, amenity space, and parking standards.

Design / Impact on the Character and Appearance of the Area

- 7.7 Hillingdon Local Plan Part 1: Strategic Policies (2012) Policy BE1 states “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 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”.
- 7.8 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

- 7.9 Policy DMHB 3 of the Hillingdon Local Plan: Part Two - Development Management Policies (2020) states that proposals will be permitted where they retain the significance, appearance, character or setting of a Locally Listed Building.
- 7.10 Policy DMHB 11 of the Hillingdon Local Plan: Part 2 - Development Management Policies (2020) states: "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, 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".
- 7.11 Policy DMHD 1 of the Hillingdon Local Plan: Part Two - Development Management Policies (2020) states that alterations and extensions to dwellings should not have an adverse cumulative impact on the character and appearance of the street scene and should appear subordinate to the main dwelling.
- 7.12 The application site consists of a two-storey detached locally listed cottage, currently subdivided into four 1-bedroom flats. The property was deemed unfit for habitation in October 2020, which somewhat reflects the current state of the building and site. Whilst the building is not located within a Conservation Area, its status as a locally listed structure makes its preservation and integration with the surrounding area important considerations.
- 7.13 The proposal includes a single storey rear extension with amendments to fenestration and works to improve landscaping, including the demolition of the existing garages and softening the hard-standing area.
- 7.14 The extension would infill an area located between the existing two storey rear outrigger and the main rear wall of the property. It would measure 3.3m in depth, approximately 8.4m in width and would be finished with a pitched roof with a maximum height of 3.2m. The extension would provide additional lounge area for proposed House 1 and an additional bedroom for proposed House 2.
- 7.15 The extension is designed to be subservient to the main building, maintaining the prominence of the locally listed cottage. It is set down a sufficient distance from the eaves to ensure that the main features and characteristics associated with the locally listed building remain prominent. The set-in from the rear wall of the two-storey rear outrigger further ensures it would appear subordinate within the context of the existing building. In terms of materials, the doors and windows proposed would be in keeping with the existing fenestration. The facing materials would also be finished in a render finish to match the existing building with eco slate tile on

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the pitch roof. The details of the proposed slate tiles would be secured by condition.

- 7.16 Further changes to the building include replacing a single rear door on the existing two storey outrigger with a set of double patio doors with brick arch above to match the existing detail. Along the north-west elevation, it is also proposed to install new windows with mullions to suit internal wall reconfigurations. Both these additional fenestration changes are acceptable and generally match the features associated with the locally listed building.
- 7.17 Within the wider site, it is proposed to remove three garages and two parking bays that exist to the rear of the site and reintroduce a new landscaped garden that would largely serve House 1, with an area of garden also added to House 2. The site plan also indicates that the 1.8m timber fence with 300 trellis above would provide a natural division between the gardens of both House 1 and House 2. These proposed changes to the existing landscaping are welcomed and would ensure an ecological benefit to the wider site. The reintroduction of garden and more landscaping would enhance the visual appeal of the site.
- 7.18 The Conservation Officer supports the proposal, noting that the extension and landscaping is appropriate for the building's significance and on the basis that the materials would be conditioned to match the existing dwelling, with the details of the proposed slate roof tiles also secured by condition. These recommendations have been adopted in this report.
- 7.19 Therefore, it is considered that the proposal would not cause harm to the character and appearance of the host dwelling, the surrounding area and the locally listed building. The proposal would therefore accord with the Development Plan.

Residential Amenity

- 7.20 Local Plan Policy DMHB 11 sets out design guidance for all new development in the borough. Part B of the policy states "development proposals should not adversely impact on the amenity, daylight and sunlight of adjacent properties and open space". Guidance for Policy DMHB 11 states "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, schools or onto private open spaces".
- 7.21 The principle neighbouring dwellings to consider are numbers 31 and 31A Wiltshire Lane to the north-west of the site; dwellings 2 to 8C Salisbury Road which back onto the south-east side boundary of the site; and 6 Fairacre which adjoins the rear site boundary. Given separation distances, there are no other properties considered potentially affected in terms of residential amenity impacts.

Privacy, Daylight/Sunlight, Outlook and Overbearing Effect

- 7.22 The locally listed cottage is sited almost central in the plot, with generous gaps to the neighbouring boundaries.

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Numbers 31 and 31A Wiltshire Lane

- 7.23 The application site and 31 and 31A Wiltshire Lane are separated by a gap of 13 metres, which includes the access road to the garages at the rear of the site and also a public footpath (R57). The existing flats benefit from multiple side facing windows at ground and first floor which are clear glazing. Therefore, there are no privacy concerns, given the existing situation and gap/boundary treatments. The proposed single storey rear extension is set away from the boundary and considered acceptable terms of daylight/sunlight, outlook and overbearing effect.

Numbers 2 to 8C Salisbury Road

- 7.24 Similarly to the above, the properties at Salisbury Road are set away from the application site property with a gap of 12 metres. There are no additional first floor windows along this flank wall that would increase privacy concerns over and above the current circumstances. The existing arrangement for the first floor flat (Flat 4) includes windows serving a living room, utility room and bedroom. These windows would be retained to serve two bedrooms and a bathroom. The window of this bathroom would be conditioned to be obscure glazed to ensure the privacy of prospective residents. However, with respect to neighbouring amenity impacts, on the basis that the level of overlooking would not increase from the current circumstances, there are no privacy concerns in this instance. The proposed single storey rear extension is set away from the boundary and considered acceptable terms of daylight/sunlight, outlook and overbearing effect.

Number 6 Fairacre

- 7.25 It is noted that the side boundary of 6 Fairacre is within proximity to the garages that are proposed for demolition. Although small, the removal of these garages (and replacement with garden) may offer some benefits in terms of increased light provision to and outlook from this neighbouring property. The proposed single storey rear extension is set away from the shared boundary and is acceptable in terms of daylight/sunlight, outlook and overbearing effect. The change of use would not cause any additional privacy concerns over and above the existing fenestration circumstances on site.

Noise and Disturbance

- 7.26 The proposal seeks to convert four existing studio flats into two larger, family-sized dwellings. Whilst this represents a change from the current property layout, the level of activity associated with two family-sized homes would not substantially differ from the existing arrangement. The general activity, such as daily movements, travel, and noise levels within the property, would be comparable to the existing situation. Given the nature of the development, the proposal is not expected to result in an increase in noise levels that would significantly impact the surrounding residential area or go beyond what would typically be expected in a family home. Therefore, it is considered that the proposal would not cause undue harm to the living conditions of neighbouring occupiers in terms of noise or disturbance.

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- 7.27 For the reasons outlined above, it is concluded that the proposal would have an acceptable impact on neighbouring residential amenity in compliance with Policies DMHD 1 and DMHB 11 of the Hillingdon Local Plan: Part 2 - Development Management Policies (2020).

Quality of Residential Accommodation (Internal and External)

Internal Amenity Space

- 7.28 Policy DMHB 16 of the Hillingdon Local Plan: Part Two - Development Management Policies (2020) states that all housing development should have an adequate provision of internal space to provide an appropriate living environment. Policy D6 of the London Plan (2021) states that housing development should be of high-quality design and provide adequately sized rooms.
- 7.29 The submitted plans demonstrate that 98.2sqm of gross internal floor area (GIA) would be provided for House 1 and 107.6sqm of GIA is proposed for House 2. Both would exceed minimum floor space requirements in the London Plan. Proposed section drawings submitted as part of the application demonstrate that the ground floor accommodation would be given a floor to ceiling height of 2.9m, while the first floor would be afforded a minimum 2.7m floor to ceiling clearance, in excess of the minimum requirements set out in Policy D6 of the London Plan.
- 7.30 All but one of the proposed bedrooms would benefit from a principal window fitted in either the front or rear elevations of the property. However, given the existing situation, the first-floor side elevation window to bedroom 3 of proposed House 2 would remain as clear glazing. Each habitable room within both proposed dwellings would have good natural daylight and sunlight and satisfactory outlook and ventilation through the positioning of windows and doors. It is therefore considered that future residents of the dwellings would have satisfactory internal living accommodation.
- 7.31 Taking into consideration the above, the proposal would provide an acceptable quality of living accommodation for its future occupiers. It is considered that all the proposed habitable rooms, would be of an adequate size, and maintain an adequate outlook and source of natural light, therefore complying with Policy DMHB16 of the Hillingdon Local Plan: Part Two – Development Management Policies (2020) and Policy D6 of the London Plan (2021).

External Amenity Space

- 7.32 Policy DMHB 18: Private Outdoor Amenity Space states that applications for residential development should provide adequate levels of private, well designed and located amenity space.
- 7.33 Policy DMHB 18 states that 3-bed and 4-bed dwellings require a minimum of 60sqm and 100+sqm of private amenity space, respectively. The submitted plans and applicant have confirmed that both dwellings would benefit from over 200sqm of private amenity space. The overall size and layout of these gardens would

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represent an enhancement to both the plot itself with the removal of disused garages and provide an abundance of private amenity space for future residents. The finer details of the landscaping would be secured by condition.

- 7.34 The proposal would be in accordance with Policy DMHB 18 of the Hillingdon Local Plan: Part 2 - Development Management Policies (2020).

Accessibility

- 7.35 Policy D5 of The London Plan (2021) states: Development proposals should achieve the highest standards of accessible and inclusive design. The Council's Access Officer has raised no objections to the proposal. The dwelling was constructed prior to the adoption of accessible housing standards, and it would therefore not be reasonable to insist on the provision of current accessible standards given that the proposal is to convert a locally listed building, rather than a new build.
- 7.36 The Access Officer also noted that the plans in respect of this proposal were reviewed prior to the submission of the planning application, to reach the optimal inclusive design. It has not been possible to incorporate step-free access, as any changes to the entrance would alter the character of the existing, locally listed building. Level access is still possible from the rear, and therefore to accommodate this, a gentle ramp (10 degrees) is proposed internally to allow access to the WC and shower cubicle. Therefore, on-balance the proposal is considered acceptable in respect to accessible and inclusive design.

Highways and Parking

- 7.37 The site is located off Joel Street in Northwood Hills and consists of a locally listed cottage consisting of 4 x 1-bedroom flats and three decommissioned council garages. It is proposed to convert the cottage to two separate 4-bedroom dwellings with two on-plot parking spaces for House 1 and one on-plot parking space for House 2. The existing access to the garages would be utilised for one of the dwellings (House 1) with a new carriageway crossing proposed to service the other dwelling (House 2). There are no waiting restrictions in the local area and the public transport accessibility level (PTAL) rating of 1b is considered 'very poor' given the relative isolation of the site from public transport services. This gives rise to a higher dependency on the ownership and use of private motor transport to and from the address.

Parking Provision

- 7.38 The maximum parking requirement for both residential units as proposed equates to a total of up to 3 on-plot spaces in compliance with the overriding regional plan. The application is presented with 3 on-plot spaces which indicates conformity to the said requirements.

Electric Vehicle Charging Points (EVCPs)

- 7.39 In line with the London Plan (2021), within any final parking quantum there is a requirement for a minimum 20% 'active' EVCP provision with all remaining spaces being designated as 'passive' provisions. In this case, both spaces should be dedicated to an 'active' provision which the applicant has confirmed, and compliance is secured by planning condition.

Cycle Parking and safety

- 7.40 In terms of cycle parking there is a requirement to provide a total of two secure and accessible spaces per unit. This level of provision would be within secure cycle stores located in proximity to both dwellings. This is an acceptable arrangement. The details of the cycle stores would be secured by condition.

New Vehicular Crossover

- 7.41 In terms of vehicular access to each of the dwellings, there is no objection in principle to the provision of a new single vehicle crossover on Wiltshire Lane serving 'House 2' and using the existing access to the redundant garages for 'House 1'. The arrangement should conform to the council's 'Domestic Vehicle Footway Crossover' Policy (2022). Indicative dimensions have been submitted but final designs would be arranged post-permission. The crossing would need to be constructed to an appropriate council standard executed under S184 of the Highways Act 1980 (or suitable alternative arrangement) all at the applicant's/developer's expense. A condition has been included to ensure that the new crossover is implemented prior to first occupation of the development.

Vehicular Trip Generation

- 7.42 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. As a consequence of the relatively moderate scale of development, any vehicular trip generation uplift is predicted to be minimal and therefore does not raise any specific highway concerns.

Refuse Collection

- 7.43 Refuse would be collected from the roadway as is the case at present for the other residential dwellings in Wiltshire Lane. Waste collection distances between the proposed waste collection point and a refuse vehicle would not exceed the recommended distance of 10 metres, conforming to the Council's waste collection standard. Bin storage is proposed, as existing, on the frontage of both dwellings.

Trees and Landscaping

- 7.44 Policy D5 of the London Plan (2021) states that development proposals should

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.

- 7.45 The proposal includes the removal of the existing garages and a reduction in hardstanding, replacing it with soft landscaping. This would enhance the green character of the site, improve surface water drainage, and contribute to biodiversity. The proposed landscaping scheme would soften the visual impact of the development and ensure it remains in keeping with the surrounding area. Landscaping details would be secured by condition.

Ecology

Impact on Protected Species

- 7.46 Policy G7 of the London Plan (2021) states that development proposals should manage impacts on biodiversity and aim to secure biodiversity net gain. This should be informed by the best available ecological information and addressed from the start of the development process.
- 7.47 Policy DMEI 7 of the Hillingdon Local Plan: Part 2 - 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 to the protection and enhancement of the site or feature of ecological value.
- 7.48 The proposed development site, approximately 0.1 hectares in size, is situated in a suburban area to the northwest of London and is characterised by a residential building, auxiliary structures, and associated green spaces. While the site itself does not contain priority habitats, it is in proximity to ecologically significant areas, including woodlands, grasslands, and standing water bodies that support a range of biodiversity. The site includes a mature tree, managed grassland, ornamental shrubs, and hedgerows, which contribute to the ecological value of the area.
- 7.49 The site has moderate potential for roosting bats due to gaps in roof tiles, soffits, and lead flashing that may provide suitable habitats for crevice and void-roosting species. Bats are a protected species under the Wildlife and Countryside Act 1981 and the Conservation of Habitats and Species Regulations 2010.
- 7.50 The Preliminary Ecological Appraisal Rev 1.1 (Dated 07-02-25) submitted in support of the application, identifies moderate habitat value for bats in the main building (B1), low value in the garage building (B2) and a large tree which could be of value. As such, the submitted report recommends that further bat surveys are carried out, with two emergence and re-entry surveys to be carried out for the main building (B1) and one to be carried out for the garages (B2), during the optimal survey period (May to August inclusive). If bat roosts are confirmed,

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appropriate mitigation measures will be followed, including obtaining an European Protected Species Mitigation Licence (EPSML) (under the 2010 Regulations) issued by Natural England if required. A condition has been included requiring the submission of the recommended surveys, and if required, the proposed mitigation and copy of the EPSML.

- 7.51 Additionally, mitigation measures detailed in the Preliminary Ecological Appraisal Rev 1.1, such as a low-impact lighting strategy, would be implemented to minimise disturbance to foraging and commuting bats. Compliance with the recommendations detailed in this submitted report would be secured by condition.
- 7.52 The site has low potential for reptiles, amphibians, and badgers. Precautionary measures, including covering excavations and pollution prevention, would be implemented. Bird nesting protections would be enforced, with vegetation clearance occurring outside the breeding season or under ecological supervision. These matters are detailed in the Preliminary Ecological Appraisal Rev 1.1. Biodiversity enhancements, such as bird nest boxes and hedgehog highways, would be included as part of the development and the details secured by condition requiring the submission of an ecological enhancement plan.
- 7.53 Best practice construction methods, including dust and noise control, would be adopted to mitigate indirect impacts, as specified in the Preliminary Ecological Appraisal Rev 1.1.
- 7.54 Subject to the above conditions and compliance with the Preliminary Ecological Appraisal Rev 1.1 (Dated 07-02-25), the proposal would have an acceptable impact on biodiversity interest, in terms of protected species. This would be compliant with Policy G7 of the London Plan (2021), Policy DMEI 7 of the Hillingdon Local Plan: Part 2 - Development Management Policies (2020) and the NPPF (2024).

Biodiversity Net Gain

- 7.55 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 small sites on 2 April 2024. Developers must deliver a BNG of at least 10 percent. 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.
- 7.56 Policy 15 of the National Planning Policy Framework (2024) states that planning decisions should contribute to and enhance the natural and local environment by minimising impacts on and provide net gains for biodiversity.
- 7.57 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

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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.

- 7.58 During the process of the application a Biodiversity Net Gain Assessment was requested and provided. The BNG metric confirms at least 10% 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 side and to the rear garden. The proposed landscaping works would be a better-quality arrangement than the existing site circumstances, and 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, a site plan was received which indicates the planting of a tree and hedge to support the 10% net gain. The improvement on the existing BNG value is therefore accepted and Condition 12 has also been attached to ensure that the BNG would be managed and monitored as required by the statutory regulations.
- 7.59 As such, the application would be able to provide a 10% increase in biodiversity. Therefore, the statutory condition has 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

- 7.60 Policy SI12 and SI13 of the London Plan (2021) require, in summary, that flood risk is minimised and mitigated, and that surface water runoff is managed close to source. Policy DMEI 9 and Policy DMEI 10 of the Hillingdon Local Plan: Part Two 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.
- 7.61 The application is in Flood Zone 1 (low risk) and in a critical drainage area. A critical drainage informative is included in the recommendation for approval.

Sustainability

- 7.62 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.
- 7.63 The proposed development is a minor application to convert an existing flatted building to dwellings and a single storey rear extension. Therefore, whilst the principle of London Plan Policy SI2 is relevant, this applies more specifically, to major applications. Therefore, no energy statement is required to demonstrate a policy level of on-site carbon emission savings. Notwithstanding this point, the modern construction of the extension would provide sufficient energy savings itself and therefore, the development would comply with the principles of the carbon saving development plan policies.

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PART 1 – Members, Public & Press

- 7.64 A condition 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. This would minimise the use of water resources in a sustainable manner, in accordance with Policy SI 5 of the London Plan.
- 7.65 The proposal would therefore be compliant with Policy SI 5 of the London Plan (2021) and Policy DMEI 2 of the Hillingdon Local Plan: Part 2 - Development Management Policies (2020).

Land Contamination

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

Fire Safety

- 7.67 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.
- 7.68 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 and is acceptable.

8 Other Matters

8.1 Human Rights

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.

8.2 Equality

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.

8.3 Local Finance Considerations and CIL

Paragraph 6 (1)(d) of the Community Infrastructure Levy Regulations 2010 (as amended) states that a conversion from one into two or more dwellings is not 'development' for the purposes of CIL. As a corollary, the conversion of four dwellings to two dwellings would also not be 'development' for the purposes of CIL. In addition, the proposed extension is below 100sqm in area. The development is not CIL liable.

9 **Conclusion / Planning Balance**

- 9.1 The proposed development would improve the standard of accommodation on-site by replacing four studio flats with two high-quality, family-sized dwellings, contributing to the borough's identified need for larger dwellings. The design respects the character and appearance of the locally listed building, with a modest and subservient rear extension, the removal of decommissioned garages, and enhanced landscaping that would improve the setting of this locally listed building. The scheme provides sufficient private amenity space, appropriate parking provision, and does not give rise to concerns regarding neighbouring amenity or the wider streetscene.
- 9.2 Overall, the proposal accords with local and regional planning policies, and the benefits of delivering high-quality family housing weighs in favour of the scheme. Therefore, the application is recommended for approval, subject to the conditions set out in Appendix 1.

10 **Background Papers**

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

APPENDICES

Planning Application

79205/APP/2024/3177

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:

2024/D/352/P/01

2024/D/352/P/03 Rev A

2024/D/352/P/06

2024/D/352/P/07 Rev A

2024/D/352/P/08

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

REASON

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

3. RES5 General compliance with supporting documentation

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

Preliminary Ecological Appraisal Rev 1.1 (Dated 07-02-25)

Biodiversity Net Gain Assessment V1 (Dated 12-02-25)

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

REASON

To ensure the development 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 of Hillingdon Council's Local Plan Part 2 Development Management Policies.

4. COM7 Materials (Submission)

No development shall take place until samples of the proposed slate for the roof of the single storey rear extension has 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.

The remaining materials to be used in the construction of the external surfaces of the development hereby permitted shall match those used in the existing building, as shown on approved drawing ref. 2024/D/352/P/07 Rev A and shall thereafter be retained as such.

REASON

To ensure that the development presents a satisfactory appearance in accordance with Policy DMHB 3 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
 - 2.b Details of secured and covered cycle parking 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 surfing/seeding within the landscaping scheme which dies or in the opinion of the Local Planning Authority becomes seriously damaged or diseased.
4. 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. NONSC Ecological Mitigation and Enhancement Plan

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

a) Two Dusk Emergence & Dawn Re-entry Bat Surveys for Building 1 (as identified in Preliminary Ecological Appraisal Rev 1.1, Dated 07-02-25) including details of any ecological mitigation and habitat enhancements and a site plan showing their location;

b) One Dusk Emergence & Dawn Re-entry Bat Survey for Building 2 (as identified in Preliminary Ecological Appraisal Rev 1.1, Dated 07-02-25) including details of any ecological mitigation and habitat enhancements and a site plan showing their location;

c) In the event that the Dusk Emergence & Dawn Re-entry Bat Survey discovers any bat roosts, a copy of a European Protected Species Mitigation Licence (EPSML) (under the 2010 Regulations) issued by Natural England pursuant to Regulation 53 of The Conservation of Habitats and Species Regulations 2017 (as amended) with full details of mitigation requirements.

d) Details of ecological mitigation and habitat enhancements (including bird boxes and hedgehog highways) and a site plan showing their location for birds and hedgehogs;

Thereafter, the development shall be implemented only in accordance with the recommendations detailed in the approved Preliminary Ecological Appraisal Rev 1.1 (Dated 07-02-25), and the approved details.

REASON

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

7. NONSC Biodiversity Net Gain 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.

8. RES10 Tree to be retained

Trees, hedges and shrubs shown to be retained on the approved plans 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.

9. NONSC Electric Vehicle Charging Points

The two active electric vehicle charging points as indicated on the approved plans shall be implemented and brought into operation prior to first occupation. The remaining parking space shall be installed with passive electric vehicle charging provision prior to first occupation. Thereafter the electric vehicle charging points shall be permanently retained and available for use for the lifetime of the development.

REASON

To ensure construction of a satisfactory development and to promote sustainable development in accordance with Policy DMT6 of the Hillingdon Local Plan Part 2 (2020) and Policy T6.1 of the London Plan (2021).

10. H3 Vehicular access - construction

The development hereby permitted shall not be occupied until the vehicular means of access serving House 2 has been constructed in accordance with the approved plans. Thereafter, the vehicular means of access shall be retained and kept open for use for the lifetime of the development.

REASON

To ensure the provision of a safe and convenient access for vehicular traffic, prior to occupation in accordance with Policy DMT6 of the Hillingdon Local Plan Part 2 (2020) and Chapter 10 of the London Plan (2021).

11. RES15 Sustainable Water Management

The approved dwellings shall 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). The measures to achieve this standard shall be implemented prior to first occupation and maintained for the lifetime of the development.

REASON

To ensure the use of water resources in a sustainable manner, in accordance with Policy SI 5 of the London Plan (2021).

12. HO6 Obscure Glazing

The first floor side elevation window serving the bathroom of House 2 shall be glazed with permanently obscured glass to at least scale 4 on the Pilkington scale for so long as the development remains in existence.

REASON

To ensure a suitable level of privacy for prospective residents of the dwellings hereby approved, in accordance with policy DMHB 11 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. 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)

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. 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.

3.

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).

4.6 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.

4.

The site lies partially in a Critical Drainage Area (CDA) as identified in the Surface Water Management Plan (SWMP) for Hillingdon. A CDA is the catchment area from which surface water drains and contributes to drainage problems. All developments in this area must contribute to managing the risk of flooding from surface water by reducing surface water runoff from the site. Therefore the applicant should minimise the water from your site entering the sewers.

No drainage to support the extension should be connected to any existing surface water sewer, other than as an overflow. Water run off from any roof or hard paving associated with the development should be directed to a soakaway, or tank or made permeable. This includes any work to front gardens not part of the planning application, which must be permeable or be collected and directed to a permeable area, otherwise it would need an additional permission. A water butt should be incorporated.

5. 123 Works affecting the Public Highway - Vehicle Crossover

The development requires the formation of a vehicular crossover, which will be constructed by the Council. This work is also subject to the issuing of a separate licence to obstruct or open up the public highway. For further information and advice contact: - Highways Maintenance Operations, 4W/07, Civic Centre, Uxbridge, UB8 1UW.

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 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. 147 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.

8. 13 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).

153 Compulsory Informative (2)

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

DMEI 10	Water Management, Efficiency and Quality
DMEI 9	Management of Flood Risk
DMHB 1	Heritage Assets
DMHB 11	Design of New Development
DMHB 12	Streets and Public Realm
DMHB 14	Trees and Landscaping
DMHB 16	Housing Standards
DMHB 17	Residential Density
DMHB 18	Private Outdoor Amenity Space
DMHB 3	Locally Listed Buildings
DMT 5	Pedestrians and Cyclists
DMT 6	Vehicle Parking
LPP D3	(2021) Optimising site capacity through the design-led approach
LPP D4	(2021) Delivering good design
LPP D5	(2021) Inclusive design
LPP D6	(2021) Housing quality and standards
LPP D7	(2021) Accessible housing
LPP G6	(2021) Biodiversity and access to nature
LPP GG4	(2021) Delivering the homes Londoners needs
LPP H1	(2021) Increasing housing supply
LPP H10	(2021) Housing size mix
LPP HC1	(2021) Heritage conservation and growth

LPP SI12	(2021) Flood risk management
LPP SI13	(2021) Sustainable drainage
LPP T5	(2021) Cycling
LPP T6	(2021) Car parking
NPPF11 -24	NPPF11 2024 - Making effective use of land
NPPF12 -24	NPPF12 2024 - Achieving well-designed places
NPPF14 -24	NPPF14 2024 - Meeting the challenge of climate change, flood and coastal change
NPPF16 -24	NPPF16 2024 - Conserving and enhancing the historic environment
NPPF2 -24	NPPF2 2024 - Achieving sustainable development
NPPF3 -24	NPPF3 2024 - Plan Making
NPPF5 -24	NPPF5 2024 - Delivering a sufficient supply of homes
NPPF8 -24	NPPF8 2024 - Promoting healthy and safe communities
NPPF9 -24	NPPF9 2024 - Promoting sustainable transport

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:

DMEI 9 Management of Flood Risk

DMEI 10 Water Management, Efficiency and Quality

DMHB 1 Heritage Assets

DMHB 11 Design of New Development

DMHB 12 Streets and Public Realm

DMHB 14 Trees and Landscaping

DMHB 16 Housing Standards

DMHB 17 Residential Density

DMHB 18 Private Outdoor Amenity Space

DMT 5 Pedestrians and Cyclists

DMT 6 Vehicle Parking

DMHB 3 Locally Listed Buildings

LPP D4 (2021) Delivering good design

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 G6	(2021) Biodiversity and access to nature
LPP GG4	(2021) Delivering the homes Londoners needs
LPP H1	(2021) Increasing housing supply
LPP H10	(2021) Housing size mix
LPP T5	(2021) Cycling
LPP T6	(2021) Car parking
LPP HC1	(2021) Heritage conservation and growth
LPP SI12	(2021) Flood risk management
LPP SI13	(2021) Sustainable drainage
NPPF11 -24	NPPF11 2024 - Making effective use of land
NPPF12 -24	NPPF12 2024 - Achieving well-designed places
NPPF14 -24	NPPF14 2024 - Meeting the challenge of climate change, flood and coastal change
NPPF16 -24	NPPF16 2024 - Conserving and enhancing the historic environment
NPPF2 -24	NPPF2 2024 - Achieving sustainable development
NPPF3 -24	NPPF3 2024 - Plan Making
NPPF5 -24	NPPF5 2024 - Delivering a sufficient supply of homes
NPPF8 -24	NPPF8 2024 - Promoting healthy and safe communities
NPPF9 -24	NPPF9 2024 - Promoting sustainable transport

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Planning Committee Report Part 3:

Planning Policy Appendix - Frequently Cited Policies



Frequently Cited Planning Policies

Abbreviations

LP – London Plan (2021)

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

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

Topic	Policy	Page No.
Householder Policies	LP2 DMHD 1: Alterations and Extensions to Residential Dwellings	4
	LP2 DMHD 2: Outbuildings	6
	LP2 DMHD 3: Basement Development	6
Standard of Accommodation	LP D6: Housing quality and standards	7
	LP2 DMHB 16: Housing Standards	8
	LP2 DMHB 18: Private Outdoor Amenity Space	8
Housing	LP H2: Small sites	9
	LP H4: Delivering Affordable Housing?	9
	LP H10: Housing size mix	10
	LP1 H1: Housing Growth	10
	LP2 DMH 1: Safeguarding Existing Housing	11
	LP2 DMH 2: Housing Mix	11
	LP2 DMH 4: Residential Conversions and Redevelopment	11
	LP2 DMH 5: Houses in Multiple Occupation	11
	LP2 DMH 6: Garden and Backland Development	12
	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

	LP2 DMHB 2: Listed Buildings	22
	LP2 DMHB 3: Locally Listed Buildings	22
	LP2 DMHB 4: Conservation Areas	23
	LP2 DMHB 5: Areas of Special Local Character	23
	LP2 DMHB 11: Design of New Development	23
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LP2 DMHD 1: Alterations and Extensions to Residential Dwellings

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

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

B) Rear Extensions

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

C) Side Extensions

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

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

D) Front Extensions

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

E) Roof Extensions

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

F) Front Gardens and Parking

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

LP2 DMHD 2: Outbuildings

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

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

LP2 DMHD 3: Basement Development

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

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

B) Schemes should ensure that they:

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

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

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

LP D6: Housing Quality and Standards

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

Private internal space

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

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

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

Private outside space

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

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

LP2 DMHB 16: Housing Standards

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

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

LP2 DMHB 18: Private Outdoor Amenity Space

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

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

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

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

LP H2: Small sites

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

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

B Boroughs should:

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

LP H4: Delivering Affordable Housing

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

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

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

LP H10: Housing size mix

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

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

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

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

LP1 H1: Housing Growth

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

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

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

LP2 DMH 1: Safeguarding Existing Housing

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

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

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

LP2 DMH 2: Housing Mix

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

LP2 DMH 4: Residential Conversions and Redevelopment

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

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

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

A) In all parts of the Borough

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

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

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

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

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

LP2 DMH 6: Garden and Backland Development

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

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

LP2 DMH 7: Provision of Affordable Housing

A) In accordance with national policy:

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

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

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

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

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

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

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

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

The design-led approach

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

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

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

D) Development proposals should:

Form and layout

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

Experience

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

Quality and character

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

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

LP D5: Inclusive Design

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

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

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

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

LP D7: Accessible Housing

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

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

LP D8: Public Realm

Development Plans and development proposals should:

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

LP D12: Fire Safety

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

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

B) All major development proposals should be submitted with a Fire Statement, which is an independent fire strategy, produced by a third party, suitably qualified assessor.

The statement should detail how the development proposal will function in terms of:

1. the building's construction: methods, products and materials used, including manufacturers' details

2. the means of escape for all building users: suitably designed stair cores, escape for building users who are disabled or require level access, and associated evacuation strategy approach
3. features which reduce the risk to life: fire alarm systems, passive and active fire safety measures and associated management and maintenance plans
4. access for fire service personnel and equipment: how this will be achieved in an evacuation situation, water supplies, provision and positioning of equipment, firefighting lifts, stairs and lobbies, any fire suppression and smoke ventilation systems proposed, and the ongoing maintenance and monitoring of these
5. how provision will be made within the curtilage of the site to enable fire appliances to gain access to the building
6. ensuring that any potential future modifications to the building will take into account and not compromise the base build fire safety/protection measures.

LP HC1: Heritage Conservation and Growth

A) Boroughs should, in consultation with Historic England, local communities and other statutory and relevant organisations, develop evidence that demonstrates a clear understanding of London’s historic environment. This evidence should be used for identifying, understanding, conserving, and enhancing the historic environment and heritage assets, and improving access to, and interpretation of, the heritage assets, landscapes and archaeology within their area.

B) Development Plans and strategies should demonstrate a clear understanding of the historic environment and the heritage values of sites or areas and their relationship with their surroundings. This knowledge should be used to inform the effective integration of London’s heritage in regenerative change by:

1. setting out a clear vision that recognises and embeds the role of heritage in place-making
2. utilising the heritage significance of a site or area in the planning and design process
3. integrating the conservation and enhancement of heritage assets and their settings with innovative and creative contextual architectural responses that contribute to their significance and sense of place
4. delivering positive benefits that conserve and enhance the historic environment, as well as contributing to the economic viability, accessibility and environmental quality of a place, and to social wellbeing.

C) Development proposals affecting heritage assets, and their settings, should conserve their significance, by being sympathetic to the assets’ significance and appreciation within their surroundings. The cumulative impacts of incremental change from development on heritage assets and their settings should also be actively managed. Development proposals should avoid harm and identify enhancement opportunities by integrating heritage considerations early on in the design process.

D) Development proposals should identify assets of archaeological significance and use this information to avoid harm or minimise it through design and appropriate mitigation. Where applicable, development should make provision for the protection of significant archaeological assets and landscapes. The protection of undesignated heritage assets of archaeological interest equivalent to a scheduled monument should be given equivalent weight to designated heritage assets.

E) Where heritage assets have been identified as being At Risk, boroughs should identify specific opportunities for them to contribute to regeneration and place-making, and they should set out strategies for their repair and re-use.

LP G7: Trees and Woodlands

A) London's urban forest and woodlands should be protected and maintained, and new trees and woodlands should be planted in appropriate locations in order to increase the extent of London's urban forest – the area of London under the canopy of trees.

B) In their Development Plans, boroughs should:

1. protect 'veteran' trees and ancient woodland where these are not already part of a protected site¹³⁹
2. identify opportunities for tree planting in strategic locations.

C) Development proposals should ensure that, wherever possible, existing trees of value are retained.¹⁴⁰ If planning permission is granted that necessitates the removal of trees there should be adequate replacement based on the existing value of the benefits of the trees removed, determined by, for example, i-tree or CAVAT or another appropriate valuation system. The planting of additional trees should generally be included in new developments – particularly large-canopied species which provide a wider range of benefits because of the larger surface area of their canopy.

LP 1 BE1: Built Environment

The Council will require all new development to improve and maintain the quality of the built environment in order to create successful and sustainable neighbourhoods, where people enjoy living and working and that serve the long-term needs of all residents. All new developments should:

1. Achieve a high quality of design in all new buildings, alterations, extensions and the public realm which enhances the local distinctiveness of the area, contributes to community cohesion and a sense of place;
2. Be designed to be appropriate to the identity and context of Hillingdon's buildings, townscapes, landscapes and views, and make a positive contribution to the local

area in terms of layout, form, scale and materials and seek to protect the amenity of surrounding land and buildings, particularly residential properties;

3. Be designed to include “Lifetime Homes” principles so that they can be readily adapted to meet the needs of those with disabilities and the elderly, 10% of these should be wheelchair accessible or easily adaptable to wheelchair accessibility encouraging places of work and leisure, streets, neighbourhoods, parks and open spaces to be designed to meet the needs of the community at all stages of people’s lives;

4. In the case of 10 dwellings or over, achieve a satisfactory assessment rating in terms of the latest Building for Life standards (as amended or replaced from time to time);

5. Improve areas of poorer environmental quality, including within the areas of relative disadvantage of Hayes, Yiewsley and West Drayton. All regeneration schemes should ensure that they are appropriate to their historic context, make use of heritage assets and reinforce their significance;

6. Incorporate a clear network of routes that are easy to understand, inclusive, safe, secure and connect positively with interchanges, public transport, community facilities and services;

7. Improve the quality of the public realm and provide for public and private spaces that are attractive, safe, functional, diverse, sustainable, accessible to all, respect the local character and landscape, integrate with the development, enhance and protect biodiversity through the inclusion of living walls, roofs and areas for wildlife, encourage physical activity and where appropriate introduce public art;

8. Create safe and secure environments that reduce crime and fear of crime, anti-social behaviour and risks from fire and arson having regard to Secure by Design standards and address resilience to terrorism in major development proposals;

9. Not result in the inappropriate development of gardens and green spaces that erode the character and biodiversity of suburban areas and increase the risk of flooding through the loss of permeable areas;

10. Maximise the opportunities for all new homes to contribute to tackling and adapting to climate change and reducing emissions of local air quality pollutants. The Council will require all new development to achieve reductions in carbon dioxide emission in line with the London Plan targets through energy efficient design and effective use of low and zero carbon technologies. Where the required reduction from on-site renewable energy is not feasible within major developments, contributions off-site will be sought. The Council will seek to merge a suite of sustainable design goals, such as the use of SUDS, water efficiency, lifetime homes, and energy efficiency into a requirement measured against the Code for Sustainable

Homes and BREEAM. These will be set out within the Hillingdon Local Plan: Part 2- Development Management Policies Local Development Document (LDD). All developments should be designed to make the most efficient use of natural resources whilst safeguarding historic assets, their settings and local amenity and include sustainable design and construction techniques to increase the re-use and recycling of construction, demolition and excavation waste and reduce the amount disposed to landfill;

11. In the case of tall buildings, not adversely affect their surroundings including the local character, cause harm to the significance of heritage assets or impact on important views. Appropriate locations for tall buildings will be defined on a Character Study and may include parts of Uxbridge and Hayes subject to considering the Obstacle Limitation Surfaces for Heathrow Airport. Outside of Uxbridge and Hayes town centres, tall buildings will not be supported. The height of all buildings should be based upon an understanding of the local character and be appropriate to the positive qualities of the surrounding townscape. Support will be given for proposals that are consistent with local strategies, guidelines, supplementary planning documents and Hillingdon Local Plan: Part 2- Development Management Policies.

LP2 DMHB 1: Heritage Assets

A) The Council will expect development proposals to avoid harm to the historic environment. Development that has an effect on heritage assets will only be supported where:

- i) it sustains and enhances the significance of the heritage asset and puts them into viable uses consistent with their conservation;
- ii) it will not lead to a loss of significance or harm to an asset, unless it can be demonstrated that it will provide public benefit that would outweigh the harm or loss, in accordance with the NPPF;
- iii) it makes a positive contribution to the local character and distinctiveness of the area;
- iv) any extensions or alterations are designed in sympathy, without detracting from or competing with the heritage asset;
- v) the proposal would relate appropriately in terms of siting, style, scale, massing, height, design and materials;
- vi) buildings and structures within the curtilage of a heritage asset, or in close proximity to it, do not compromise its setting; and
- vii) opportunities are taken to conserve or enhance the setting, so that the significance of the asset can be appreciated more readily.

B) Development proposals affecting designated heritage assets need to take account of the effects of climate change and renewable energy without impacting negatively on the heritage asset. The Council may require an alternative solution which will protect the asset yet meet the sustainability objectives of the Local Plan.

C) The Council will seek to secure the repair and reuse of Listed Buildings and monuments and improvements to Conservation Areas on the Heritage at Risk Register, through negotiations with owners, the provision of advice and guidance, the use of appropriate legal action, and through bids for external funding for improvement works.

LP2 DMHB 2: Listed Buildings

A) Applications for Listed Building Consent and planning permission to alter, extend, or change the use of a statutorily Listed Building will only be permitted if they are considered to retain its significance and value and are appropriate in terms of the fabric, historic integrity, spatial quality and layout of the building. Any additions or alterations to a Listed Building should be sympathetic in terms of scale, proportion, detailed design, materials and workmanship.

B) Applications should include a Heritage Statement that demonstrates a clear understanding of the importance of the building and the impact of the proposals on its significance.

C) The substantial harm to or total loss of significance of a statutory Listed Building will only be permitted in exceptional circumstances when the nature of the heritage asset prevents all reasonable use of the building, no viable use can be found through marketing, grant-funding or charitable or public ownership and the loss is outweighed by bringing the site back into use. In such circumstances, full archaeological recording of the building will be required.

D) Planning permission will not be granted for proposals which are considered detrimental to the setting of a Listed Building.

LP2 DMHB 3: Locally Listed Buildings

A) There is a general presumption in favour of the retention of buildings, structures and features included in the Local List. The Council will take into account the effect of a proposal on the building's significance and the scale of any harm 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.¹⁵¹ This means reducing greenhouse gas emissions in operation and minimising both annual and peak energy demand in accordance with the following energy hierarchy:

1. be lean: use less energy and manage demand during operation
2. be clean: exploit local energy resources (such as secondary heat) and supply energy efficiently and cleanly
3. be green: maximise opportunities for renewable energy by producing, storing and using renewable energy on-site
4. be seen: monitor, verify and report on energy performance.

B) Major development proposals should include a detailed energy strategy to demonstrate how the zero-carbon target will be met within the framework of the energy hierarchy.

C) A minimum on-site reduction of at least 35 per cent beyond Building Regulations¹⁵² is required for major development. Residential development should achieve 10 per cent, and non-residential development should achieve 15 per cent through energy efficiency measures. Where it is clearly demonstrated that the zero-carbon target cannot be fully achieved on-site, any shortfall should be provided, in agreement with the borough, either:

1. through a cash in lieu contribution to the borough's carbon offset fund, or
2. off-site provided that an alternative proposal is identified and delivery is certain.

D) Boroughs must establish and administer a carbon offset fund. Offset fund payments must be ring-fenced to implement projects that deliver carbon reductions. The operation of offset funds should be monitored and reported on annually.

E) Major development proposals should calculate and minimise carbon emissions from any other part of the development, including plant or equipment, that are not covered by Building Regulations, i.e. unregulated emissions.

F) Development proposals referable to the Mayor should calculate whole life-cycle carbon emissions through a nationally recognised Whole Life-Cycle Carbon Assessment and demonstrate actions taken to reduce life-cycle carbon emissions.

LP SI 12: Flood Risk Management

A) Current and expected flood risk from all sources (as defined in paragraph 9.2.12) across London should be managed in a sustainable and cost-effective way in collaboration with the Environment Agency, the Lead Local Flood Authorities, developers and infrastructure providers.

B) Development Plans should use the Mayor's Regional Flood Risk Appraisal and their Strategic Flood Risk Assessment as well as Local Flood Risk Management

Strategies, where necessary, to identify areas where particular and cumulative flood risk issues exist and develop actions and policy approaches aimed at reducing these risks. Boroughs should cooperate and jointly address cross-boundary flood risk issues including with authorities outside London.

C) Development proposals should ensure that flood risk is minimised and mitigated, and that residual risk is addressed. This should include, where possible, making space for water and aiming for development to be set back from the banks of watercourses.

D) Developments Plans and development proposals should contribute to the delivery of the measures set out in Thames Estuary 2100 Plan. The Mayor will work with the Environment Agency and relevant local planning authorities, including authorities outside London, to safeguard an appropriate location for a new Thames Barrier.

E) Development proposals for utility services should be designed to remain operational under flood conditions and buildings should be designed for quick recovery following a flood.

F) Development proposals adjacent to flood defences will be required to protect the integrity of flood defences and allow access for future maintenance and upgrading. Unless exceptional circumstances are demonstrated for not doing so, development proposals should be set back from flood defences to allow for any foreseeable future maintenance and upgrades in a sustainable and cost-effective way.

G) Natural flood management methods should be employed in development proposals due to their multiple benefits including increasing flood storage and creating recreational areas and habitat.

LP SI 13: Sustainable Drainage

A) Lead Local Flood Authorities should identify – through their Local Flood Risk Management Strategies and Surface Water Management Plans – areas where there are particular surface water management issues and aim to reduce these risks. Increases in surface water run-off outside these areas also need to be identified and addressed.

B) Development proposals should aim to achieve greenfield run-off rates and ensure that surface water run-off is managed as close to its source as possible. There should also be a preference for green over grey features, in line with the following drainage hierarchy:

1. rainwater use as a resource (for example rainwater harvesting, blue roofs for irrigation)
2. rainwater infiltration to ground at or close to source
3. rainwater attenuation in green infrastructure features for gradual release (for example green roofs, rain gardens)

4. rainwater discharge direct to a watercourse (unless not appropriate)
5. controlled rainwater discharge to a surface water sewer or drain
6. controlled rainwater discharge to a combined sewer.

C) Development proposals for impermeable surfacing should normally be resisted unless they can be shown to be unavoidable, including on small surfaces such as front gardens and driveways.

D) Drainage should be designed and implemented in ways that promote multiple benefits including increased water use efficiency, improved water quality, and enhanced biodiversity, urban greening, amenity and recreation.

LP1 EM6: Flood Risk Management

The Council will require new development to be directed away from Flood Zones 2 and 3 in accordance with the principles of the National Planning Policy Framework (NPPF).

The subsequent Hillingdon Local Plan: Part 2 -Site Specific Allocations LDD will be subjected to the Sequential Test in accordance with the NPPF. Sites will only be allocated within Flood Zones 2 or 3 where there are overriding issues that outweigh flood risk. In these instances, policy criteria will be set requiring future applicants of these sites to demonstrate that flood risk can be suitably mitigated.

The Council will require all development across the borough to use sustainable urban drainage systems (SUDS) unless demonstrated that it is not viable. The Council will encourage SUDS to be linked to water efficiency methods. The Council may require developer contributions to guarantee the long term maintenance and performance of SUDS is to an appropriate standard.

LP1 EM8: Land, Water, Air and Noise

Water Quality

The Council will seek to safeguard and improve all water quality, both ground and surface. Principal Aquifers, and Source Protection Zones will be given priority along with the:

- River Colne
- Grand Union Canal
- River Pinn
- Yeading Brook
- Porter Land Brook
- River Crane
- Ruislip Lido

Air Quality

All development should not cause deterioration in the local air quality levels and should ensure the protection of both existing and new sensitive receptors.

All major development within the Air Quality Management Area (AQMA) should demonstrate air quality neutrality (no worsening of impacts) where appropriate; actively contribute to the promotion of sustainable transport measures such as vehicle charging points and the increased provision for vehicles with cleaner transport fuels; deliver increased planting through soft landscaping and living walls and roofs; and provide a management plan for ensuring air quality impacts can be kept to a minimum.

The Council seeks to reduce the levels of pollutants referred to in the Government's National Air Quality Strategy and will have regard to the Mayor's Air Quality Strategy. London Boroughs should also take account of the findings of the Air Quality Review and Assessments and Actions plans, in particular where Air Quality Management Areas have been designated.

The Council has a network of Air Quality Monitoring stations but recognises that this can be widened to improve understanding of air quality impacts. The Council may therefore require new major development in an AQMA to fund additional air quality monitoring stations to assist in managing air quality improvements.

Noise

The Council will investigate Hillingdon's target areas identified in the Defra Noise Action Plans, promote the maximum possible reduction in noise levels and will minimise the number of people potentially affected.

The Council will seek to identify and protect Quiet Areas in accordance with Government Policy on sustainable development and other Local Plan policies.

The Council will seek to ensure that noise sensitive development and noise generating development are only permitted if noise impacts can be adequately controlled and mitigated.

Land Contamination

The Council will expect proposals for development on contaminated land to provide mitigation strategies that reduce the impacts on surrounding land uses. Major development proposals will be expected to demonstrate a sustainable approach to remediation that includes techniques to reduce the need to landfill.

Water Resources

The Council will require that all new development demonstrates the incorporation of water efficiency measures within new development to reduce the rising demand on potable water. All new development must incorporate water recycling and collection facilities unless it can be demonstrated it is not appropriate. For residential

developments, the Council will require applicants to demonstrate that water consumption will not surpass 105 litres per person per day.

LP2 DMEI 2: Reducing Carbon Emissions

- A) All developments are required to make the fullest contribution to minimising carbon dioxide emissions in accordance with London Plan targets.
- B) All major development proposals must be accompanied by an energy assessment showing how these reductions will be achieved.
- C) Proposals that fail to take reasonable steps to achieve the required savings will be resisted. However, where it is clearly demonstrated that the targets for carbon emissions cannot be met onsite, the Council may approve the application and seek an off-site contribution to make up for the shortfall.

LP2 DMEI 9: Management of Flood Risk

- A) Development proposals in Flood Zones 2 and 3a will be required to demonstrate that there are no suitable sites available in areas of lower flood risk. Where no appropriate sites are available, development should be located on the areas of lowest flood risk within the site. Flood defences should provide protection for the lifetime of the development. Finished floor levels should reflect the Environment Agency's latest guidance on climate change.
- B) Development proposals in these areas will be required to submit an appropriate level Flood Risk Assessment (FRA) to demonstrate that the development is resilient to all sources of flooding.
- C) Development in Flood Zone 3b will be refused in principle unless identified as an appropriate development in Flood Risk Planning Policy Guidance. Development for appropriate uses in Flood Zone 3b will only be approved if accompanied by an appropriate FRA that demonstrates the development will be resistant and resilient to flooding and suitable warning and evacuation methods are in place.
- D) Developments may be required to make contributions (through legal agreements) to previously identified flood improvement works that will benefit the development site.
- E) Proposals that fail to make appropriate provision for flood risk mitigation, or which would increase the risk or consequences of flooding, will be refused.

LP2 DMEI 10: Water Management, Efficiency, and Quality

- A) Applications for all new build developments (not conversions, change of use, or refurbishment) are required to include a drainage assessment demonstrating that

appropriate sustainable drainage systems (SuDS) have been incorporated in accordance with the London Plan Hierarchy (Policy 5.13: Sustainable drainage).

B) All major new build developments, as well as minor developments in Critical Drainage Areas or an area identified at risk from surface water flooding must be designed to reduce surface water run-off rates to no higher than the pre-development greenfield run-off rate in a 1:100 year storm scenario, plus an appropriate allowance for climate change for the worst storm duration. The assessment is required regardless of the changes in impermeable areas and the fact that a site has an existing high run-off rate will not constitute justification.

C) Rain Gardens and non householder development should be designed to reduce surface water run-off rates to Greenfield run-off rates.

D) Schemes for the use of SuDS must be accompanied by adequate arrangements for the management and maintenance of the measures used, with appropriate contributions made to the Council where necessary.

E) Proposals that would fail to make adequate provision for the control and reduction of surface water run-off rates will be refused.

F) Developments should be drained by a SuDS system and must include appropriate methods to avoid pollution of the water environment. Preference should be given to utilising the drainage options in the SuDS hierarchy which remove the key pollutants that hinder improving water quality in Hillingdon. Major development should adopt a 'treatment train' approach where water flows through different SuDS to ensure resilience in the system. Water Efficiency

G) All new development proposals (including refurbishments and conversions) will be required to include water efficiency measures, including the collection and reuse of rain water and grey water.

H) All new residential development should demonstrate water usage rates of no more than 105 litres/person/day.

I) It is expected that major development proposals will provide an integrated approach to surface water run-off attenuation, water collection, recycling and reuse. Water and Wastewater Infrastructure

J) All new development proposals will be required to demonstrate that there is sufficient capacity in the water and wastewater infrastructure network to support the proposed development. Where there is a capacity constraint the local planning authority will require the developer to provide a detailed water and/or drainage strategy to inform what infrastructure is required, where, when and how it will be delivered.

LP2 DMEI 12: Development of Land Affected by Contamination

A) Proposals for development on potentially contaminated sites will be expected to be accompanied by at least an initial study of the likely contaminants. The Council will support planning permission for any development of land which is affected by contamination where it can be demonstrated that contamination issues have been adequately assessed and the site can be safely remediated so that the development can be made suitable for the proposed use.

B) Conditions will be imposed where planning permission is given for development on land affected by contamination to ensure all the necessary remedial works are implemented, prior to commencement of development.

C) Where initial studies reveal potentially harmful levels of contamination, either to human health or controlled waters and other environmental features, full intrusive ground investigations and remediation proposals will be expected prior to any approvals.

D) In some instances, where remedial works relate to an agreed set of measures such as the management of ongoing remedial systems, or remediation of adjoining or other affected land, a S106 planning obligation will be sought.

LP2 DMEI 14: Air Quality

A) Development proposals should demonstrate appropriate reductions in emissions to sustain compliance with and contribute towards meeting EU limit values and national air quality objectives for pollutants.

B) Development proposals should, as a minimum:

i) be at least “air quality neutral”;

ii) include sufficient mitigation to ensure there is no unacceptable risk from air pollution to sensitive receptors, both existing and new; and

iii) actively contribute towards the improvement of air quality, especially within the Air Quality Management Area.

TP T4: Assessing and Mitigating Transport Impacts

A) Development Plans and development proposals should reflect and be integrated with current and planned transport access, capacity and connectivity.

B) When required in accordance with national or local guidance, transport assessments/statements should be submitted with development proposals to ensure that impacts on the capacity of the transport network (including impacts on pedestrians and the cycle network), at the local, network-wide and strategic level, are fully assessed. Transport assessments should focus on embedding the Healthy Streets Approach within, and in the vicinity of, new development. Travel Plans,

Parking Design and Management Plans, Construction Logistics Plans and Delivery and Servicing Plans will be required having regard to Transport for London guidance.

C) Where appropriate, mitigation, either through direct provision of public transport, walking and cycling facilities and highways improvements or through financial contributions, will be required to address adverse transport impacts that are identified.

D) Where the ability to absorb increased travel demand through active travel modes has been exhausted, existing public transport capacity is insufficient to allow for the travel generated by proposed developments, and no firm plans and funding exist for an increase in capacity to cater for the increased demand, planning permission will be contingent on the provision of necessary public transport and active travel infrastructure.

E) The cumulative impacts of development on public transport and the road network capacity including walking and cycling, as well as associated effects on public health, should be taken into account and mitigated.

F) Development proposals should not increase road danger.

LP T5: Cycling

A) Development Plans and development proposals should help remove barriers to cycling and create a healthy environment in which people choose to cycle. This will be achieved through:

1. supporting the delivery of a London-wide network of cycle routes, with new routes and improved infrastructure
2. securing the provision of appropriate levels of cycle parking which should be fit for purpose, secure and well-located. Developments should provide cycle parking at least in accordance with the minimum standards set out in Table 10.2 and Figure 10.3, ensuring that a minimum of two short-stay and two long-stay cycle parking spaces are provided where the application of the minimum standards would result in a lower provision.

B) Cycle parking should be designed and laid out in accordance with the guidance contained in the London Cycling Design Standards. Development proposals should demonstrate how cycle parking facilities will cater for larger cycles, including adapted cycles for disabled people.

C) Development Plans requiring more generous provision of cycle parking based on local evidence will be supported.

D) Where it is not possible to provide suitable short-stay cycle parking off the public highway, the borough should work with stakeholders to identify an appropriate on-street location for the required provision. This may mean the reallocation of space

from other uses such as on-street car parking. Alternatively, in town centres, adding the required provision to general town centre cycle parking is also acceptable. In such cases, a commuted sum should be paid to the local authority to secure provision.

E) Where it is not possible to provide adequate cycle parking within residential developments, boroughs must work with developers to propose alternative solutions which meet the objectives of the standards. These may include options such as providing spaces in secure, conveniently-located, on-street parking facilities such as bicycle hangers.

F) Where the use class of a development is not fixed at the point of application, the highest potential applicable cycle parking standard should be applied.

LP T6: Car Parking

A) Car parking should be restricted in line with levels of existing and future public transport accessibility and connectivity.

B) Car-free development should be the starting point for all development proposals in places that are (or are planned to be) well-connected by public transport, with developments elsewhere designed to provide the minimum necessary parking ('car-lite'). Car-free development has no general parking but should still provide disabled persons parking in line with Part E of this policy.

C) An absence of local on-street parking controls should not be a barrier to new development, and boroughs should look to implement these controls wherever necessary to allow existing residents to maintain safe and efficient use of their streets.

D) The maximum car parking standards set out in Policy T6 .1 Residential parking to Policy T6 .5 Non-residential disabled persons parking should be applied to development proposals and used to set local standards within Development Plans.

E) Appropriate disabled persons parking for Blue Badge holders should be provided as set out in Policy T6 .1 Residential parking to Policy T6 .5 Non-residential disabled persons parking.

F) Where provided, each motorcycle parking space should count towards the maximum for car parking spaces at all use classes.

G) Where car parking is provided in new developments, provision should be made for infrastructure for electric or other Ultra-Low Emission vehicles in line with Policy T6 .1 Residential parking, Policy T6 .2 Office Parking, Policy T6 .3 Retail parking, and Policy T6 .4 Hotel and leisure uses parking.

All operational parking should make this provision, including offering rapid charging. New or re-provided petrol filling stations should provide rapid charging hubs and/or hydrogen refuelling facilities.

H) Where electric vehicle charging points are provided on-street, physical infrastructure should not negatively affect pedestrian amenity and should ideally be located off the footway. Where charging points are located on the footway, it must remain accessible to all those using it including disabled people.

I) Adequate provision should be made for efficient deliveries and servicing and emergency access.

J) A Parking Design and Management Plan should be submitted alongside all applications which include car parking provision, indicating how the car parking will be designed and managed, with reference to Transport for London guidance on parking management and parking design.

K) Boroughs that have adopted or wish to adopt more restrictive general or operational parking policies are supported, including borough-wide or other area-based car-free policies. Outer London boroughs wishing to adopt minimum residential parking standards through a Development Plan Document (within the maximum standards set out in Policy T6 .1 Residential parking) must only do so for parts of London that are PTAL 0-1. Inner London boroughs should not adopt minimum standards. Minimum standards are not appropriate for non-residential use classes in any part of London.

L) Where sites are redeveloped, parking provision should reflect the current approach and not be re-provided at previous levels where this exceeds the standards set out in this policy. Some flexibility may be applied where retail sites are redeveloped outside of town centres in areas which are not well served by public transport, particularly in outer London.

LP T6.1: Residential Parking

A) New residential development should not exceed the maximum parking standards set out in Table 10.3. These standards are a hierarchy with the more restrictive standard applying when a site falls into more than one category.

B) Parking spaces within communal car parking facilities (including basements) should be leased rather than sold.

C) All residential car parking spaces must provide infrastructure for electric or Ultra-Low Emission vehicles. At least 20 per cent of spaces should have active charging facilities, with passive provision for all remaining spaces.

D) Outside of the CAZ, and to cater for infrequent trips, car club spaces may be considered appropriate in lieu of private parking. Any car club spaces should have active charging facilities.

E) Large-scale purpose-built shared living, student accommodation and other sui generis residential uses should be car-free.

F) The provision of car parking should not be a reason for reducing the level of affordable housing in a proposed development.

G) Disabled persons parking should be provided for new residential developments. Residential development proposals delivering ten or more units must, as a minimum:

1. ensure that for three per cent of dwellings, at least one designated disabled persons parking bay per dwelling is available from the outset
2. demonstrate as part of the Parking Design and Management Plan, how an additional seven per cent of dwellings could be provided with one designated disabled persons parking space per dwelling in future upon request as soon as existing provision is insufficient. This should be secured at the planning stage.

H) All disabled persons parking bays associated with residential development must:

1. be for residents' use only (whether M4(2) or M4(3) dwellings)
2. not be allocated to specific dwellings, unless provided within the curtilage of the dwelling
3. be funded by the payment of a commuted sum by the applicant, if provided on-street (this includes a requirement to fund provision of electric vehicle charging infrastructure)
4. count towards the maximum parking provision for the development
5. be designed in accordance with the design guidance in BS8300vol.1
6. be located to minimise the distance between disabled persons parking bays and the dwelling or the relevant block entrance or lift core, and the route should be preferably level or where this is not possible, should be gently sloping (1:60-1:20) on a suitable firm ground surface.

LP2 DMT 1: Managing Transport Impacts

A) Development proposals will be required to meet the transport needs of the development and address its transport impacts in a sustainable manner. In order for developments to be acceptable they are required to:

- i) be accessible by public transport, walking and cycling either from the catchment area that it is likely to draw its employees, customers or visitors from and/or the services and facilities necessary to support the development;
- ii) maximise safe, convenient and inclusive accessibility to, and from within developments for pedestrians, cyclists and public transport users;
- iii) provide equal access for all people, including inclusive access for disabled people;
- iv) adequately address delivery, servicing and drop-off requirements; and

v) have no significant adverse transport or associated air quality and noise impacts on the local and wider environment, particularly on the strategic road network.

B) Development proposals will be required to undertake a satisfactory Transport Assessment and Travel Plan if they meet or exceed the appropriate thresholds. All major developments¹¹ that fall below these thresholds will be required to produce a satisfactory Transport Statement and Local Level Travel Plan. All these plans should demonstrate how any potential impacts will be mitigated and how such measures will be implemented.

LP2 DMT 2: Highways Impacts

Development proposals must ensure that:

- i) safe and efficient vehicular access to the highway network is provided to the Council's standards;
- ii) they do not contribute to the deterioration of air quality, noise or local amenity or safety of all road users and residents;
- iii) safe, secure and convenient access and facilities for cyclists and pedestrian are satisfactorily accommodated in the design of highway and traffic management schemes;
- iv) impacts on local amenity and congestion are minimised by routing through traffic by the most direct means to the strategic road network, avoiding local distributor and access roads; and
- v) there are suitable mitigation measures to address any traffic impacts in terms of capacity and functions of existing and committed roads, including along roads or through junctions which are at capacity.

LP2 Policy DMT 5: Pedestrians and Cyclists

A) Development proposals will be required to ensure that safe, direct and inclusive access for pedestrians and cyclists is provided on the site connecting it to the wider network, including:

- i) the retention and, where appropriate, enhancement of any existing pedestrian and cycle routes;
- ii) the provision of a high quality and safe public realm or interface with the public realm, which facilitates convenient and direct access to the site for pedestrian and cyclists;
- iii) the provision of well signposted, attractive pedestrian and cycle routes separated from vehicular traffic where possible; and
- iv) the provision of cycle parking and changing facilities in accordance with Appendix C, Table 1 or, in agreement with Council.

B) Development proposals located next to or along the Blue Ribbon Network will be required to enhance and facilitate inclusive, safe and secure pedestrian and cycle access to the network. Development proposals, by virtue of their design, will be

required to complement and enhance local amenity and include passive surveillance to the network.

LP2 DMT 6: Vehicle Parking

A) Development proposals must comply with the parking standards outlined in Appendix C Table 1 in order to facilitate sustainable development and address issues relating to congestion and amenity. The Council may agree to vary these requirements when:

- i) the variance would not lead to a deleterious impact on street parking provision, congestion or local amenity; and/or
- ii) a transport appraisal and travel plan has been approved and parking provision is in accordance with its recommendations.

B) All car parks provided for new development will be required to contain conveniently located reserved spaces for wheelchair users and those with restricted mobility in accordance with the Council's Accessible Hillingdon SPD.

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Hillingdon Planning Committee

Wednesday 12th March 2025



HILLINGDON
LONDON

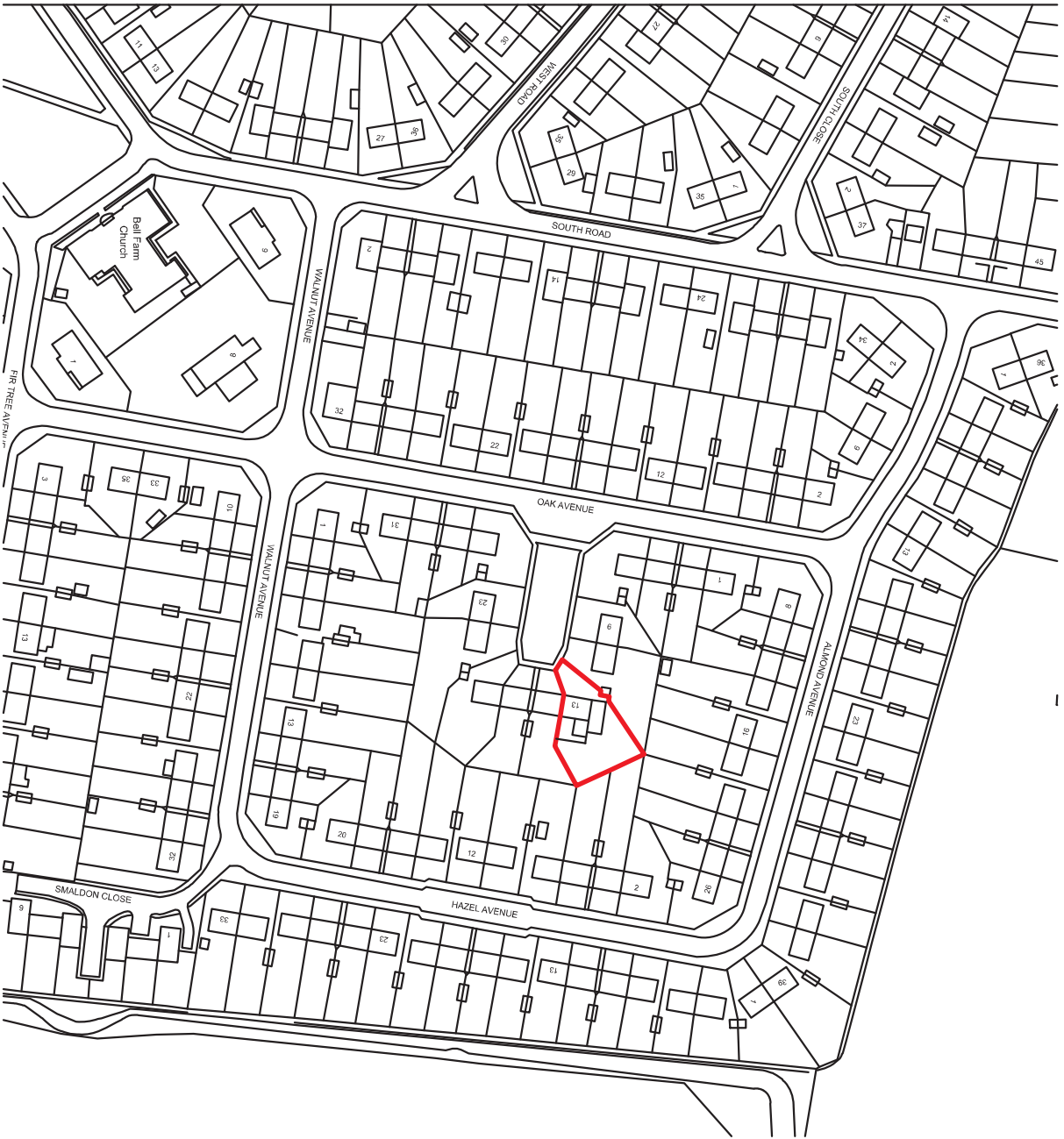
www.hillingdon.gov.uk

Report of the Head of Development Management and Building Control

Address: 13 OAK AVENUE, WEST DRAYTON

Development: Erection of a two storey, 2-bed attached dwelling with associated cycle storage and amenity space

LBH Ref Nos: 77097/APP/2024/2693

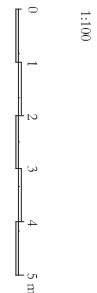
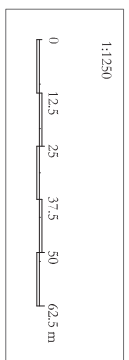


Location Plan 1

SitePlan

1:1250

- Wall Legend**
-  Existing Wall
 -  Proposed Wall
 -  Demolition Walls



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Rev	Date	Description
1	30/08/20	Change
2	13/07/20	
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10		

Site Address: **13 Oak Ave West Drayton UB7 9EP**

Drawing Title: **Location Plan**

Status: **Plans Existing**

Scale: **1:1250@A3**

Client: **OSN Group**

Date: **30/01/2025**

Project No: **1036**

Drawing No: **1031-01_Rev01**

Rev: **02**





4 Existing Block Plan 1:500



5 Proposed Block Plan 1:500

Existing Site Area - 432.6Sqm
 Proposed Site Area of new development - 262Sqm
 New Development GIA - 98.35sqm 2 bed / 3 person
 New Development 2 bed requirement is 61 Sqm

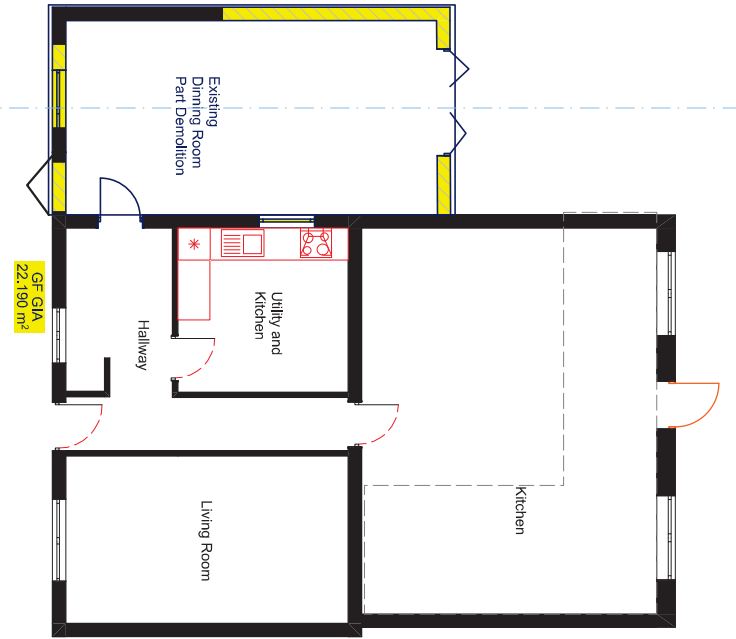
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3	13/07/20	
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Scale: 1:1250, 1:500@A3 1036
 Status: Plans Existing

Client: OSN Group
 Date: 30/01/2025
 Project No: 1031-02_Rev01
 Drawing No: 02

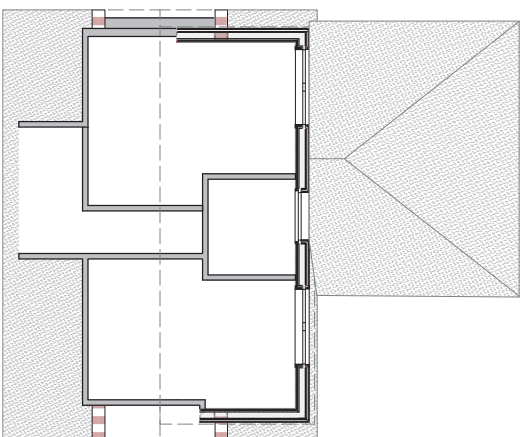




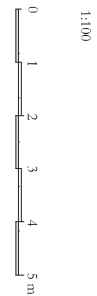
2 GF-Ground Floor 1:100



3 01-First Floor 1:100



4 RF-Roof 1:100



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Rev	Date	Description
3	30/01/20	Change
1	30/09/20	Change

Site Address: 13 Oak Ave West Drayton UB7 9EP

Drawing Title: 0. GF-Existing Floor Plans

Status: Plans Existing

Scale: 1:100@A3

Client: OSN Group

Project No: 1036

Date: 30/01/2025

Drawn By: SY

Rev: 03





1
-
Proposed Site-Ground Floor (1)
1:200

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Site Address:
 13 Oak Ave West Drayton UB7 9EP
 Drawing Title:
 Proposed Site Plan
 Status:
 Plans Proposed
 Scale:
 1:200@A3
 Client:
 OSN Group
 Project No:
 1036
 Date:
 30/01/2025
 Drawing No:
 1031-1_Rev05
 Rev:
 06

Wall Legend

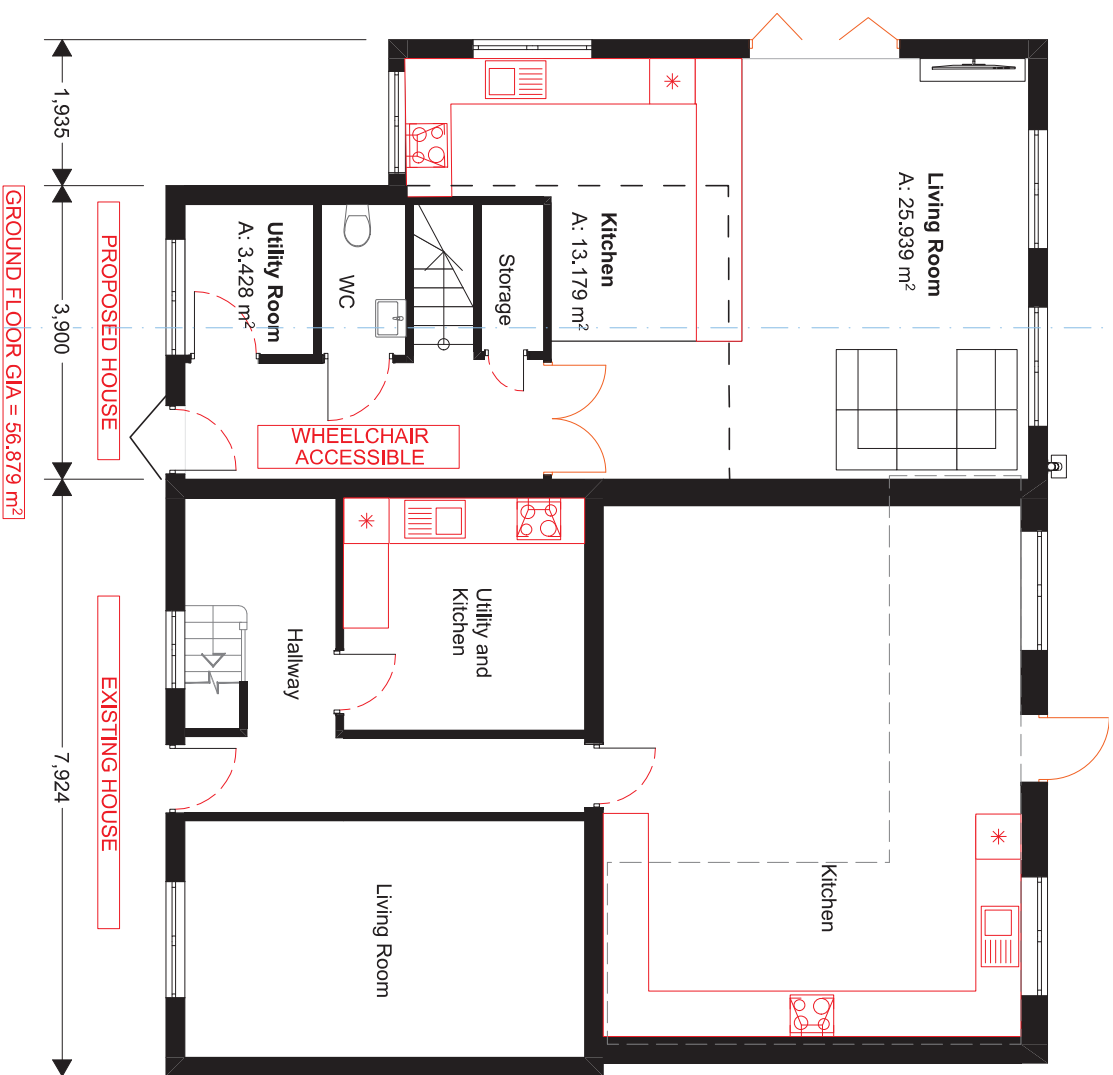
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- Proposed Wall
- Demolition Walls

1:50

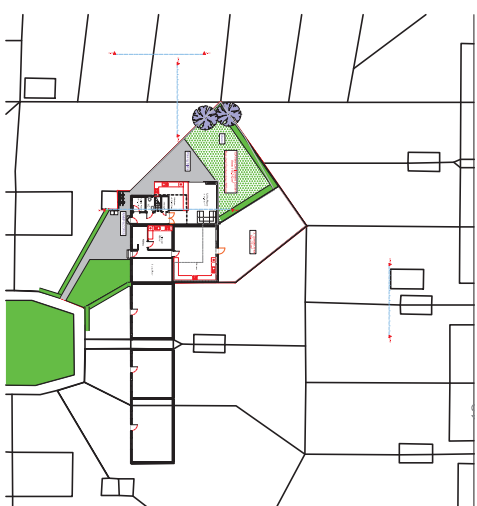
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SY Design Studio

Actual Image	On Drawing	Description
		Alysium Max Height: 0.5m Max Spread: 1M
		Grass: Rolawn Luxury Turf
		Cherry Tree (Bing)
		Sheffield secure cycle stand
		Wheelle Bin (Separate for recyclable and non-recyclable waste)
		Permeable Paving Brett Alpha Flow Charcoal
		Patio Slabs
		EV Charging Point



1 - GF-Ground Floor 1:50



3 - Proposed Site-Ground Floor (1) 1:500



2 - GF-Existing Ground Floor 1:100



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Rev	Date	Description	By	Check
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8	24/03/2020	Change	CH	SA/STW
9	23/03/2020	Change	CH	SA/STW
9	23/03/2020	Change	CH	SA/STW

Site Address: 13 Oak Ave West Drayton UB7 9EP

Drawing Title: Proposed Ground Floor Plan

Status: Plans Proposed

Scale: 1:50, 1:100, 1:500@A2

Client: OSN Group

Project No: 1038

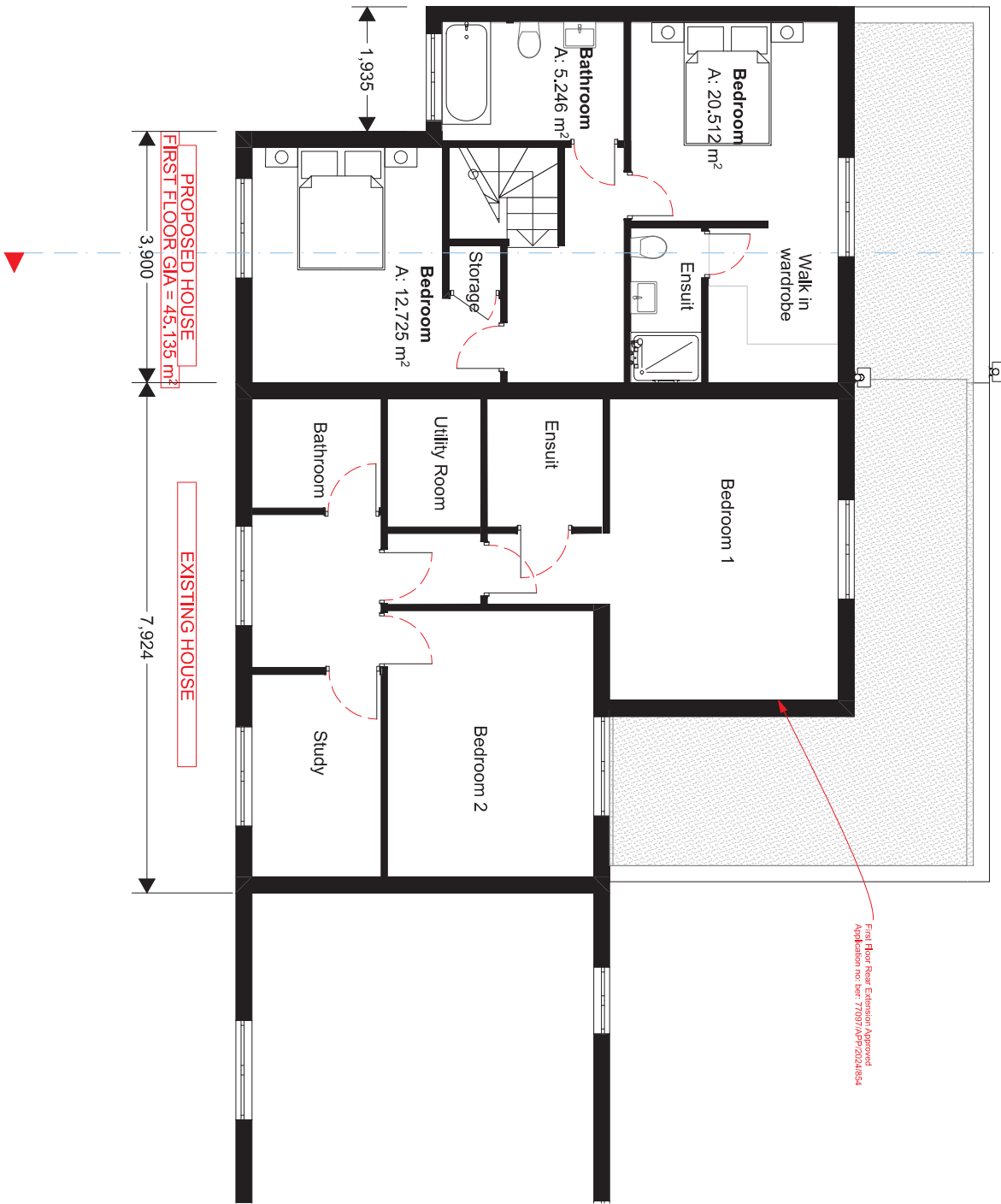
Date: 30/01/2025

Drawn By: SY

Rev: 06

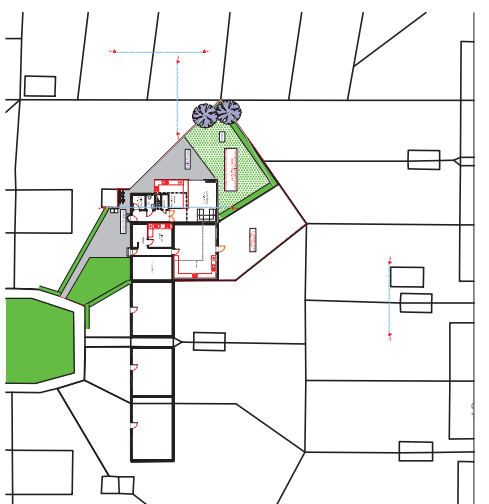
Drawing No: 1031-12_Rev05

Tel: 07959431227
 Email: sales@sydesignstudio.co.uk
 Web: www.sydesignstudio.co.uk



1 -

01-First Floor
1:50



3 -

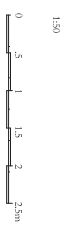
Proposed Site-Ground Floor (1)
1:500



2 -

01-Existing First Floor
1:100

Wall Leccend
Existing Wall
Proposed Wall
Demolition Walls



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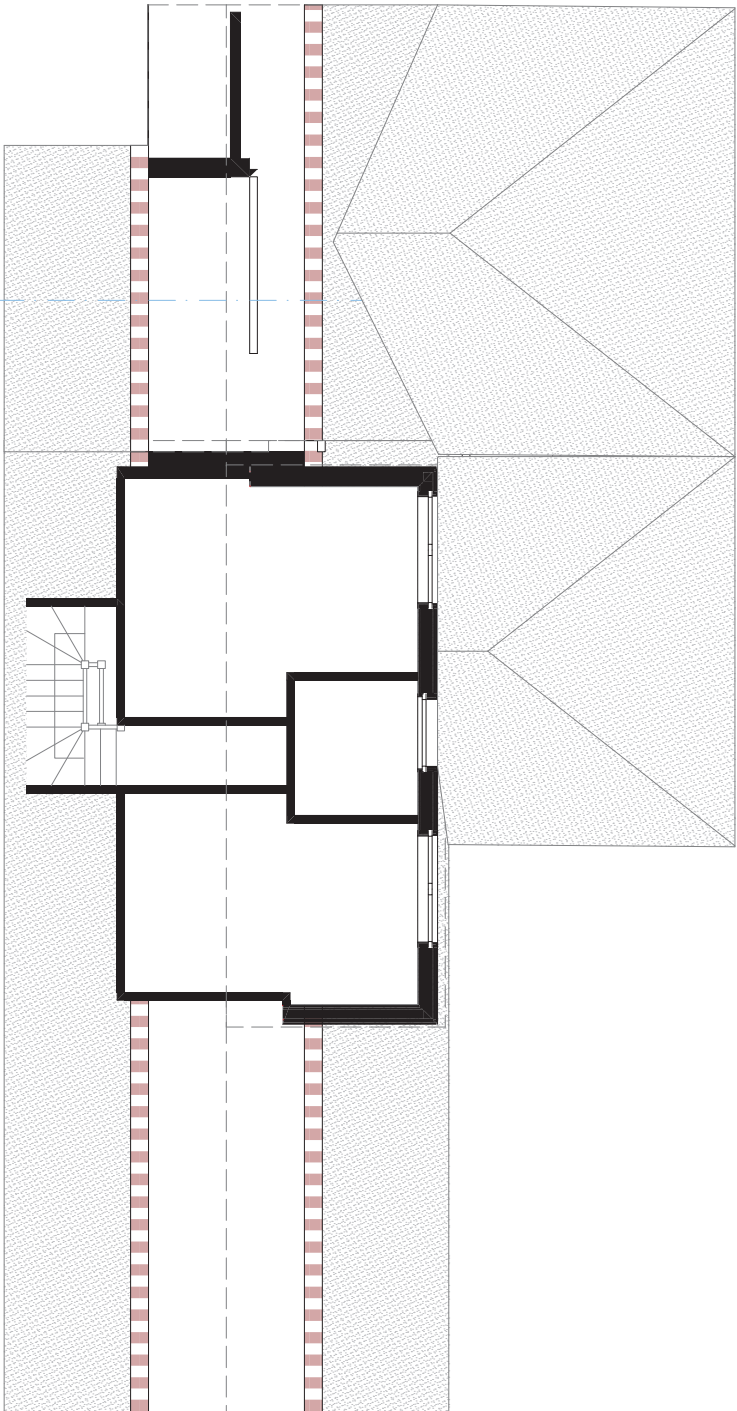
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4	23/08/20	Change	Chd	23/08/20

Site Address: 13 Oak Ave West Drayton UB7 9EP
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 Status: Plans Proposed
 Scale: 1:50, 1:100, 1:500@A2

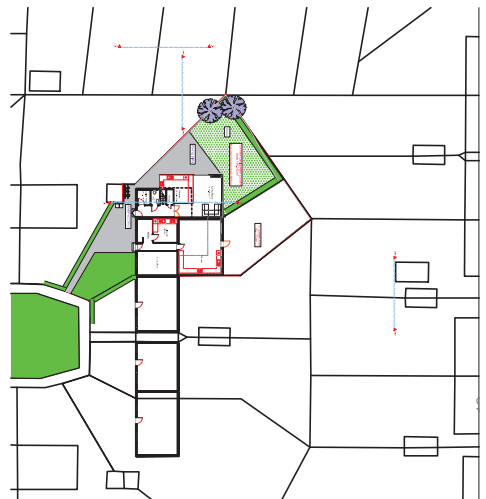
Client: OSN Group
 Project No: 1038
 Date: 30/01/2025
 Drawn By: SY
 Rev: 06

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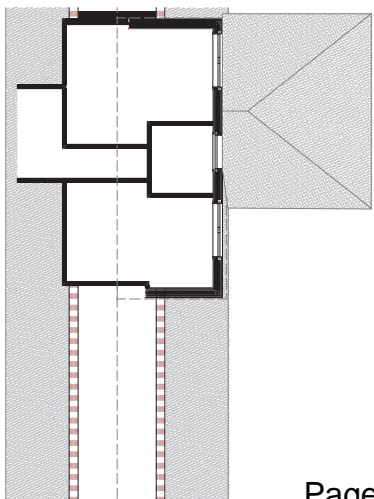
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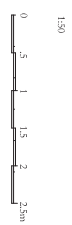
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3 - Proposed Site-Ground Floor (1) 1:500



2 - RF-Existing Roof 1:100



Notes:

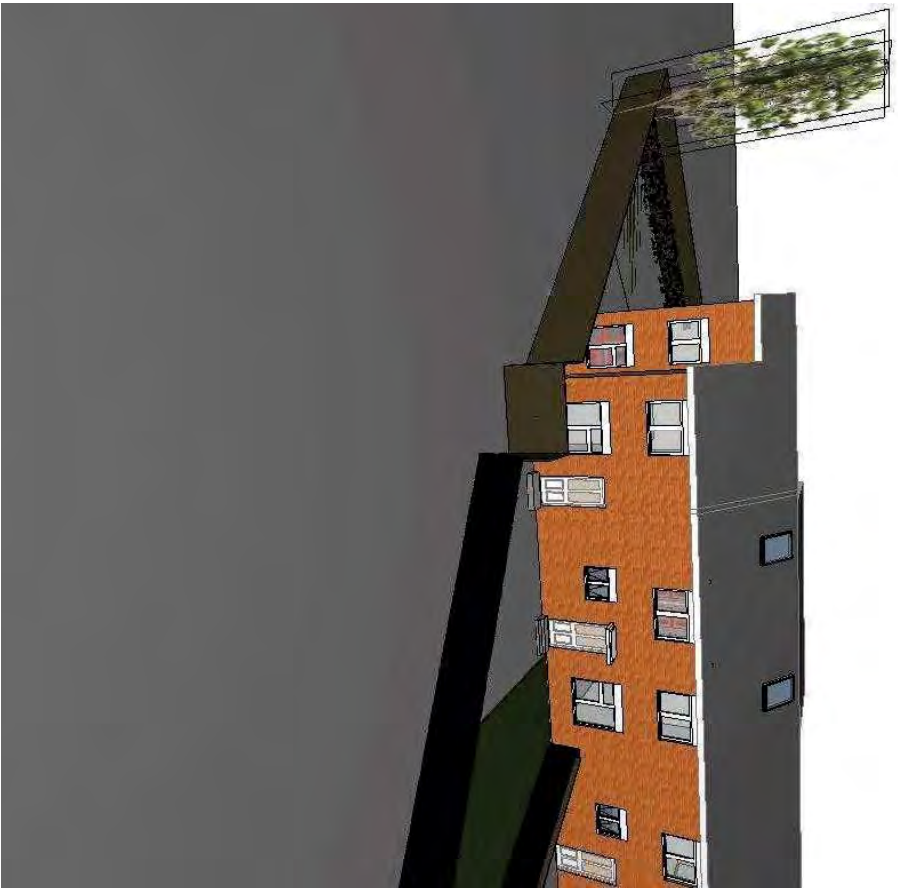
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Rev	Date	Description	By	Check
01	25/10/2020	Change		
02	26/10/2020	Change		
03	23/10/2020	Change		
04	23/10/2020	Change		
05	23/10/2020	Change		

Site Address: 13 Oak Ave West Drayton UB7 9EP
 Drawing Title: Proposed Roof Plan
 Status: Plans Proposed
 Scale: 1:50, 1:100, 1:500@A2

Client: OSN Group
 Project No: 1038
 Date: 30/01/2025
 Drawing No: 1031-14_Rev05
 Rev: 06

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1 Generic Perspective

1:164.61

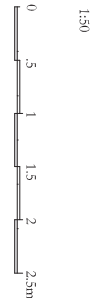
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Rev	Date	Description
9	30/07/20	Change
8	30/07/20	Change
7	30/06/20	
6	23	
5	13/07/20	

<p>Site Address: 13 Oak Ave West Drayton UB7 9EP</p>		<p>Drawing Title: 3d Model</p>	
<p>Status: Plans Proposed</p>		<p>Scale: 1:164.61@A3</p>	
Client: OSN Group	Date: 30/01/2025	Project No: 1036	Drawn By: SY
<p>Drawing No: 1031-15_Rev06</p>		<p>Rev: 04</p>	

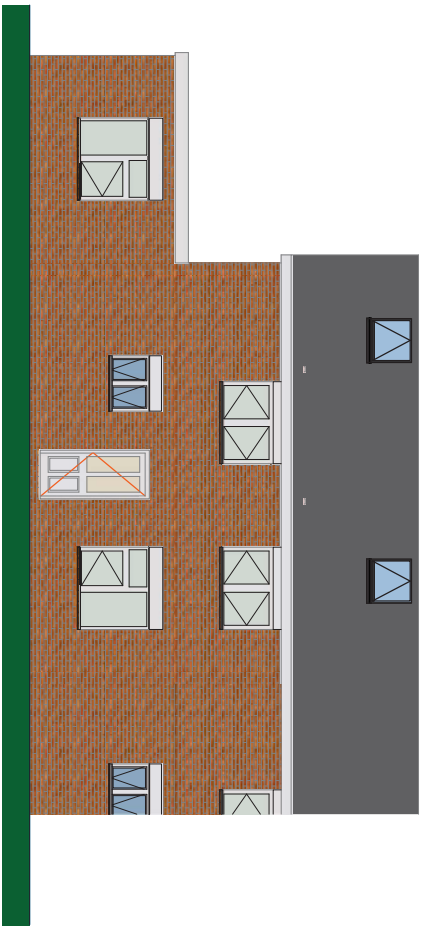
- Wall Legend**
-  Existing Wall
 -  Proposed Wall
 -  Demolition Walls



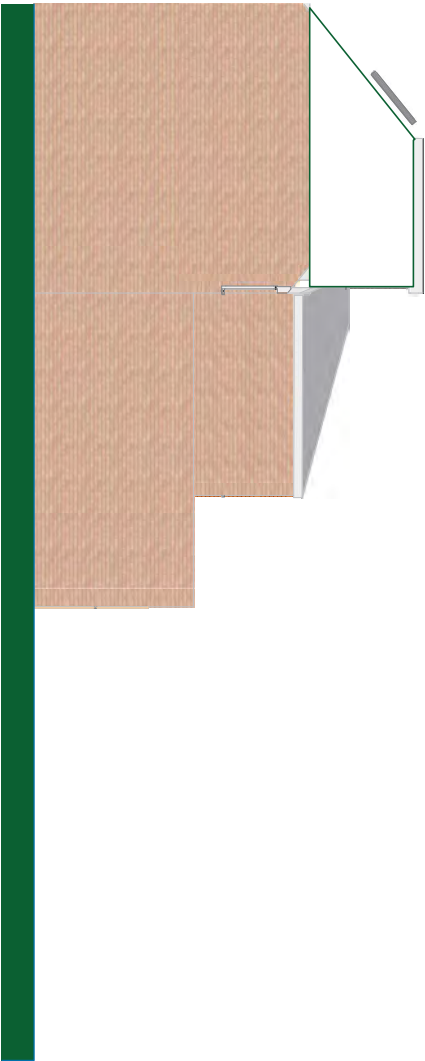
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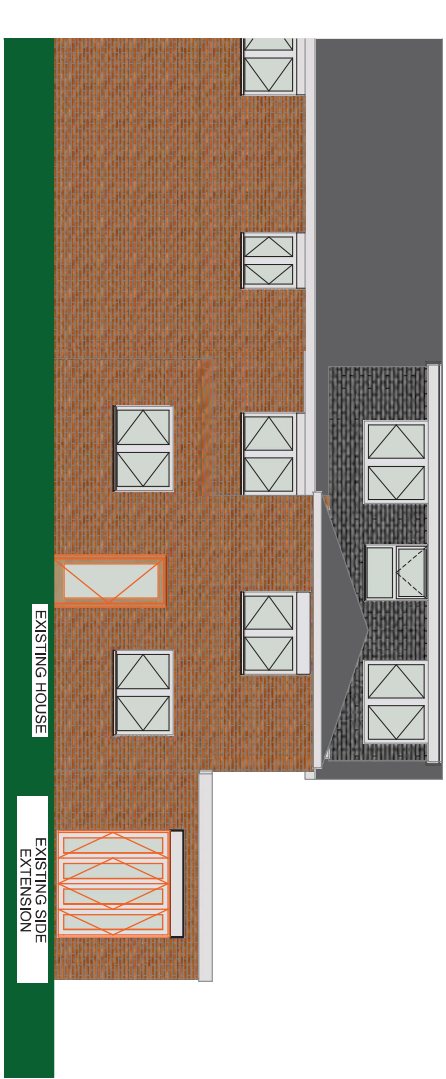
SY Design Studio



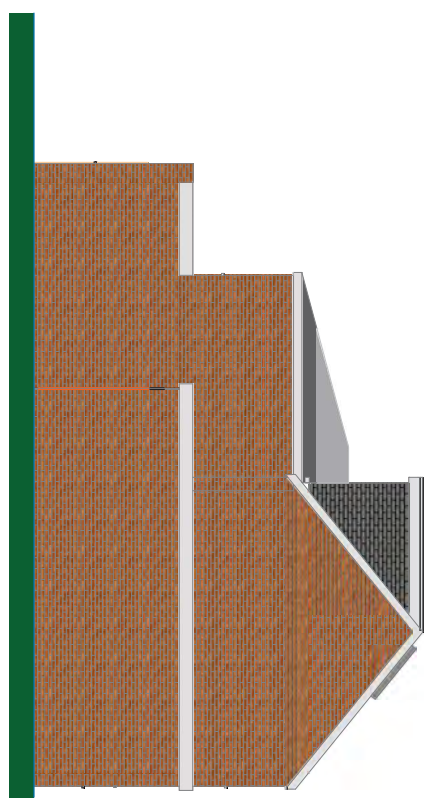
Existing Front Elevation
1:100



Existing Side Elevation
1:100



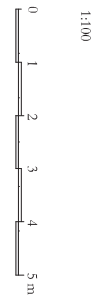
Existing Rear Elevation
1:100



Existing Side Elevation (Garage)
1:100

Wall Legend

- Existing Wall
- Proposed Wall
- Demolition Walls



N

2	-
---	---

4	-
---	---

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Rev	Date	Description
Cp2	30/01/20	Change
3	23	
Cp1	30/06/20	Change
0	24	
Cp0	30/06/20	Change
9	23	
	13/07/20	

Site Address:
13 Oak Ave West Drayton UB7 9EP

Drawing Title:
Existing Elevations

Status:
Elevations Existing

Scale:
1:100@A3

Client:
OSN Group

Date:
30/01/2025

Project No:
1036

Drawing No:
1031-30_Rev03

Drawn By:
SY

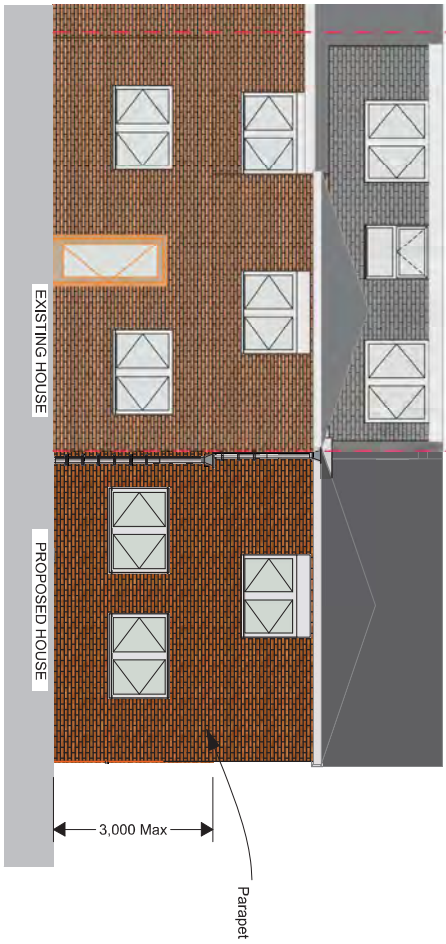
Rev:
04



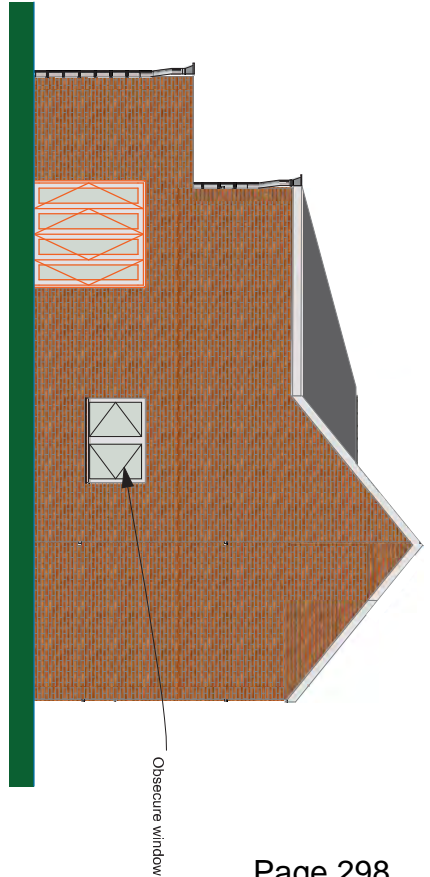


1
-
Proposed Front Elevation
1:100

Materials
All materials to match existing house



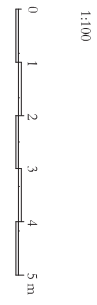
2
-
Proposed Rear Elevation
1:100



3
-
Proposed Left Side Elevation
1:100

Wall Legend

	Existing Wall
	Proposed Wall
	Demolition Walls



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Rev	Date	Description
4	30/01/20	Change
3	25	Change
2	30/08/20	Change
1	24	Change
0	23	Change
8	30/08/20	Change
7	23	Change

Site Address:
13 Oak Ave West Drayton UB7 9EP

Drawing Title:
Proposed Elevations

Status:
Elevations Proposed

Scale:
1:100@A3

Client:
OSN Group

Date:
30/01/2025

Project No:
1036

Drawn By:
SY

Rev:
06





GROUND FLOOR

1:180,51



FIRST FLOOR

1:180,51

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6. ALL MATERIALS TO BE CHECKED AGAINST A & E ENGINEERS' APPROVED SPECIFICATIONS, DRAWINGS AND CURRENT INSTRUCTIONS.
7. ALL DRAWINGS AND SPECIFICATIONS FOR THE PROJECT TO BE READ IN CONJUNCTION WITH DESIGNER'S HAZARD AND ENVIRONMENTAL ASSESSMENT RECORD.
8. CONTRACTOR SHALL OBTAIN REQUIRED PERMITS FROM ALL AGENCIES AND PAY ALL FEES PRIOR TO COMMENCEMENT OF ANY WORK.

Rev	Date	Description	By	Cont
1	20/08/2025			
2				
3				
4				
5				
6				
7				
8				
9				
10				

<p>Site Address: 13 Oak Ave West Drayton UB7 9EP</p>		<p>Client: OSN Group</p>	
<p>Drawing Title: 3d plans</p>		<p>Date: 30/01/2025</p>	
<p>Status: Elevations Proposed</p>		<p>Drawn By: SY</p>	
<p>Scale: 1:180,51</p>		<p>Project No: 1038</p>	
<p>1:193,57@A2</p>		<p>Drawing No: 1031-37</p>	
<p>Rev: 02</p>		<p>Rev: 02</p>	

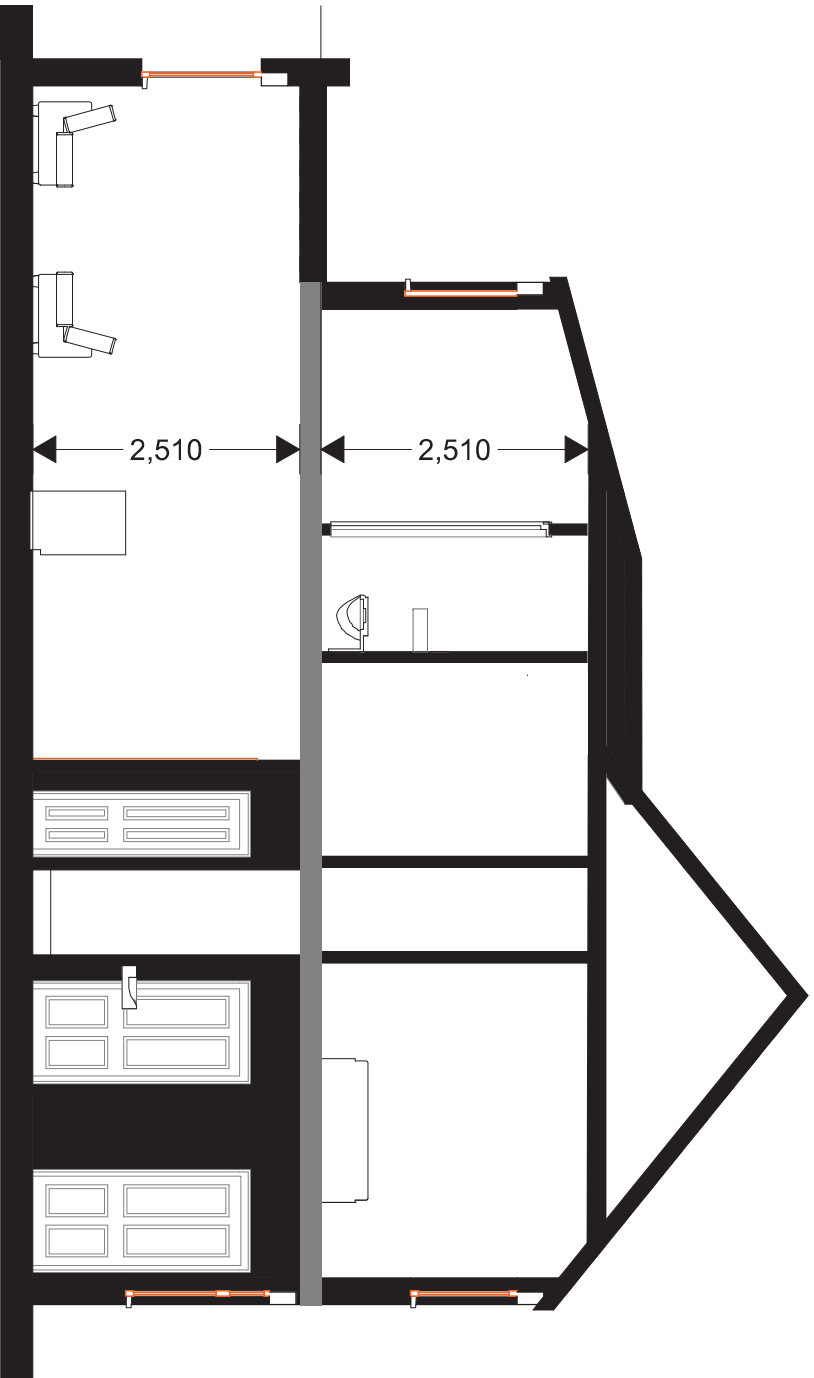
Wall Legend

- Existing Wall
- Proposed Wall
- Demolition Walls




1:100

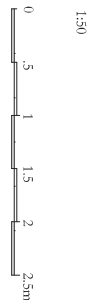
SY Design Studio

Tel: 07959437227
 Email: info@sydesignstudio.co.uk
 Web: www.sydesignstudio.co.uk



1 Building Section 1:50

- Wall Legend**
-  Existing Wall
 -  Proposed Wall
 -  Demolition Walls



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 6. ALL MATERIALS TO BE CHECKED AGAINST M & E ENGINEERS' APPROVED SUB-CONTRACTORS' DRAWINGS AND CURRENT INSTRUCTIONS.
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Rev	Date	Description
2	30/01/20	Change
1	30/01/20	

Site Address: 13 Oak Ave West Dayton UB7 9EP
 Drawing Title: S-01 Building Section
 Status: Sections Proposed
 Scale: 1:50@A3

Client: OSN Group
 Project No: 1036
 Date: 30/01/2025
 Drawing No: 01

Drawn By: SY
 Rev: 02





GROUND FLOOR

1:180.51



FIRST FLOOR

1:180.51

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8. CONTRACTOR SHALL OBTAIN REQUIRED PERMITS FROM ALL AGENCIES AND PAY ALL FEES PRIOR TO COMMENCEMENT OF ANY WORK.

Rev	Date	Description	By	Cont
1	30/01/2025	Issue		
2				
3				
4				
5				
6				
7				
8				
9				
10				

Site Address:
13 Oak Ave West Drayton UB7 9EP

Drawing Title:
3d plans

Status:
Elevations Proposed

Scale:
1:180.51
1:193.57@A2

Client:
OSN Group

Date:
30/01/2025

Drawn By:
SY

Rev:
02

Wall Legend



- Existing Wall
- Proposed Wall
- Demolition Walls

1:100

SY Design Studio

Tel: 07959437227
Email: info@sydesignstudio.co.uk
Web: www.sydesignstudio.co.uk



<p>KEY :</p> <p> Site Boundary</p>	<p>ADDRESS :</p> <p>13 Oak Avenue West Drayton</p>		<p>LONDON BOROUGH OF HILLINGDON</p> <p>RESIDENTS SERVICES PLANNING SECTION</p>
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<p>PLANNING COMMITTEE :</p> <p>Page 302</p>		<p>DATE :</p> <p>12/03/2025</p>	

Report of the Head of Development Management and Building Control

Address: 105 HAYES END ROAD

Development: Conversion of dwelling house into two flats, including the conversion of garage to habitable space, erection of a single storey rear extension, rear dormer with front-facing roof lights, amendments to fenestrations and associated parking (amended description).

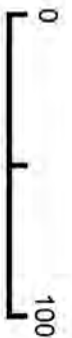
LBH Ref Nos: 35665/APP/2024/3154

Date Produced: 02-Dec-2024

Scale: 1:2500 @A4



Planning Portal Reference: PP-13600470v1





Block Plan
1:200
Existing

Proposed
HAYES END RD

Revision	Revision Date

ADDRESS

SHEET NUMBER

105 Hayes End Rd

Hayes

UB4 8EL

PP01

DATE:
28/11/2024

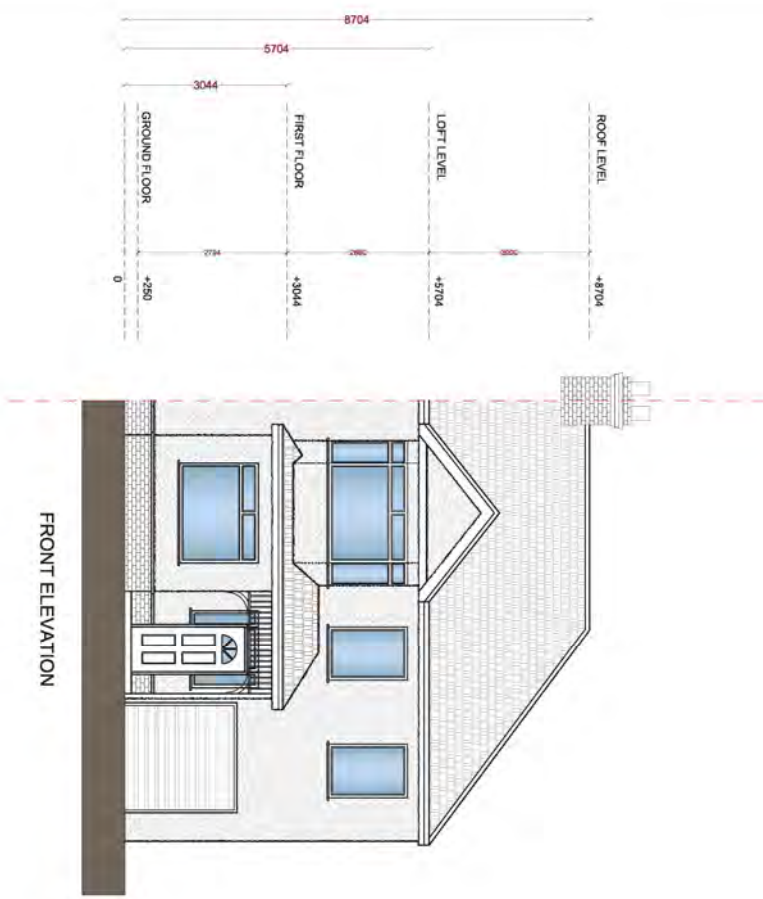
SCALE:
1:200 @ A3



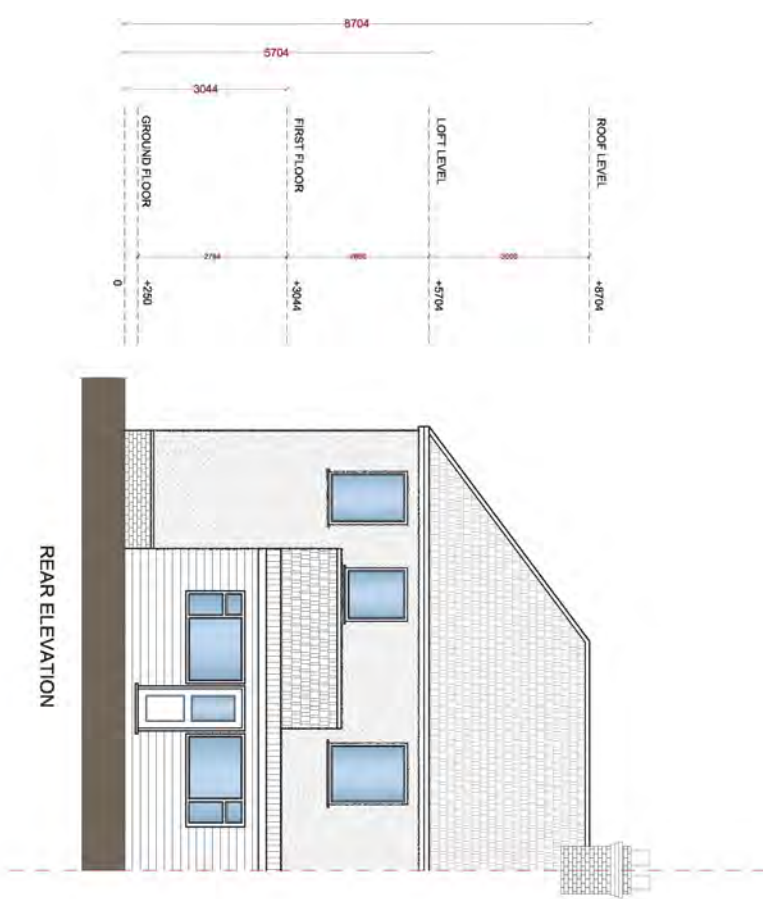
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FRONT ELEVATION



REAR ELEVATION

Revision	Revision Date

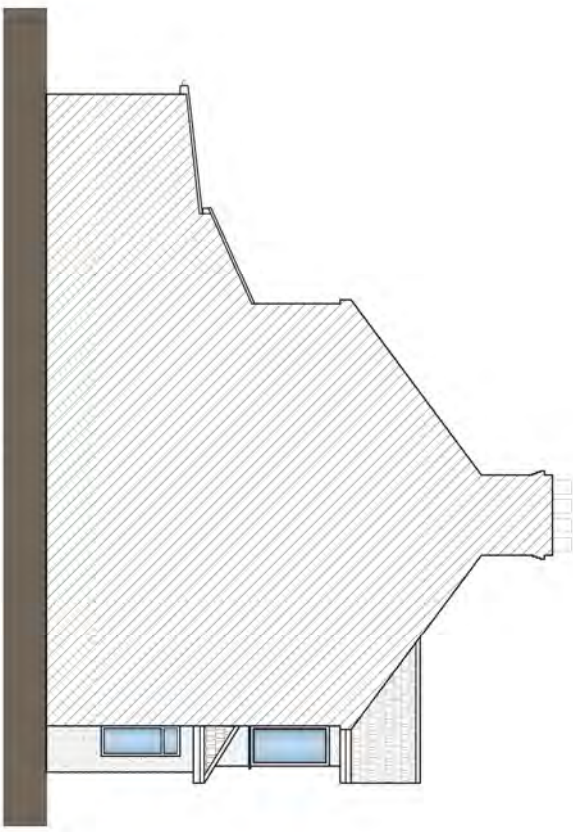
ADDRESS
105 Hayes End Rd, Hayes UB4 8EL, UK

0 1 2 5m
1:100@A3

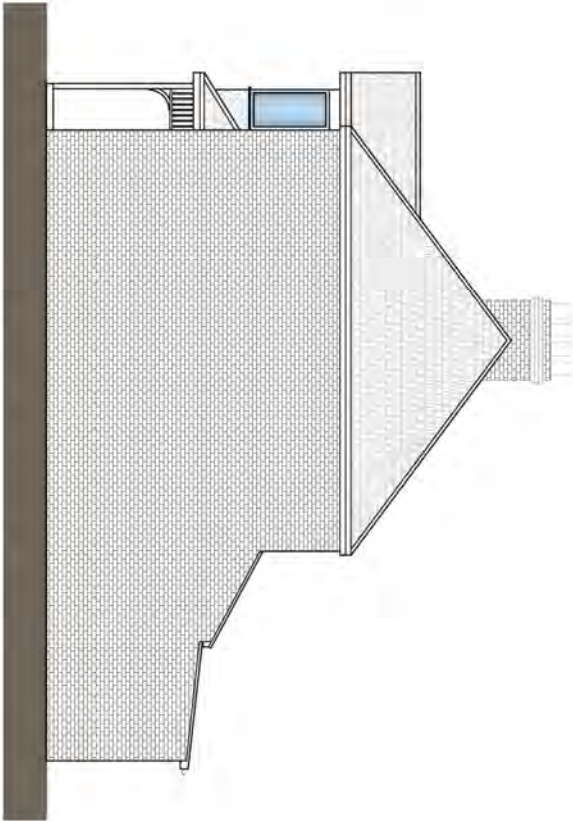


SHEET N
E002
DRAWING TITLE
Existing Elevations
DATE: 02/08/2024
SCALE: 1:100 @ A3

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LEFT SIDE ELEVATION



RIGHT SIDE ELEVATION

Revision	Revision Date

ADDRESS:
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SHEET N
E003

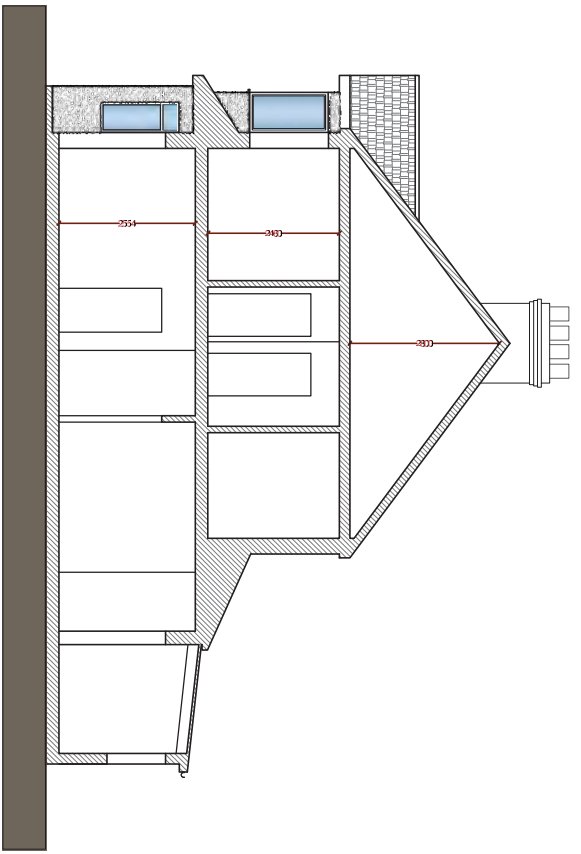
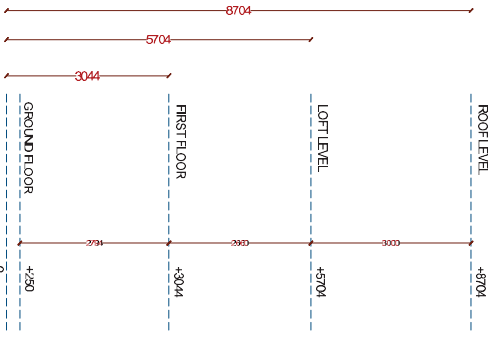


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DRAWING TITLE
Existing Side Elevations
DATE
02/08/2024
SCALE
1:100 @ A3

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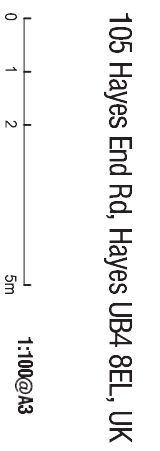
Revision	Revision Date

ADDRESS
105 Hayes End Rd, Hayes UB4 8EL, UK

SHEET N
 E004

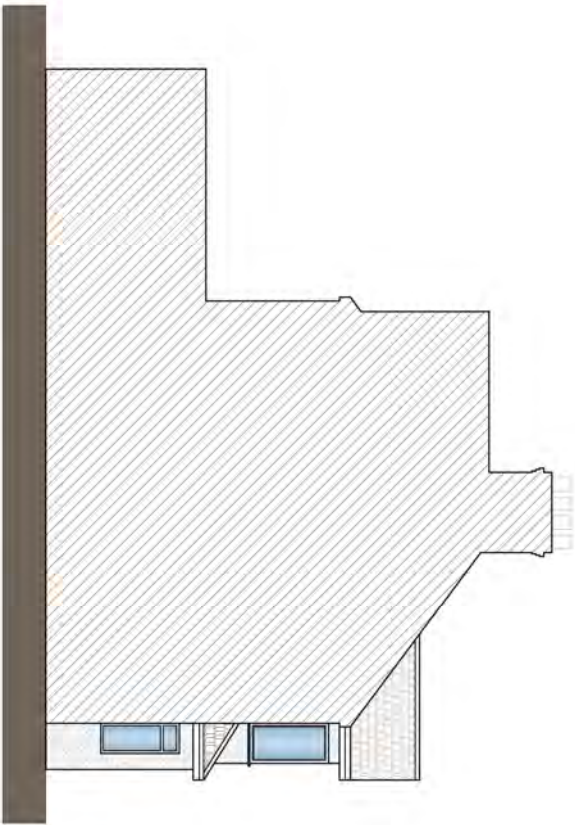


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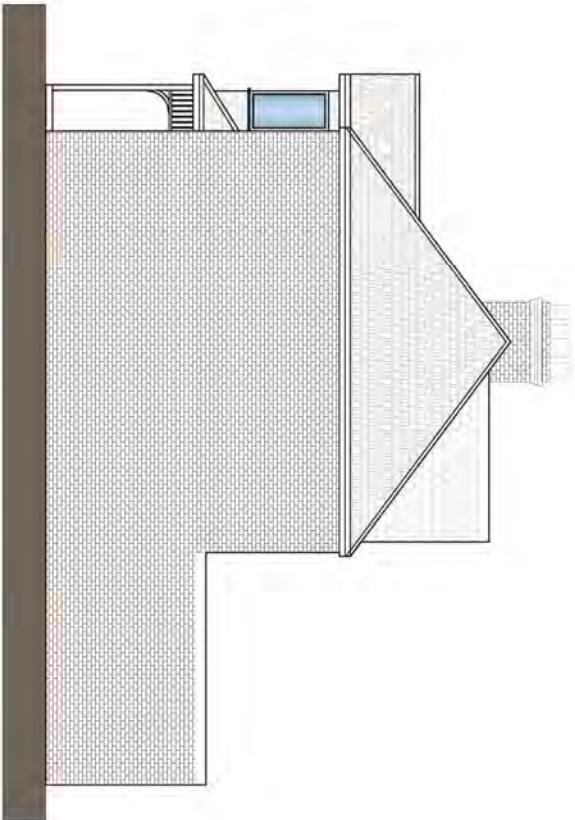


DATE: 02/08/2024
 DRAWING TITLE: Existing Section
 SCALE: 1:100 @ A3

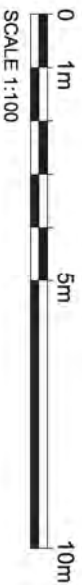
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LEFT SIDE ELEVATION



RIGHT SIDE ELEVATION



ADDRESS:

105 Hayes End Rd, Hayes UB4 8EL, UK

SHEET N

PO03

DRAWING TITLE

Proposed Side Elevations

DATE

02/08/2024

SCALE

1:100 @ A3

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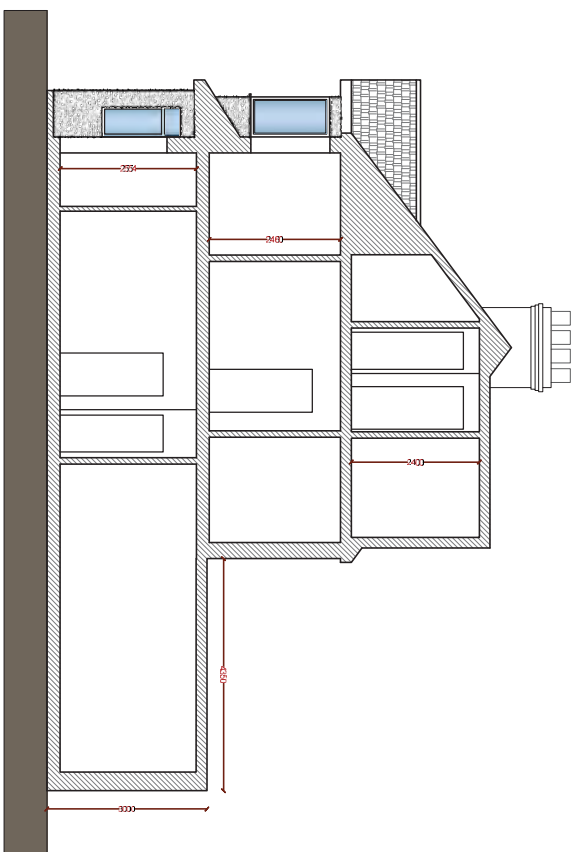
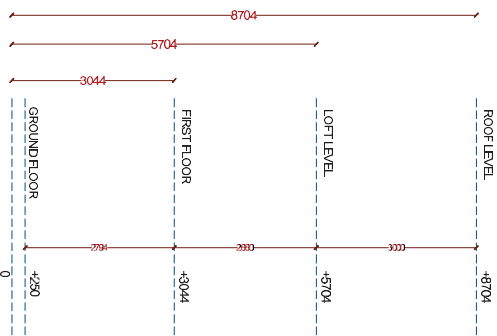
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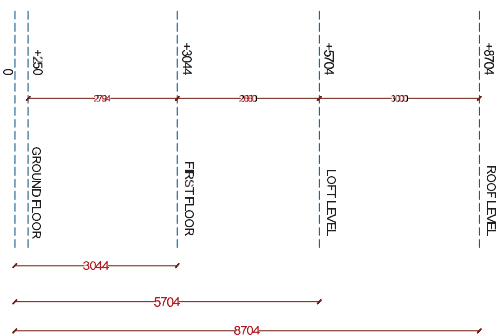
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Revision

Revision Date



SECTION AA



Revision	Revision Date

ADDRESS

105 Hayes End Rd, Hayes UB4 8EL, UK

SHEET N
P004

DRAWING TITLE
Proposed Section

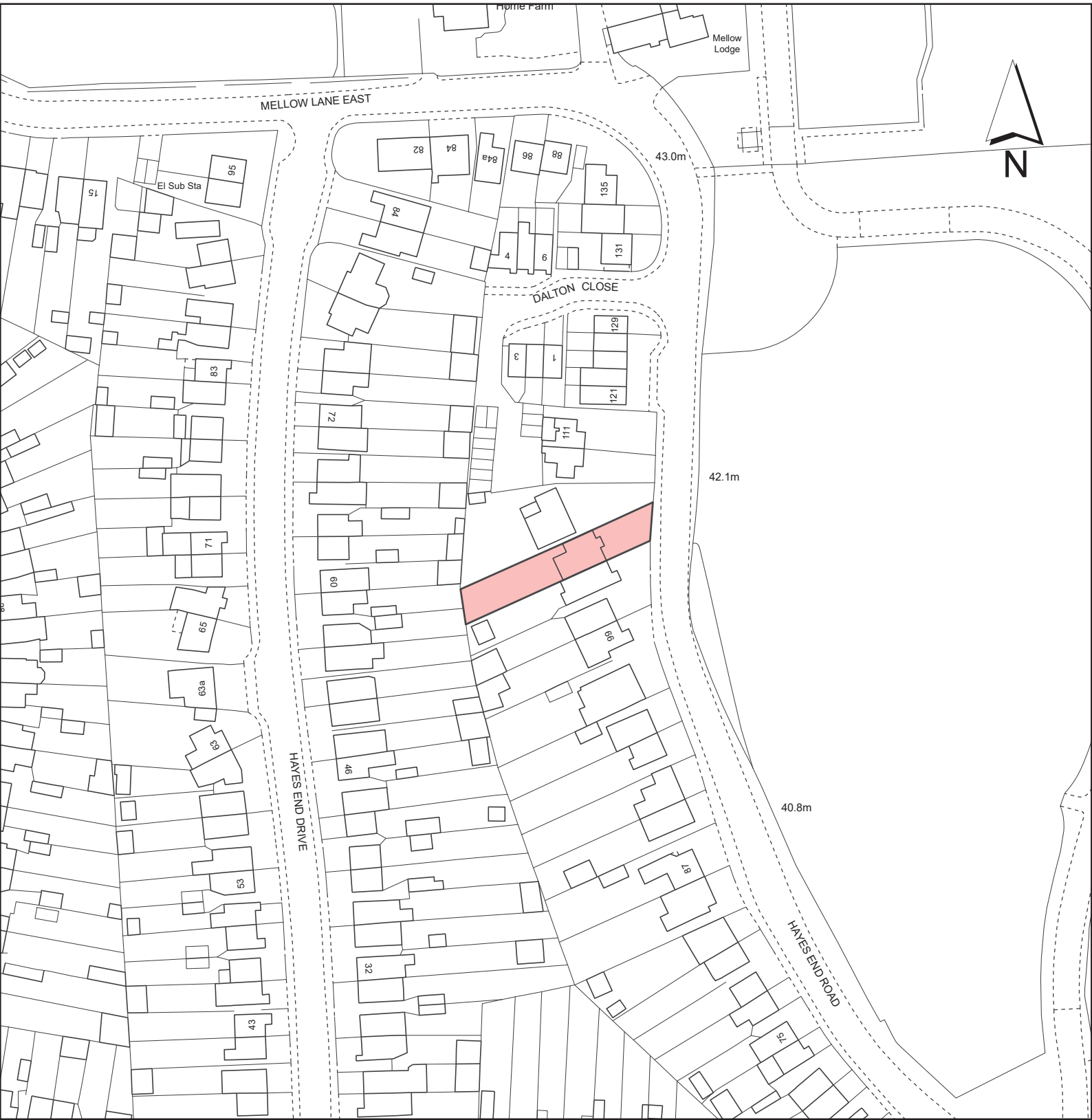
DATE
02/08/2024



SCALE
1:100 @ A3

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KEY :  Site Boundary	ADDRESS : 105 Hayes End Road		LONDON BOROUGH OF HILLINGDON RESIDENTS SERVICES PLANNING SECTION
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	PLANNING COMMITTEE :	DATE : Page 315 12/03/2025	

Report of the Head of Development Management and Building Control

Address:

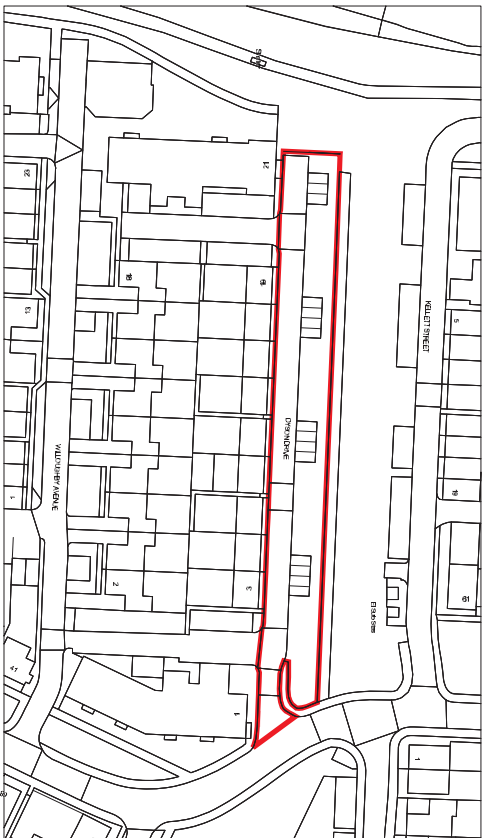
DYSON DRIVE

Development:

The creation of 9no. off-street parking spaces and planting of 3no. new trees.

LBH Ref Nos:

78464/APP/2024/3196

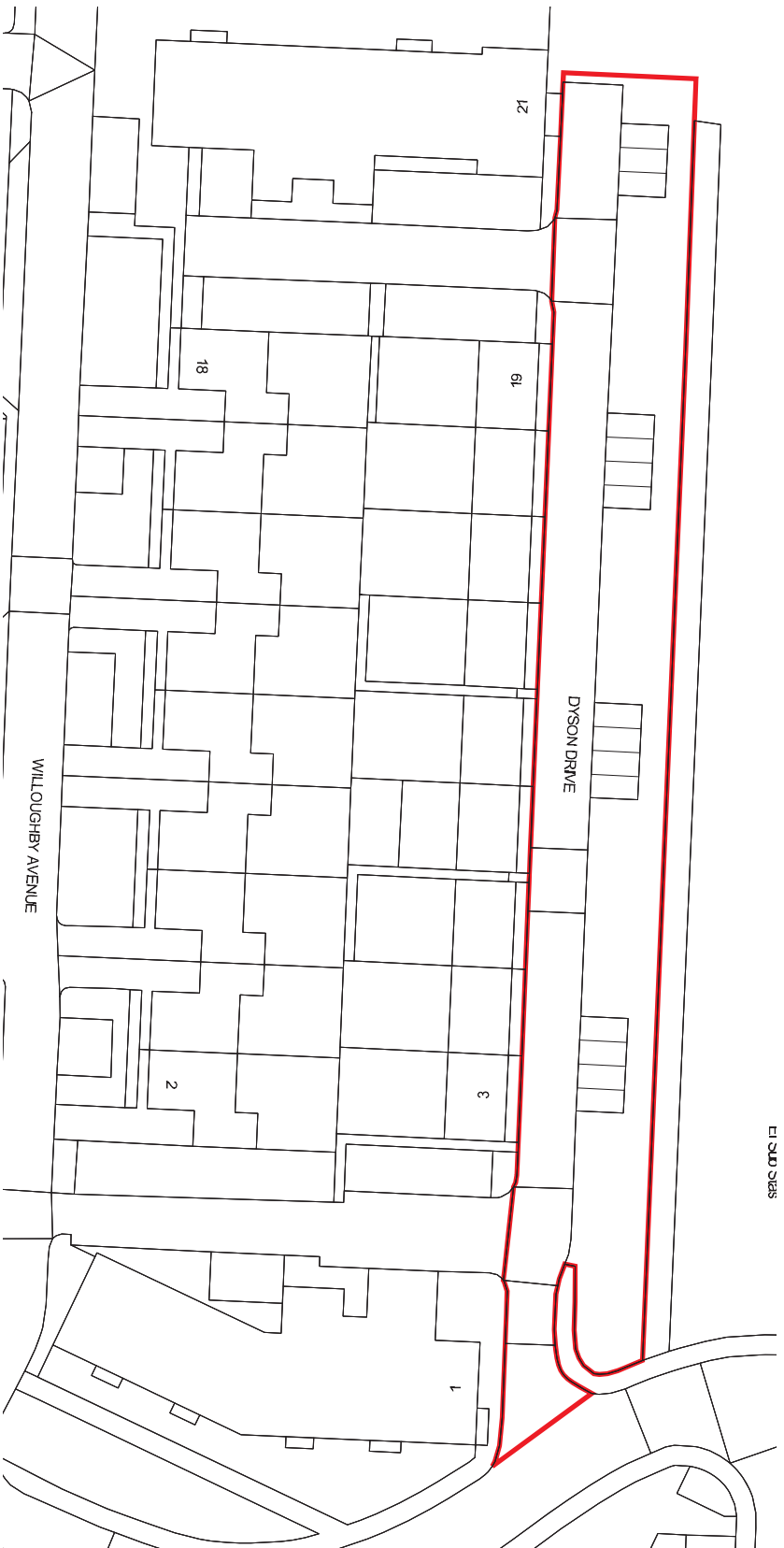


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Location Plan

Scale 1:1250

1:500 DMS



Existing Site Layout Scale 1:500

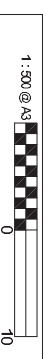


Rev	Date	Description

FLUENT
ARCHITECTURAL DESIGN SERVICES
69-71 WINCHELL ROAD, BUNGURDY,
MIDDLESBROUGH TA4 4BQ
E-MAIL: INFO@FLUENTMAD.CO.UK
WEB: FLUENTMAD.CO.UK

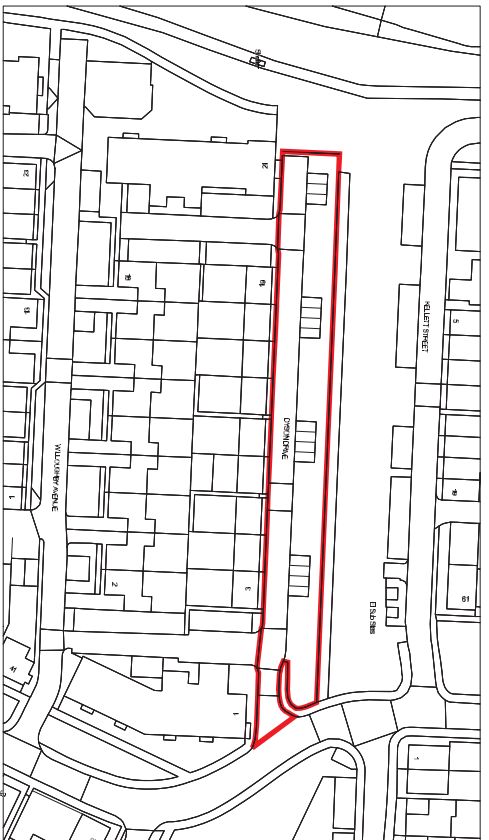
Dyson Drive, Hillingdon, Uxbridge

Existing Location and Site Plans



Scale	1:500 @ A3	DWG No.	FLU.CP.01
Date	11.07.23	Rev	B

Drawn	N.Millin
-------	----------

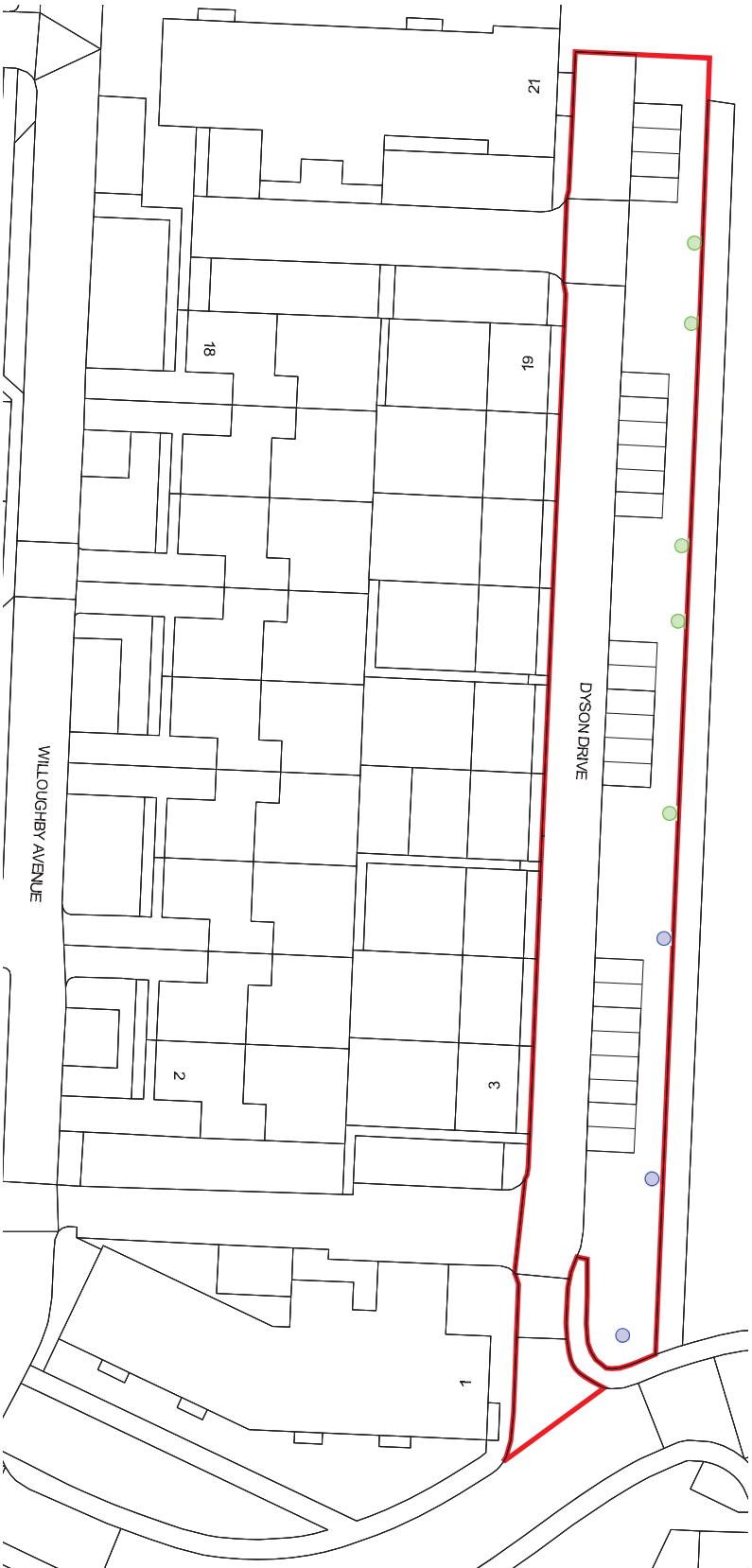


(c) Crown Copyright and Database Rights 2023 OS 100060020

Location Plan

Scale 1:1250

- Proposed Trees
- Existing Trees



Proposed Site Layout Scale 1:500

Rev	Date	Description

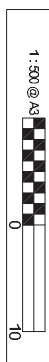


Fluent
ARCHITECTURAL DESIGN SERVICES

FLUENT
ARCHITECTURAL DESIGN SERVICES
69-71 WINDMILL ROAD, BUNGURDY,
MIDDLESBROUGH, DURHAM, DA1 4BQ, UK
E-MAIL: INFO@FLUENTMADS.CO.UK
WEB: FLUENTMADS.CO.UK

Dyson Drive, Hillingdon, Uxbridge

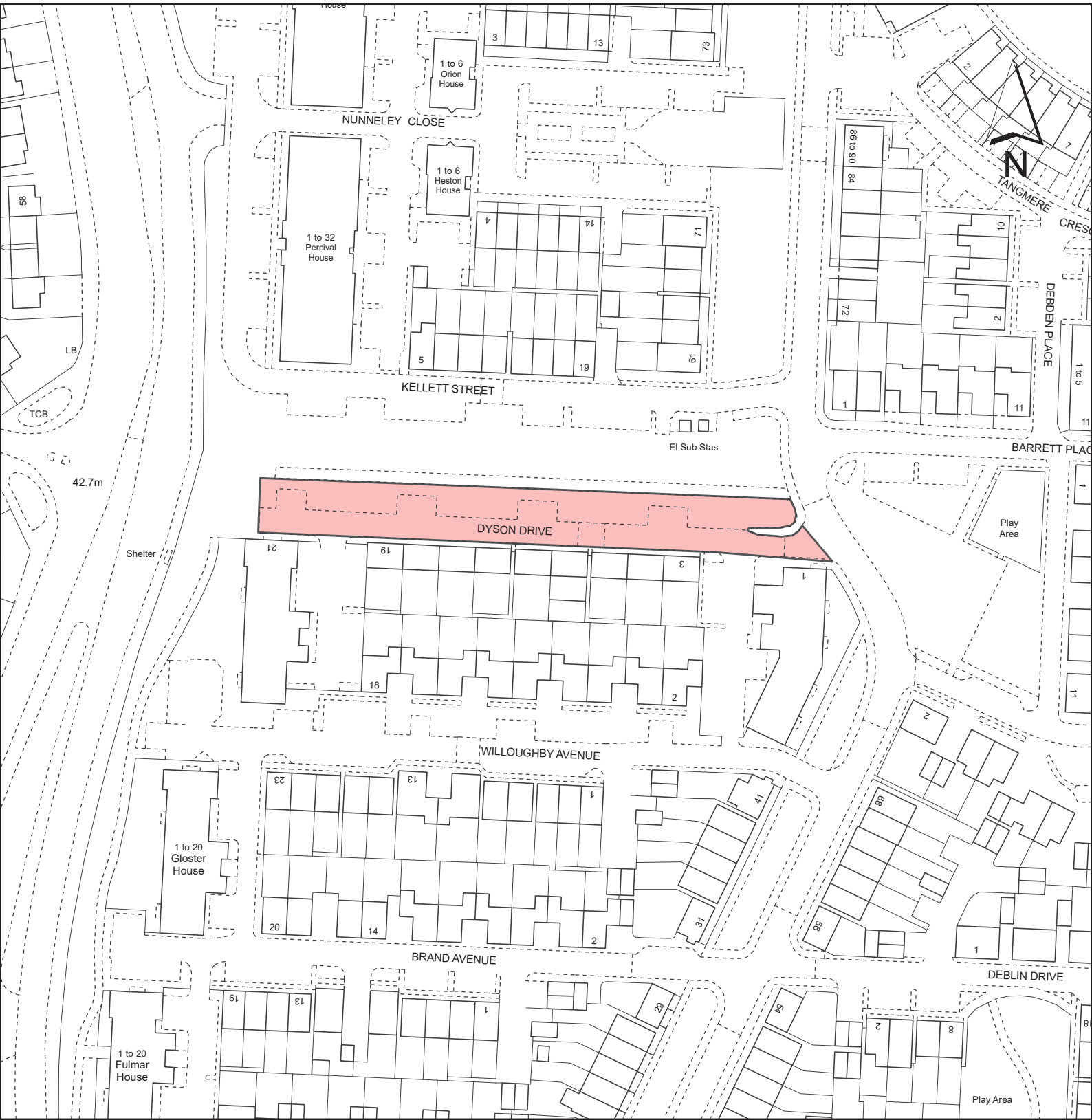
Proposed Location and Site Plans





Scale 1:500 @ A3
Date 11.07.23
DWG No. FLU.CP.02

Drawn N.Millin
Rev D





KEY :  Site Boundary	ADDRESS : Dyson Drive		LONDON BOROUGH OF HILLINGDON RESIDENTS SERVICES PLANNING SECTION
DISCLAIMER : 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	PLANNING APPLICATION REFERENCE : 78464/APP/2024/3196	SCALE : 1:1,250	CIVIC CENTRE, UXBRIDGE, UB8 1UW
	PLANNING COMMITTEE :	DATE : 12/03/2025	

Report of the Head of Development Management and Building Control

Address:

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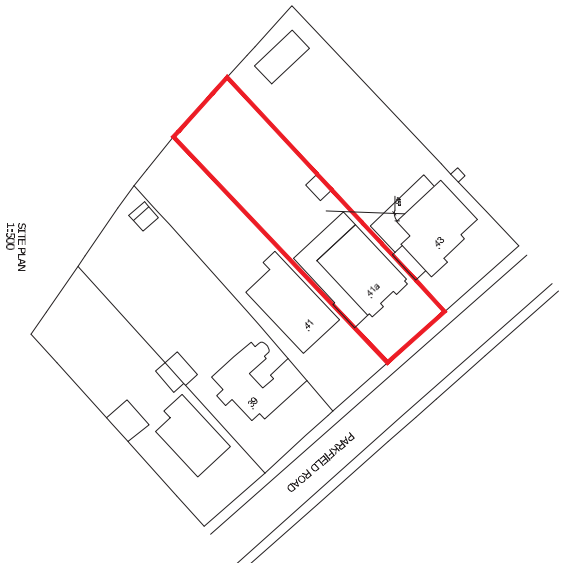
Development:

Demolition of the existing dwelling and the replacement with a two storey five-bedroom dwelling with associated parking and landscaping

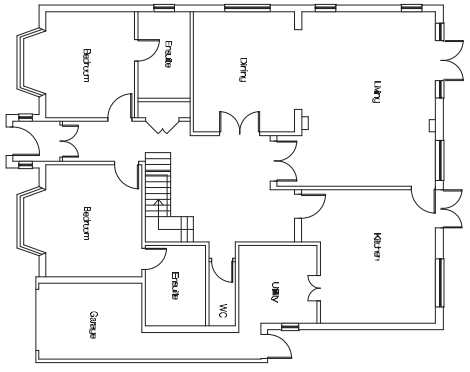
LBH Ref Nos:

38629/APP/2024/1155

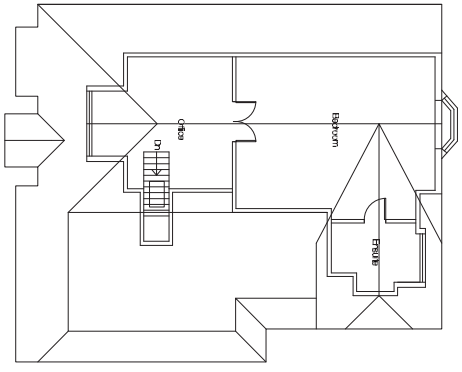
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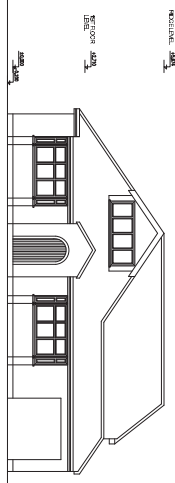
SITE PLAN
1:250



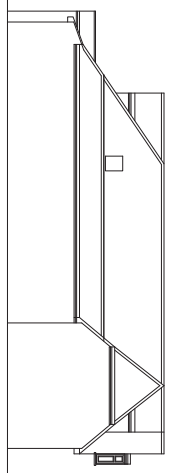
EXISTING GROUND FLOOR PLAN
1:100



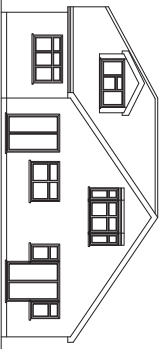
EXISTING FIRST FLOOR PLAN
1:100



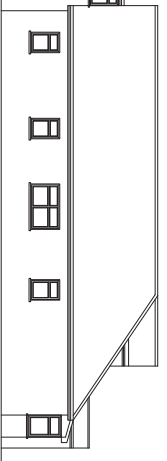
EXISTING FRONT ELEVATION
1:100



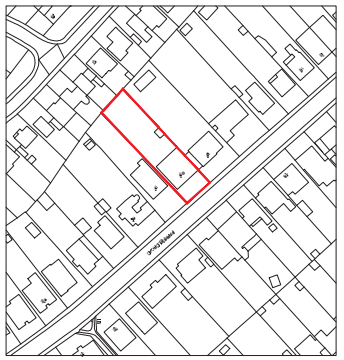
EXISTING SIDE ELEVATION
1:100



EXISTING REAR ELEVATION
1:100



EXISTING SIDE ELEVATION
1:100



LOCATION PLAN
1:1250

SCALE BAR 1:1500 0 5 10 15 20 25m

SCALE BAR 1:100 0 1 2 3 4 5m

Consilio
DESIGN + PLANNING + ARCHITECTURE

Unit 1, 590 Coombe Way Rd,
Uxbridge UB8 2PX
UK
TEL: 01892 2128
CONSULTANTS
info@consilio.co.uk | www.consilio.co.uk

RTPI
Chartered Town Planner

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ENGINEERING PURPOSES.

IMPORTANT NOTE!	REVISION	DESCRIPTION	DATE
1. ALL OTHERS SUBMITTIONS WITHIN THE EQUILIBRIUM LINES OF THE SUBJECT PROPERTY, TO FULL PLANS, APPROVAL BY BUILDING CONTROL, NOT BUILDING NOTICE.	A	BLOCK PLAN AMENDED	15/08/24
	B	COUNCIL AMENDMENTS	24/10/24

THIS DRAWING IS SUBJECT TO AMENDMENT OR REMOVAL WITHOUT REPERMISSION FROM CONSILIO

DESCRIPTION:

REPLACEMENT DWELLING

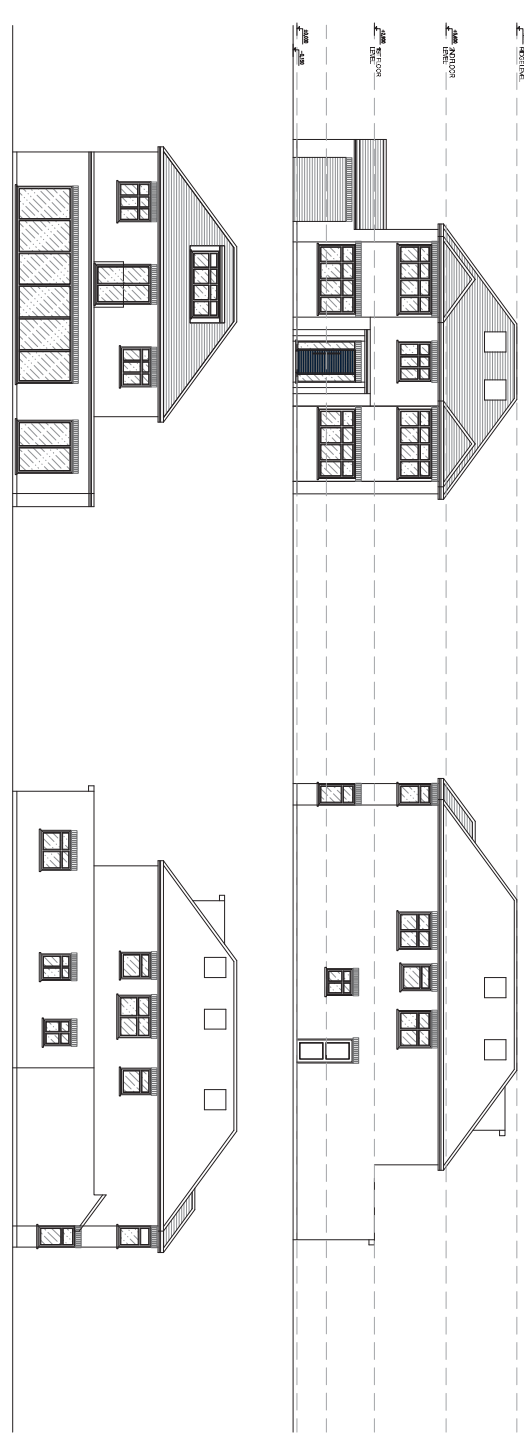
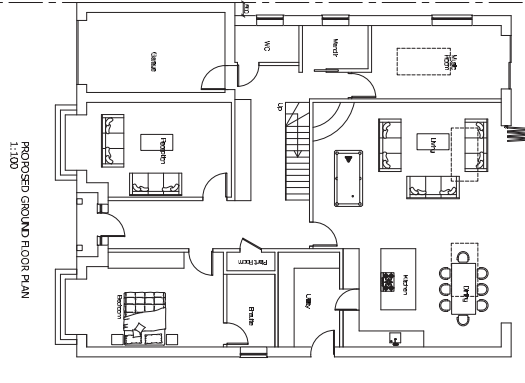
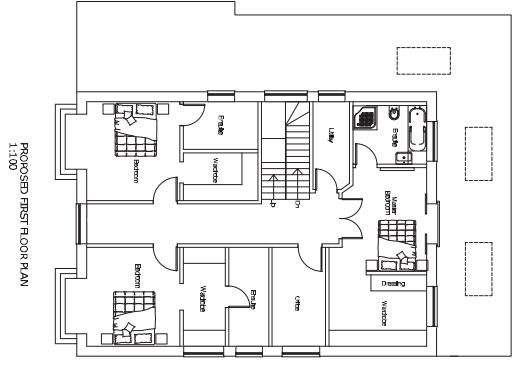
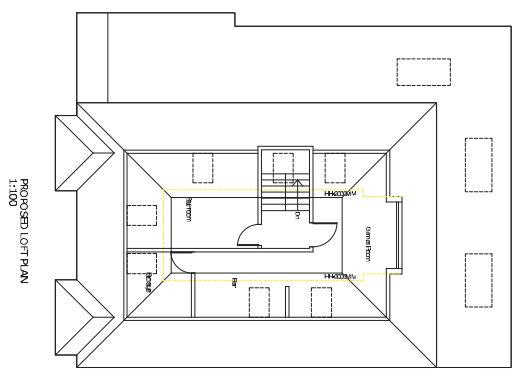
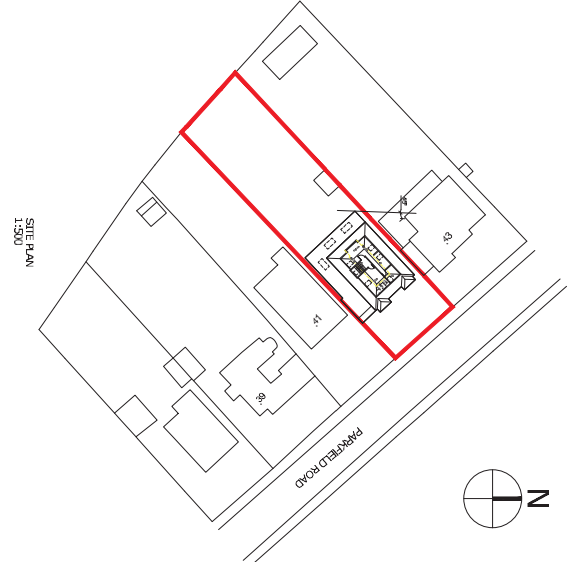
CLIENT / JOB ADDRESS:

41A PARKFIELD ROAD
ICKENHAM
UB10 8LW

DRAWING TITLE	PLANNING APPLICATION	SCALE	DATE	JOB NO.	DWG NO.
		1:100, 1:500 & 1:1250	07/11/2023	41-23-01	PA-01

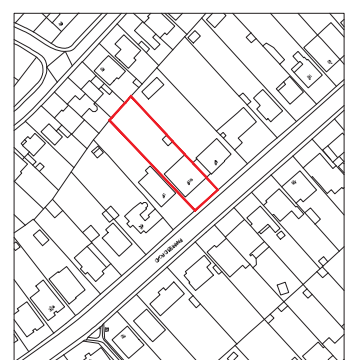
STATUS	CHECKED	DRAWN	REVISION
PA	HM	SG	B

SCALE BAR 1:1250 0 10 20 30 40 50m

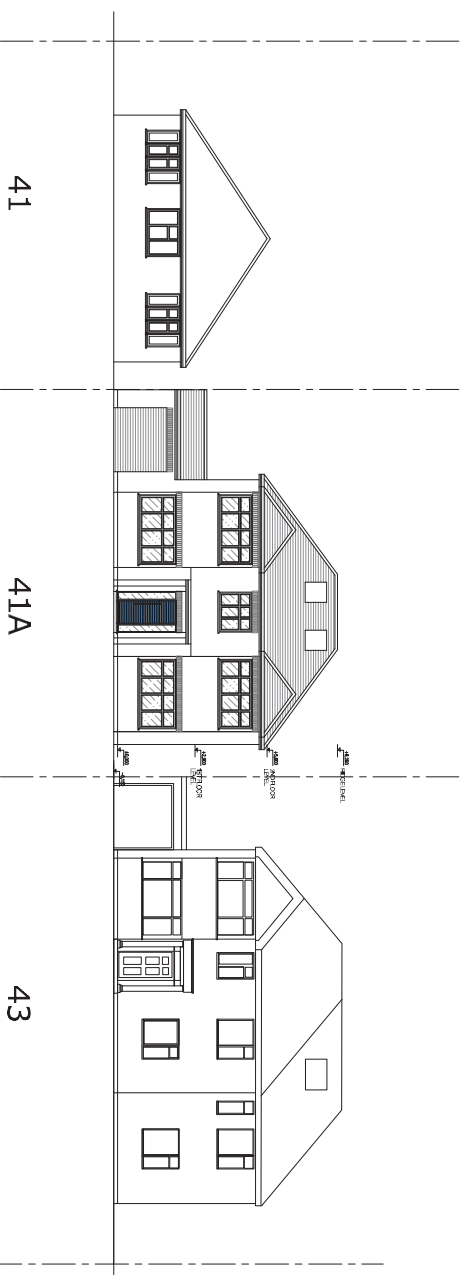


SCALE BAR 1:1500
0 5 10 15 20 25m

SCALE BAR 1:100
0 1 2 3 4 5m



<p>CONRAD TURNER ARCHITECTS 2, AVONWOOD, 2, 2ND FLOOR NORWICH, NORFOLK</p> <p>TEL: 01693 282288 EMAIL: info@conradturner.co.uk</p>		<p>DISCLAIMER: THESE ARE THE PLANNING DRAWINGS AND SHOULD NOT BE USED FOR ANY OTHER PURPOSES WITHOUT THE WRITTEN PERMISSION OF CONRAD TURNER ARCHITECTS.</p>		<p>IMPORTANT NOTE: 1. ALL OTHERS' BUILDINGS WITHIN THE SQUARE LINES OF THE SUBJECT PROPERTY TO BE SHOWN AS EXISTING. BUILDING CONTROL, NOT BUILDING NOTICE.</p>		<p>REVISION</p> <table border="1"> <tr> <th>REVISION</th> <th>DESCRIPTION</th> <th>DATE</th> </tr> <tr> <td>B</td> <td>COUNCIL AMENDMENTS</td> <td>24/10/24</td> </tr> <tr> <td>C</td> <td>COUNCIL AMENDMENTS</td> <td>10/02/25</td> </tr> </table>		REVISION	DESCRIPTION	DATE	B	COUNCIL AMENDMENTS	24/10/24	C	COUNCIL AMENDMENTS	10/02/25	<p>DESCRIPTION: REPLACEMENT DWELLING</p>		<p>CLIENT / JOB ADDRESS: 41A PARKFIELD ROAD ICKENHAM UR10 8LW</p>		<p>DRAWING TITLE PLANNING APPLICATION</p> <table border="1"> <tr> <th>SCALE</th> <th>DATE</th> <th>JOB NO.</th> <th>DWG NO.</th> <th>STATUS</th> <th>CHECKED</th> <th>DRAWN</th> <th>REVISION</th> </tr> <tr> <td>1:100, 1:500 & 1:1250</td> <td>10/02/2025</td> <td>41-23-01</td> <td>PA-02</td> <td>@ A1</td> <td>HM</td> <td>SG</td> <td>C</td> </tr> </table>		SCALE	DATE	JOB NO.	DWG NO.	STATUS	CHECKED	DRAWN	REVISION	1:100, 1:500 & 1:1250	10/02/2025	41-23-01	PA-02	@ A1	HM	SG	C
REVISION	DESCRIPTION	DATE																																				
B	COUNCIL AMENDMENTS	24/10/24																																				
C	COUNCIL AMENDMENTS	10/02/25																																				
SCALE	DATE	JOB NO.	DWG NO.	STATUS	CHECKED	DRAWN	REVISION																															
1:100, 1:500 & 1:1250	10/02/2025	41-23-01	PA-02	@ A1	HM	SG	C																															



PROPOSED STREET VIEW
1:100

SCALE BAR 1:500 0 5 10 15 20 25m

SCALE BAR 1:100 0 1 2 3 4 5m

Constilio
DESIGN • PLANNING • ARCHITECTURE

Unit 1, 590 Coleridge Rd,
Coleridge, 082 274

TEL: 09 488 2288
EMAIL: info@constilio.co.nz

RTPI
Chartered Town Planner

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IMPORTANT NOTE!
1. ALL OTHERS' BUILDINGS WITHIN THE SQUARE LINES OF THE SUBJECT PROPERTY TO BE FULLY APPROVED BY BUILDING CONTROL, NOT BUILDING NOTICE.

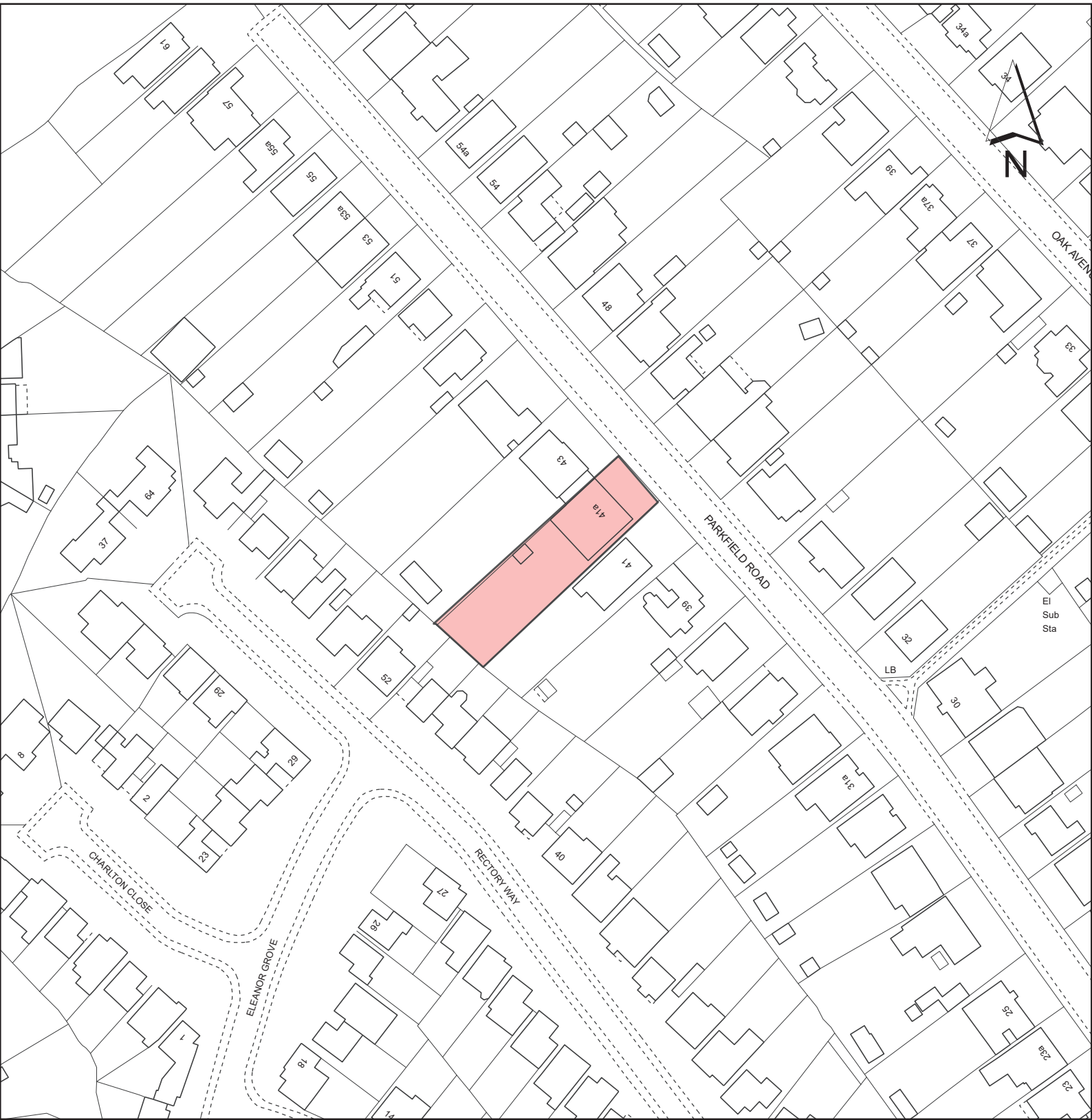
REVISION	DESCRIPTION	DATE

THIS DRAWING IS SUBJECT TO COMMENTATION AND REVISIONS. THIS DRAWING WITHOUT REVISIONS IS NOT FOR CONSTRUCTION.

DESCRIPTION:
REPLACEMENT DWELLING

CLIENT / JOB ADDRESS:
**41A PARKFIELD ROAD
ICKENHAM
UB10 8LW**

DRAWING TITLE		PLANNING APPLICATION	
SCALE	1:100, 1:500 & 1:1250	@ A1	STATUS
DATE	21/08/2024		CHECKED
JOB NO.	41-23-01		DRAWN
DWG NO.	PA-03		REVISION
			PA
			HM
			SG

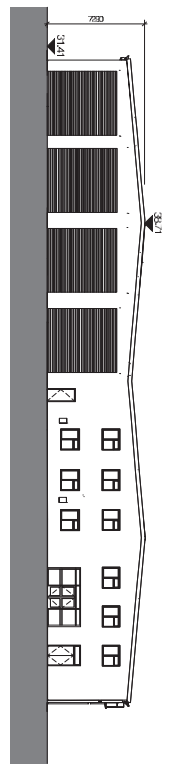
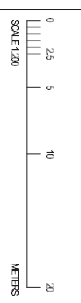


Report of the Head of Development Management and Building Control

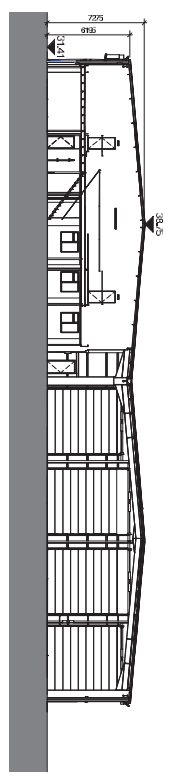
Address: UNIT 4, SILVERDALE INDUSTRIAL ESTATE SILVERDALE ROAD HAYES

Development: Demolition of the existing building and structures on site, and all other associated site clearance works. Construction of a data centre building (Class B8) with plant at roof level with an emergency generator (1no.) and associated flue (provided within an external compound adjoining the data centre building), sprinkler tank and pumphouse, security guard house, and provision of one kiosk substation and MV Building. The development also comprises the construction of a new access and internal road and circulation areas, footpaths, provision of car and bicycle parking, hard and soft landscaping and other associated works and ancillary site infrastructure (design amendment reconsultation 10.02.25 including increasing parapet height by 1.54m)

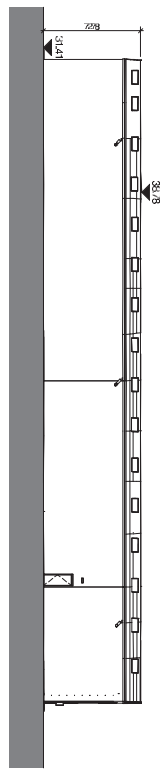
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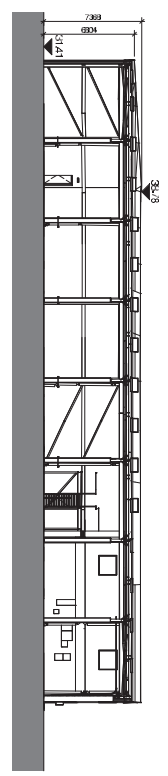
1 EXISTING BUILDING NORTH ELEVATION
Scale: 1:200



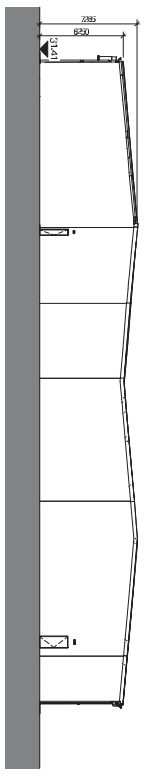
5 EXISTING BUILDING SECTION AA
Scale: 1:200



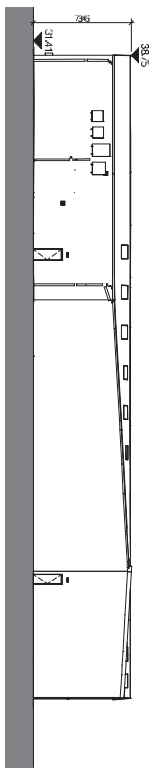
2 EXISTING BUILDING EAST ELEVATION
Scale: 1:200



6 EXISTING BUILDING SECTION BB
Scale: 1:200



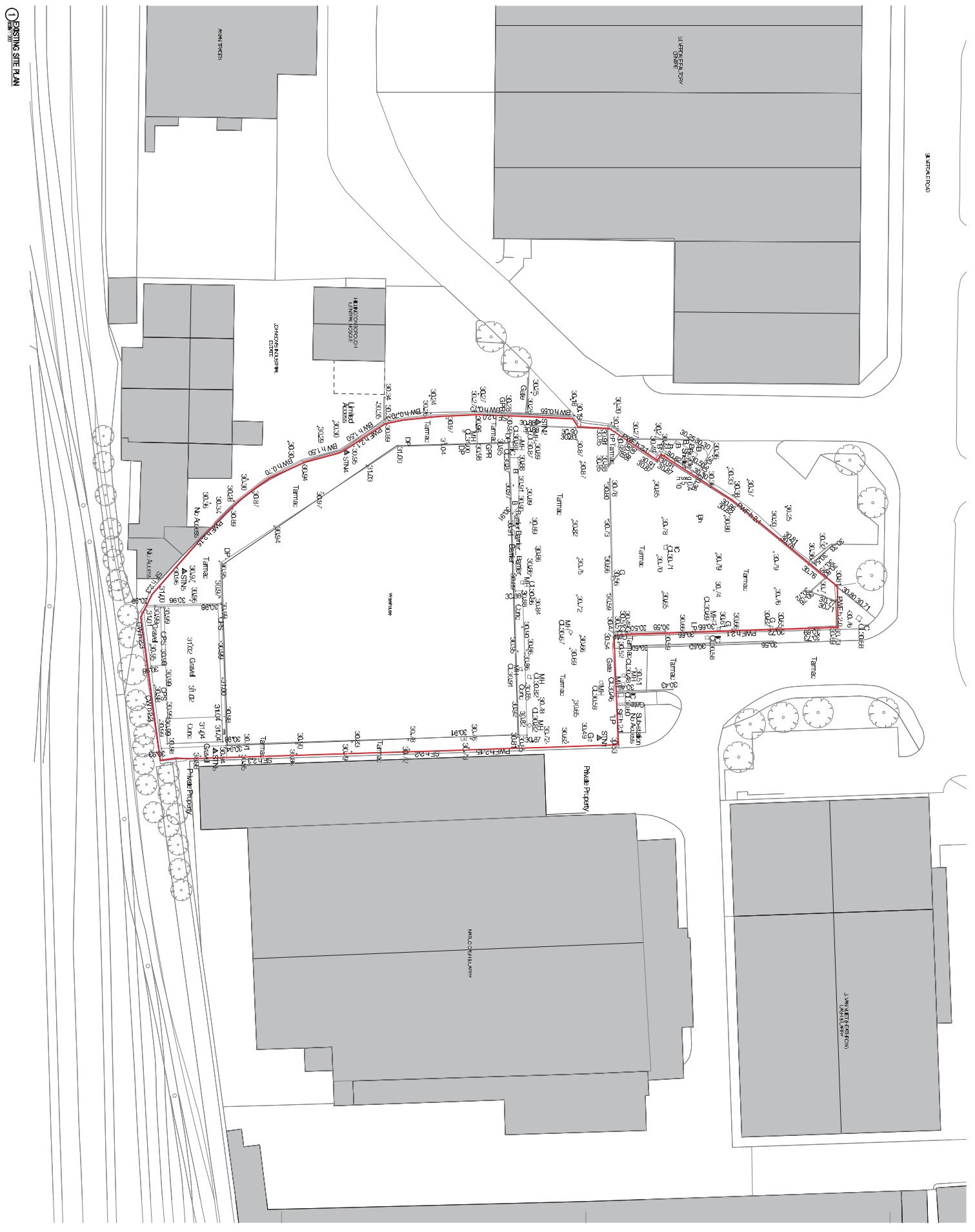
3 EXISTING BUILDING SOUTH ELEVATION
Scale: 1:200



4 EXISTING BUILDING WEST ELEVATION
Scale: 1:200

REV.	NO.	DESCRIPTION	ISSUED BY
1	01	ISSUED FOR PERMIT	NS/BJL/KHP
2	02	ISSUED FOR PERMIT	NS/BJL/KHP
3	03	ISSUED FOR PERMIT	NS/BJL/KHP
4	04	ISSUED FOR PERMIT	NS/BJL/KHP
5	05	ISSUED FOR PERMIT	NS/BJL/KHP
6	06	ISSUED FOR PERMIT	NS/BJL/KHP
7	07	ISSUED FOR PERMIT	NS/BJL/KHP
8	08	ISSUED FOR PERMIT	NS/BJL/KHP
9	09	ISSUED FOR PERMIT	NS/BJL/KHP
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17	17	ISSUED FOR PERMIT	NS/BJL/KHP
18	18	ISSUED FOR PERMIT	NS/BJL/KHP
19	19	ISSUED FOR PERMIT	NS/BJL/KHP
20	20	ISSUED FOR PERMIT	NS/BJL/KHP

PROJECT		DATE	
EXISTING BUILDING ELEVATION AND SECTIONS		1-200	
SHEET NO.		A-1016	
CLIENT		60/0000000000000000	
PREPARED BY		NS/BJL/KHP	
CHECKED BY		NS/BJL/KHP	
DATE		1-200	
SCALE		1-200	
PROJECT NO.		60/0000000000000000	
SHEET NO.		A-1016	
CLIENT		60/0000000000000000	
PREPARED BY		NS/BJL/KHP	
CHECKED BY		NS/BJL/KHP	
DATE		1-200	
SCALE		1-200	
PROJECT NO.		60/0000000000000000	



1. EXISTING SITE PLAN

NORTH ARROW

 GRAPHIC SCALE BAR: 0, 25, 50, 75, 100 FEET

 SCALE: 1" = 20'

 REVISIONS:

- 1. 01/15/2010

NO.	DATE	DESCRIPTION	BY	CHKD.
1	01/15/2010	ISSUED FOR PERMIT	EBR/SJS	EBR/SJS

PROJECT:	LABORATORY
CLIENT:	LABORATORY
DATE:	01/15/2010
SCALE:	1" = 20'
DESIGNER:	EBR/SJS
CHECKER:	EBR/SJS
DATE:	01/15/2010

PROJECT:	LABORATORY
CLIENT:	LABORATORY
DATE:	01/15/2010
SCALE:	1" = 20'
DESIGNER:	EBR/SJS
CHECKER:	EBR/SJS
DATE:	01/15/2010

3 KAMPUS BARU

3 KAMPUS BARU
KAMPUS BARU

ADMINISTRASI

3 KAMPUS BARU
KAMPUS BARU

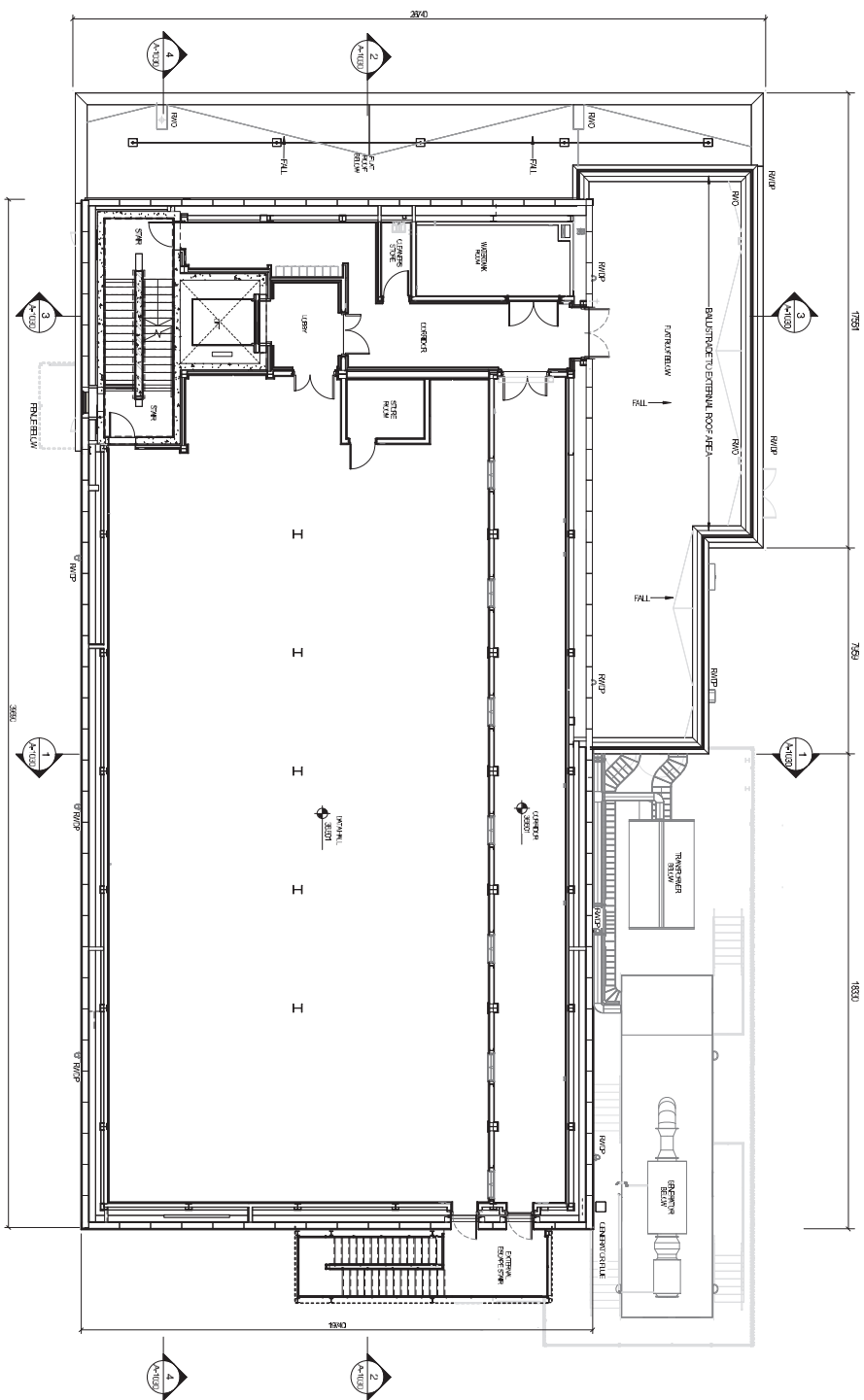
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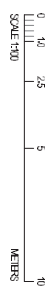
3 KAMPUS BARU
KAMPUS BARU



- 1. BENTANG BANGUNAN
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- 97. BENTANG BANGUNAN
- 98. BENTANG BANGUNAN
- 99. BENTANG BANGUNAN
- 100. BENTANG BANGUNAN



1 FIRST FLOOR PLAN
SCALE: 1:100



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CLIENT:
KAWANZA
155A, 156A & 157A (KAWANZA)
155B, 156B & 157B (KAWANZA)
155C, 156C & 157C (KAWANZA)
155D, 156D & 157D (KAWANZA)

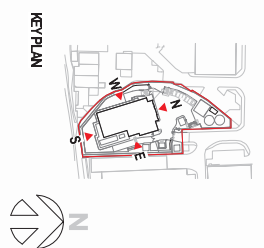
DESIGNER:
KAWANZA ARCHITECTS
155A, 156A & 157A (KAWANZA)
155B, 156B & 157B (KAWANZA)
155C, 156C & 157C (KAWANZA)
155D, 156D & 157D (KAWANZA)

DATE:
15/05/2024

PROJECT:
KAWANZA ARCHITECTS
155A, 156A & 157A (KAWANZA)
155B, 156B & 157B (KAWANZA)
155C, 156C & 157C (KAWANZA)
155D, 156D & 157D (KAWANZA)

SHEET NO.	A-1001
PROJECT NO.	6040401001
DATE	15/05/2024
SCALE	1:100
REV.	P01

NOTES

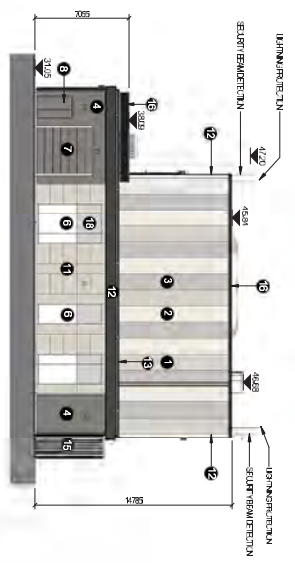


LEGEND

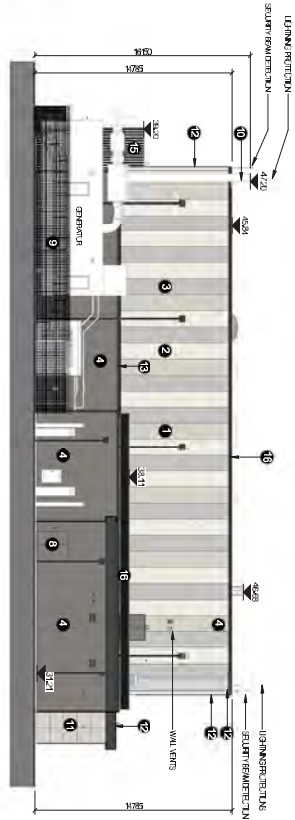
LEGEND - EXTERNAL FINISHES

- 1 LIGHT GRAY POLYURETHANE PAINT SYSTEM
- 2 LIGHT GRAY POLYURETHANE PAINT SYSTEM
- 3 LIGHT GRAY POLYURETHANE PAINT SYSTEM
- 4 LIGHT GRAY POLYURETHANE PAINT SYSTEM
- 5 LIGHT GRAY POLYURETHANE PAINT SYSTEM
- 6 LIGHT GRAY POLYURETHANE PAINT SYSTEM
- 7 LIGHT GRAY POLYURETHANE PAINT SYSTEM
- 8 LIGHT GRAY POLYURETHANE PAINT SYSTEM
- 9 LIGHT GRAY POLYURETHANE PAINT SYSTEM
- 10 LIGHT GRAY POLYURETHANE PAINT SYSTEM
- 11 LIGHT GRAY POLYURETHANE PAINT SYSTEM
- 12 LIGHT GRAY POLYURETHANE PAINT SYSTEM
- 13 LIGHT GRAY POLYURETHANE PAINT SYSTEM
- 14 LIGHT GRAY POLYURETHANE PAINT SYSTEM
- 15 LIGHT GRAY POLYURETHANE PAINT SYSTEM
- 16 LIGHT GRAY POLYURETHANE PAINT SYSTEM
- 17 LIGHT GRAY POLYURETHANE PAINT SYSTEM
- 18 LIGHT GRAY POLYURETHANE PAINT SYSTEM
- 19 LIGHT GRAY POLYURETHANE PAINT SYSTEM

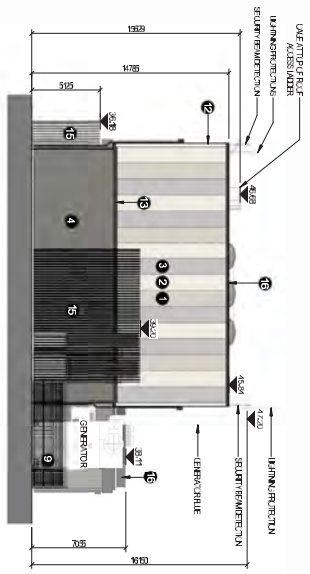
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SCALE: 1:200



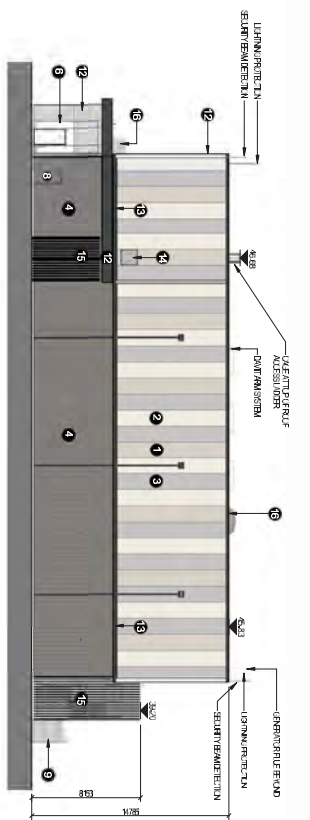
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SCALE: 1:200



3 SOUTH ELEVATION
SCALE: 1:200



4 WEST ELEVATION
SCALE: 1:200



REV.	DATE	DESCRIPTION	BY	CHK.
01	2024-01-15	ISSUE FOR PERMIT	AA	AA
02	2024-02-01	REVISIONS	AA	AA

NO.	DESCRIPTION	DATE
1	ISSUE FOR PERMIT	2024-01-15
2	REVISIONS	2024-02-01

NO.	DESCRIPTION	DATE
1	ISSUE FOR PERMIT	2024-01-15
2	REVISIONS	2024-02-01

NO.	DESCRIPTION	DATE
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2	REVISIONS	2024-02-01

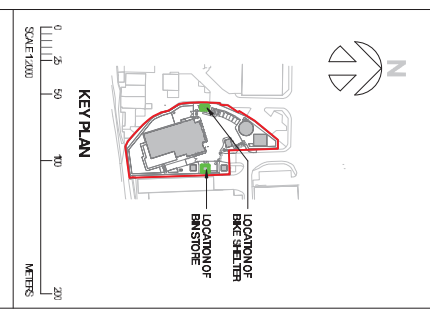
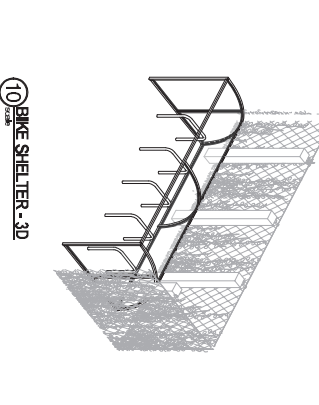
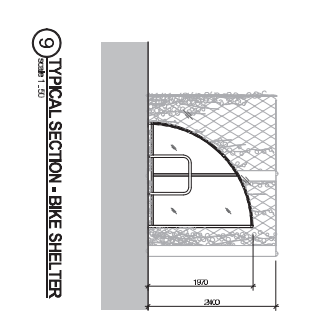
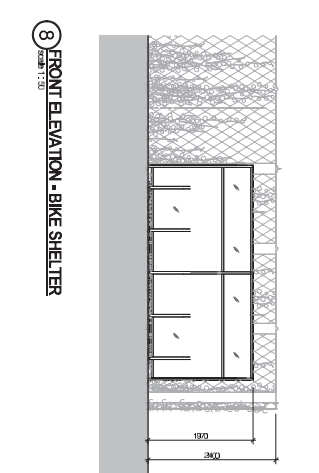
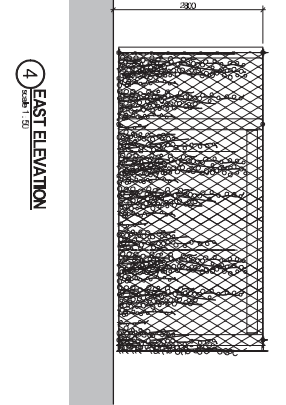
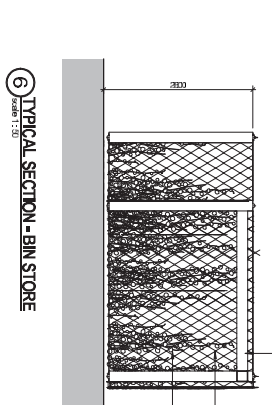
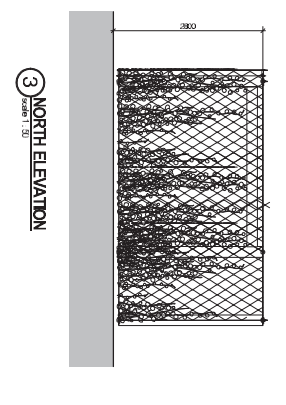
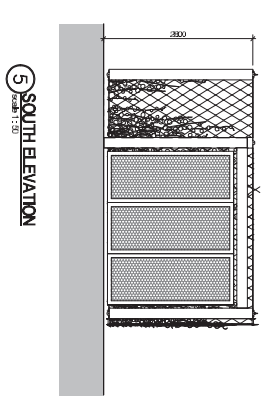
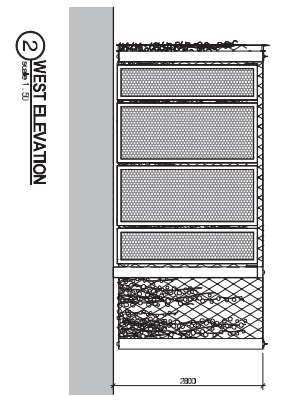
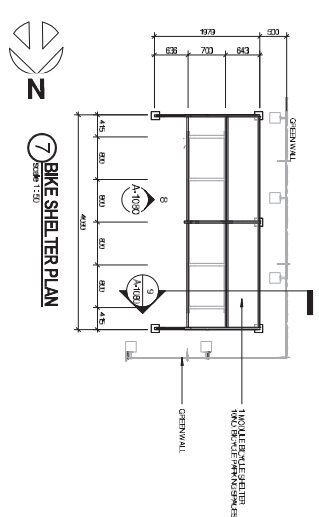
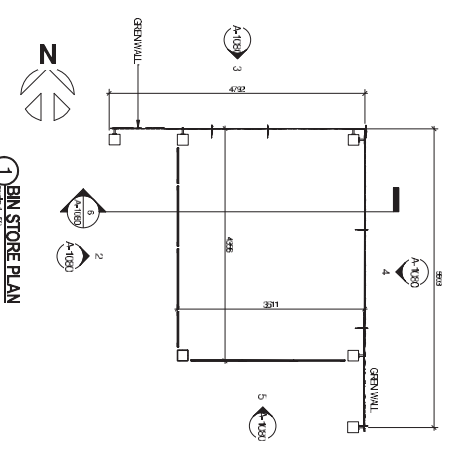
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2	REVISIONS	2024-02-01

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2	REVISIONS	2024-02-01

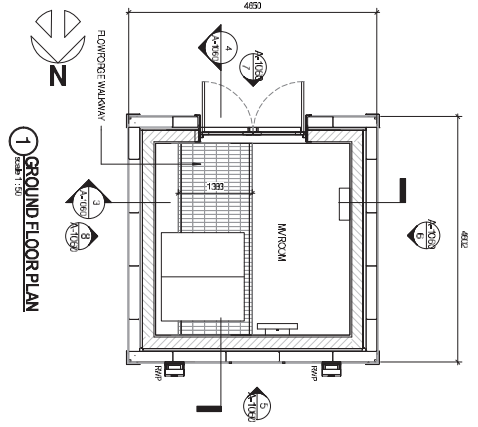
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2	REVISIONS	2024-02-01

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2	REVISIONS	2024-02-01

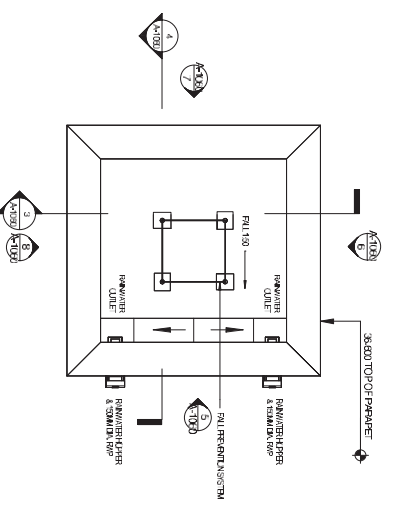
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2	REVISIONS	2024-02-01



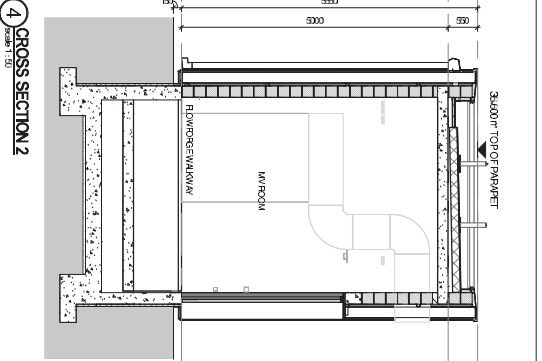
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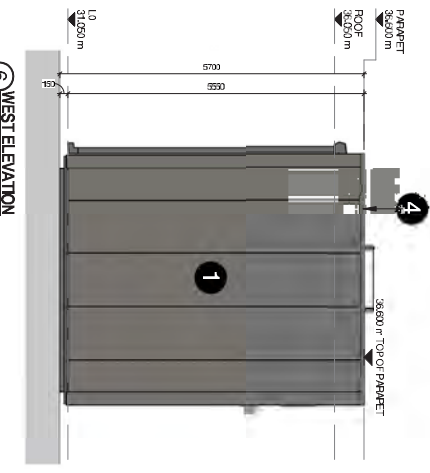
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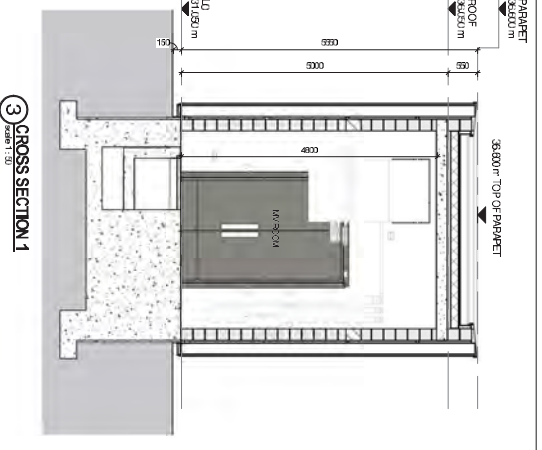
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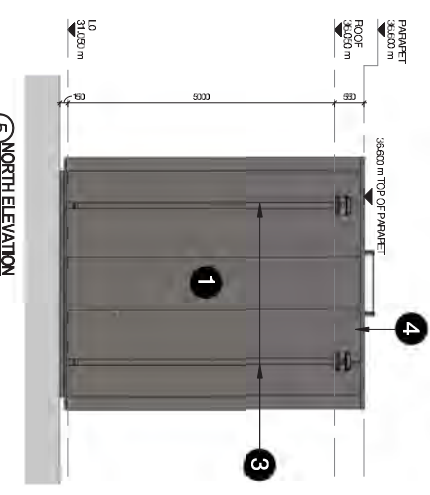
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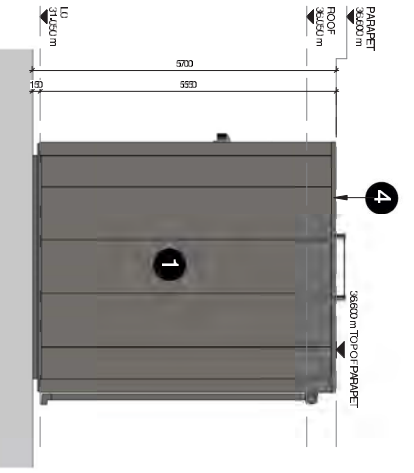
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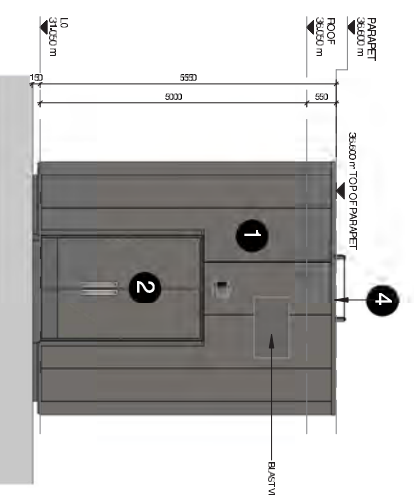
3 GROSS SECTION 1
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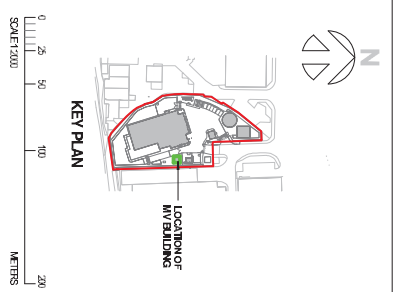
5 NORTH ELEVATION
Scale: 1:50



8 EAST ELEVATION
Scale: 1:50



7 SOUTH ELEVATION
Scale: 1:50



KEY PLAN

- MATERIAL LEGEND :**
- 1 NATURAL WALL PANEL, VENTILATED, U/LAD (COLOUR:RAL 7001)
 - 2 POWER-CONTROLLED POLYMER-INSULATED DOOR (COLOUR:RAL 7001)
 - 3 PFC-BRAND WATER-PROOFING (COLOUR:RAL 7001)
 - 4 PFC-ALUMINIUM TRIMMING AND FINISHINGS (COLOUR:RAL 7001)



NO.	UNIT	DESCRIPTION	REMARKS
1	DOOR	POWER-CONTROLLED POLYMER-INSULATED DOOR	
2	WALL	NATURAL WALL PANEL, VENTILATED, U/LAD	
3	TRIMMING	PFC-ALUMINIUM TRIMMING AND FINISHINGS	
4	ROOFING	PFC-BRAND WATER-PROOFING	

CONTRACTOR:
MAKINSA
 11, Jalan Makin, 11000 Balik Pulau, Pulau Pinang.
 Tel: 04-62830308
 Fax: 04-62830309
 Email: info@makinsa.com

CLIENT:
 KUALA LUMPUR WATER SUPPLY CORPORATION
 11, Jalan Makin, 11000 Balik Pulau, Pulau Pinang.
 Tel: 04-62830308
 Fax: 04-62830309
 Email: info@klwsc.com

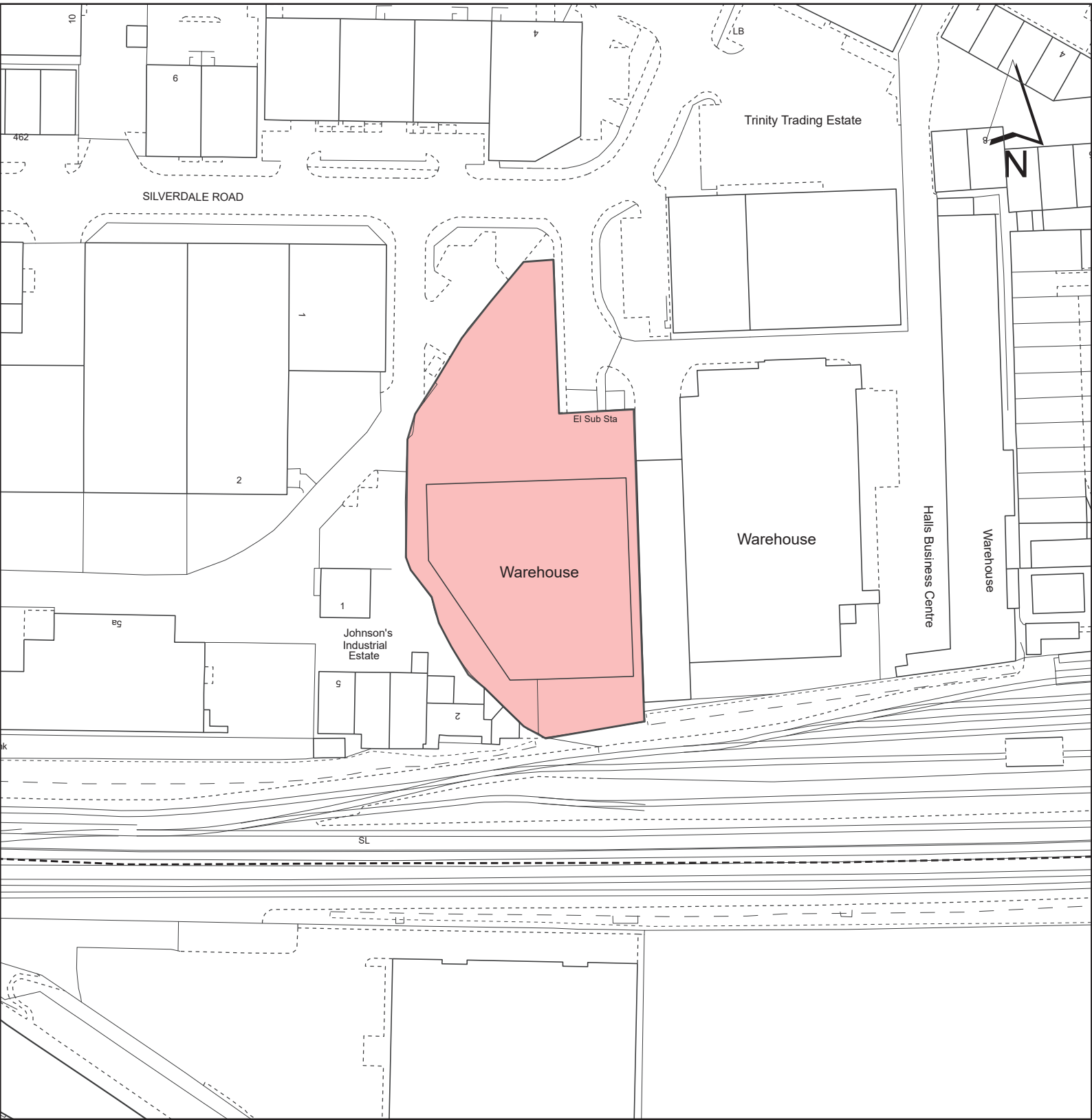
DATE: 15/08/2024



PROJECT: KUALA LUMPUR WATER SUPPLY CORPORATION - NEW BUILDING

SCALE: 1:50

DATE: 15/08/2024

PROJECT: KUALA LUMPUR WATER SUPPLY CORPORATION - NEW BUILDING



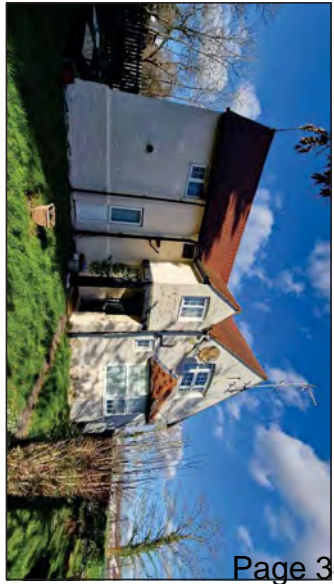
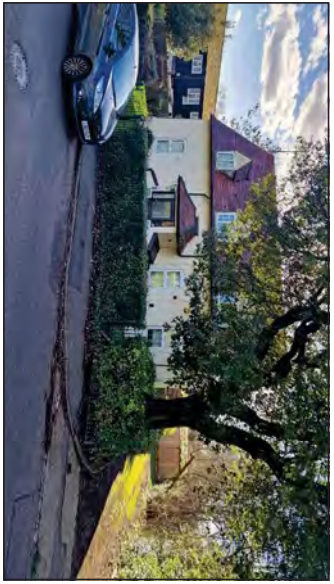
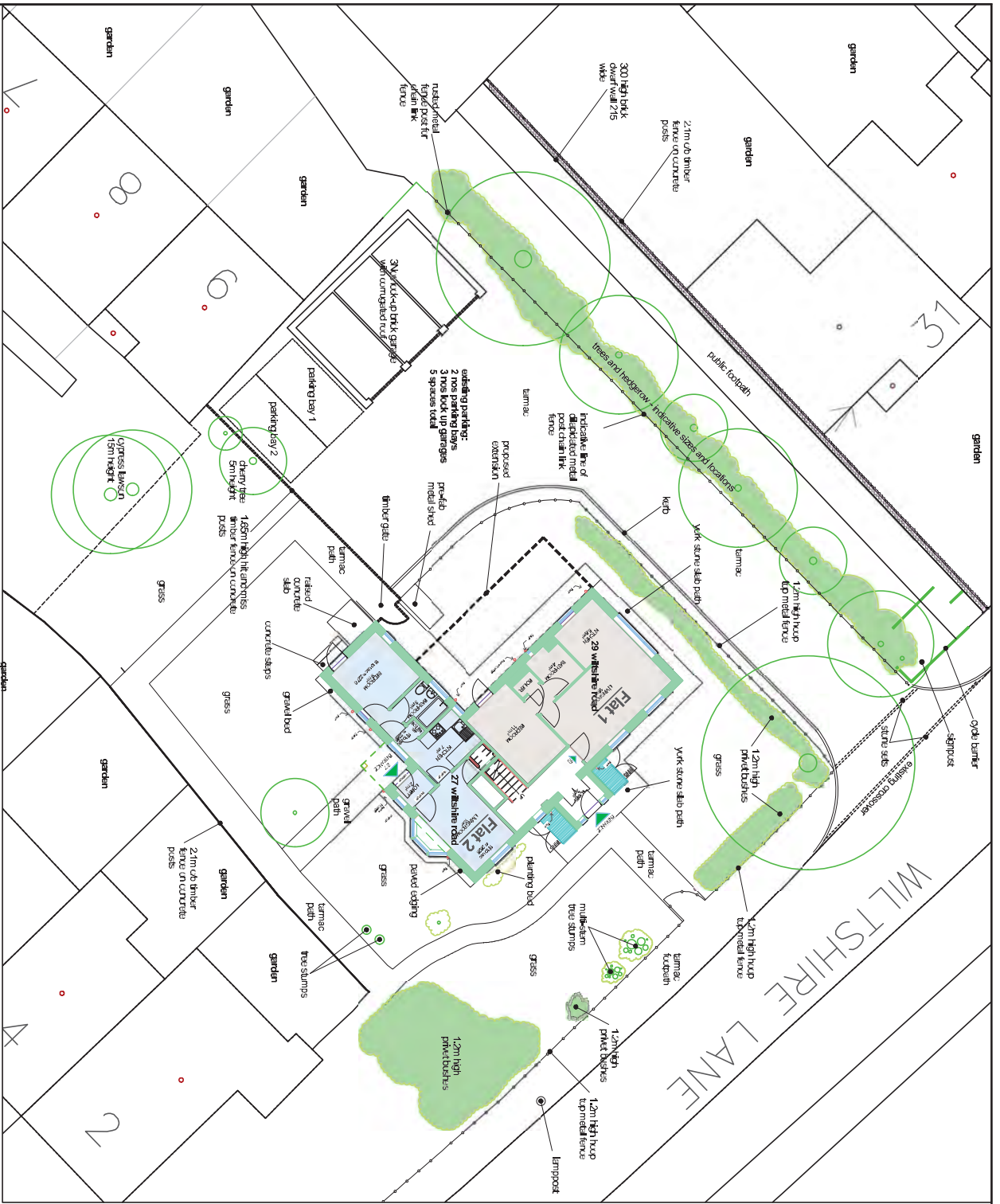
KEY :  Site Boundary	ADDRESS : UNIT 4 SILVERDALE INDUSTRIAL ESTATE		LONDON BOROUGH OF HILLINGDON RESIDENTS SERVICES PLANNING SECTION
DISCLAIMER : For identification purposes only This copy has been made by or with the authority of the Head of Committee Services pursuant to section 47 of the Copyright, 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	PLANNING APPLICATION REFERENCE : 49261/APP/2024/2904	SCALE : 1:1,250	CIVIC CENTRE, UXBRIDGE, UB8 1UW
	PLANNING COMMITTEE :	DATE : 12/03/2025	

Report of the Head of Development Management and Building Control

Address: 27 WILTSHIRE LANE

Development: Proposed demolition of the existing block of 3 garages, conversion of the existing locally listed flatted house into 2 houses with single storey rear extension, new dropped kerb and all associated parking provision and external works.

LBH Ref Nos: 79205/APP/2024/3177



Rev	Revisions	Issue	Date

HILLINGDON
 LONDON
 PLACE DISCREET
 CAPITAL PROGRAMME WORKS SERVICE
 4N, CIVIC CENTRE, UDBROOKE, UB8 3JW
 Tel: 01895 250 111
 www.hillingdon.gov.uk

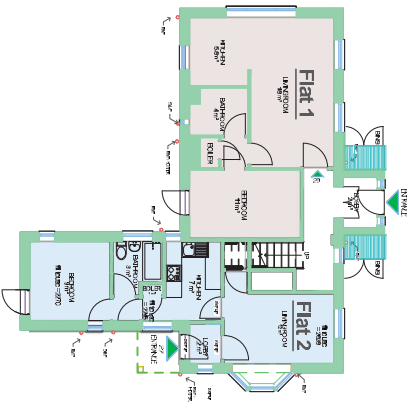
27-29 WILTSHIRE LANE, PINNERS, HA5 2JY
 PROJECT

DESCRIPTION
 EXISTING SITE PLAN AND PHOTOGRAPHS

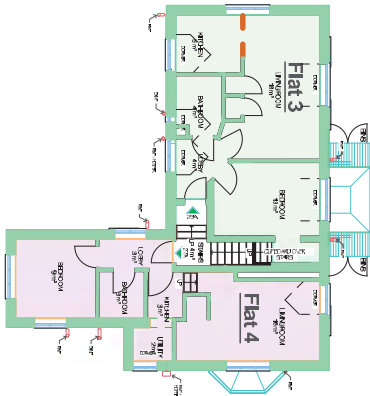
SCALE	DATE
1:200 @ A3	OCT 2024
DRAWINGS	REV
2024/D/352/P/02	

SUB-STANDARD FLAT AREAS:
 Flat 1 - 1 bed at 41.6m²
 Flat 2 - 1 bed at 36.5m²
 Flat 3 - 1 bed at 44.8m²
 Flat 4 - 1 bed at 37.2m²
TOTAL GIA = 183.3m²

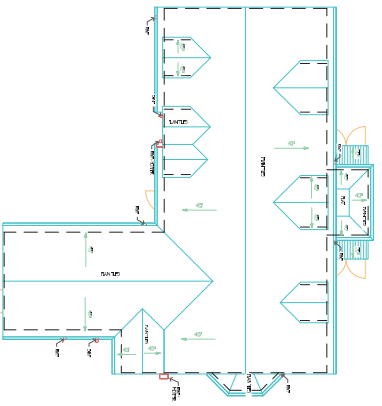
Ground Floor
 GIA = 92.6m²



First Floor
 GIA = 90.7m²



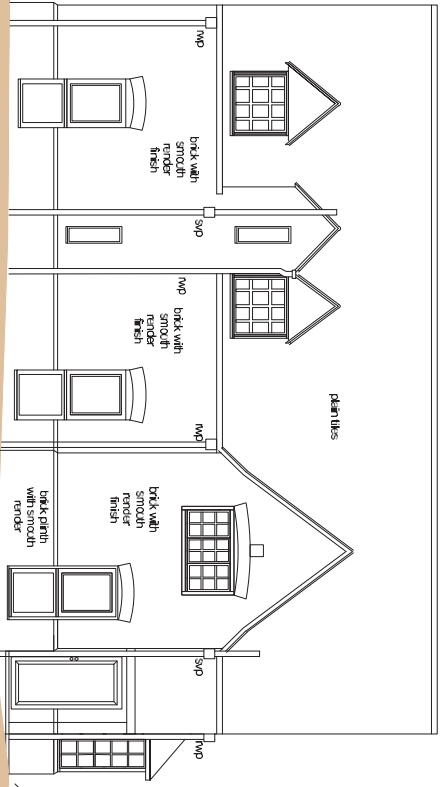
Roof Plan



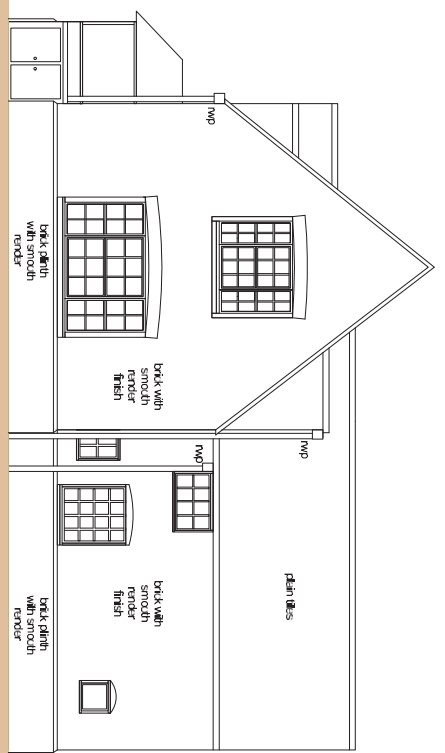
Rev	1	2	3	4	5
DESCRIPTION	ISSUED	DATE	BY	CHKD	APPD
DATE	19/08/2024	19/08/2024	SV	SV	SV
SCALE	1:200 @ A3	1:200 @ A3	1:200 @ A3	1:200 @ A3	1:200 @ A3
PROJECT	27-29 WILTSHIRE LANE, PINNERS, HA5 2LY				
DESCRIPTION	EXISTING FLOOR PLANS AND ROOF PLAN				
DRAWINGS NO.	2024/D/352/P/04				
DATE	NOV 2024				
REV	REV				

HILLINGDON
 LONDON

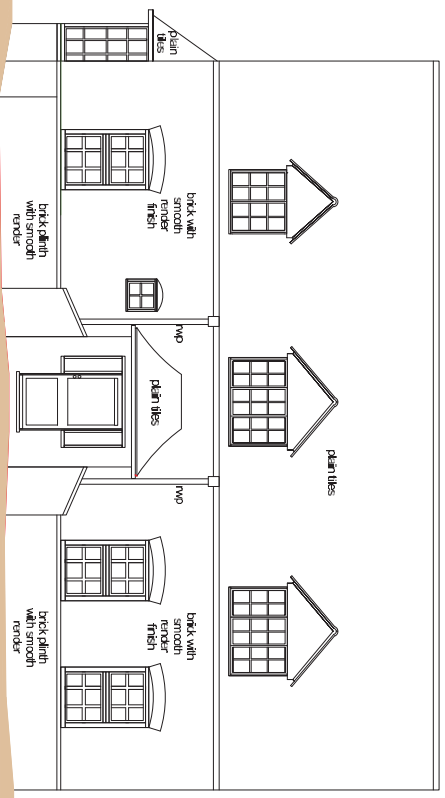
PLACE DIRECTORATE
 CAPITAL PROGRAMME WORKS SERVICE
 4th CIVIC CENTRE, URBOROUGH, URB 1UW
 TEL: 01895 250 111
 www.hillingdon.gov.uk



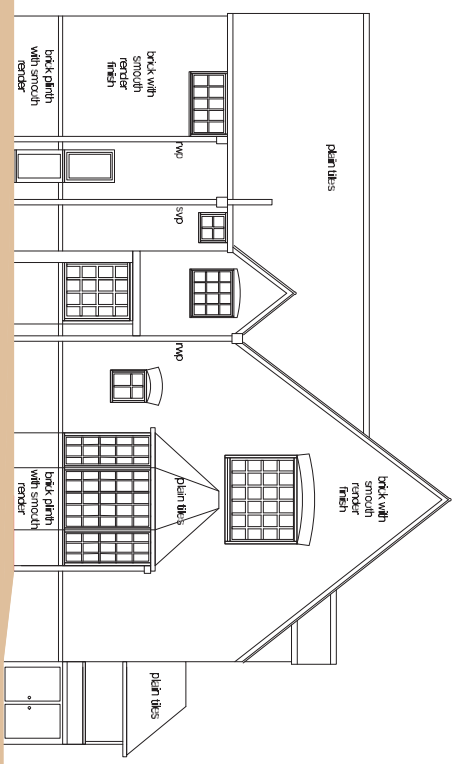
SOUTH WEST ELEVATION



NORTH WEST ELEVATION



NORTH EAST ELEVATION



SOUTH EAST ELEVATION



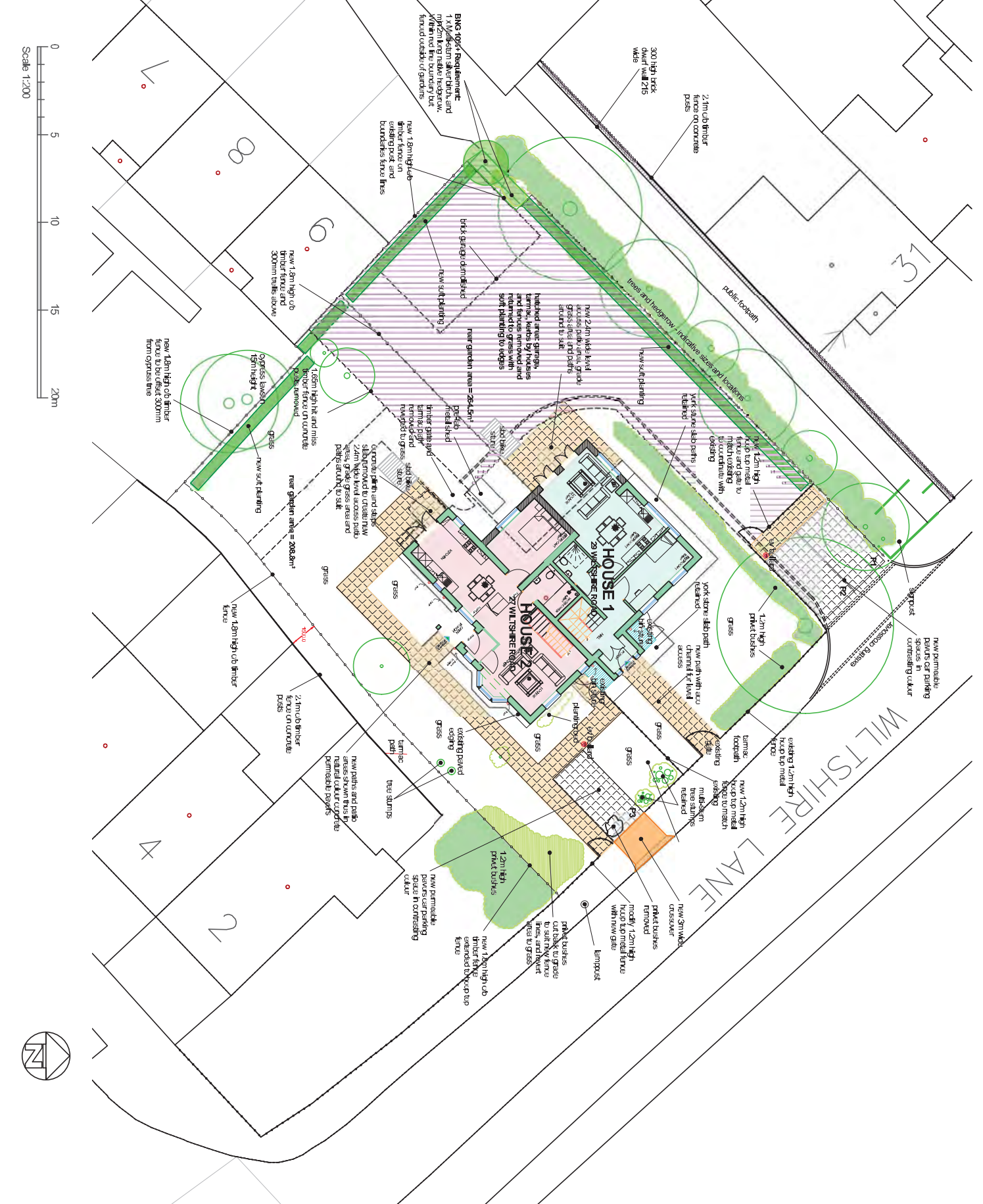
Rev	Description	Date
1	Issue for planning	19/08/2024

HILLINGDON
LONDON

PLACE DIRECTORATE
CAPITAL PROGRAMME WORKS SERVICE
4th FLOOR, CIVIC CENTRE, UXBRIDGE, UB8 3PH
Tel: 01895 250 111
www.hillingdon.gov.uk

27-29 WILTSHIRE LANE, PINNERS, HA5 2LY

EXISTING ELEVATIONS	
SCALE	DATE
1:100 @ A3	01/07/2024
DRAWINGS	REV
2024/D/352/P/05	A



Schedule of Accommodation

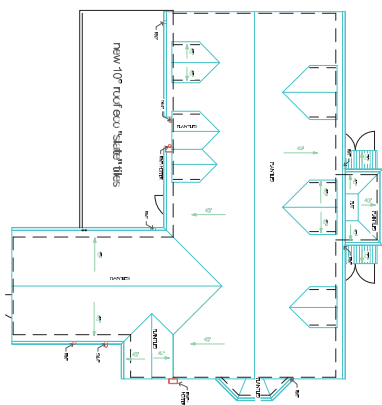
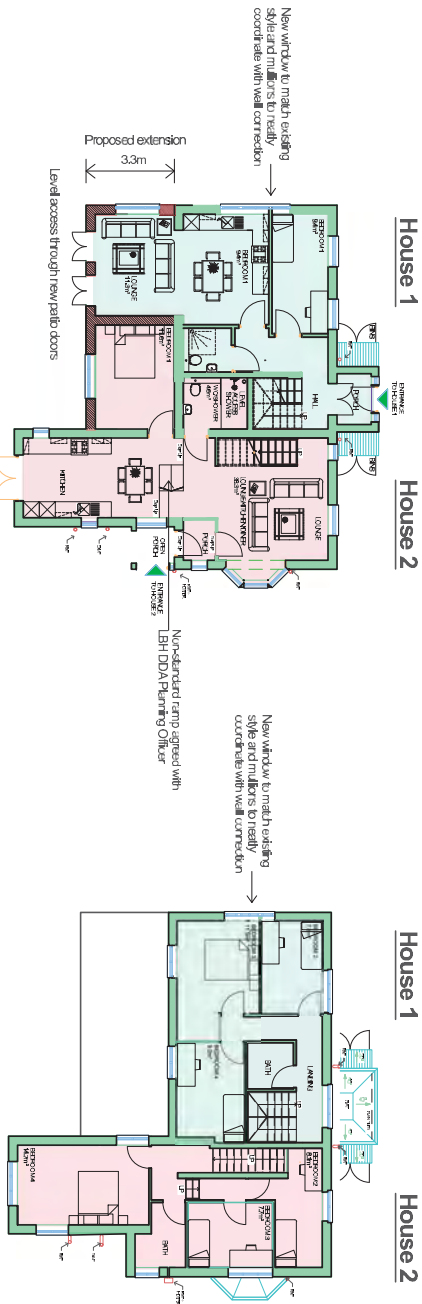
House 1	4 bed 5 person house @
GIA - 98.2m ²	Rear Garden @ 265.5m ²
2 car spaces	
House 2	4 bed 6 person house @
GIA - 107.6m ²	Rear Garden @ 208.8m ²
1 car parking space (dda adaptable)	


<p>27-29 WILTSHIRE LANE, PINNER, HA5 2LY</p> <p>PLACE DIRECTORATE CAPITAL PROGRAMME WORKS SERVICE 4th, CIVIC CENTRE, UXBRIDGE, UB8 1UW Tel: 01895 250 111 www.hillingdon.gov.uk</p>	<p>HILLINGDON LONDON</p>	<p>Rev: 1 Date: 12/02/25 Checked by: [Signature] Drawn by: [Signature]</p>	<p>Project: 2024/D/352/P/03 Rev: A</p>
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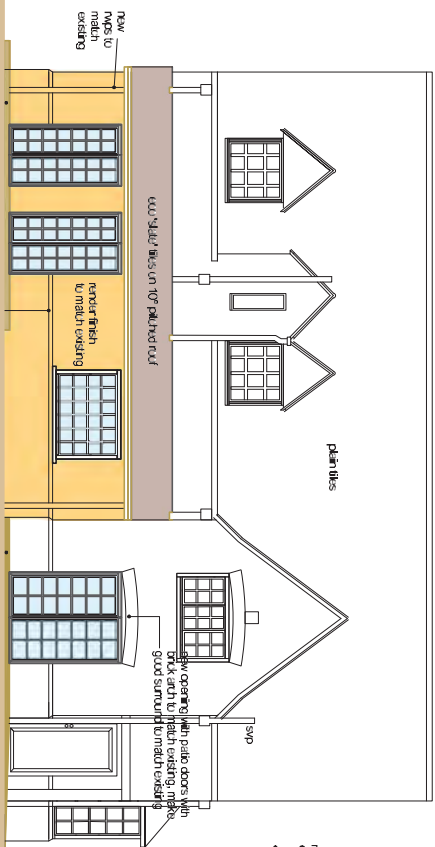
Schedule of Accommodation

House 1
 4 bed 5 person house @
 GIA - 98.2m²
 Rear Garden @ 265.5m²
 2 car spaces

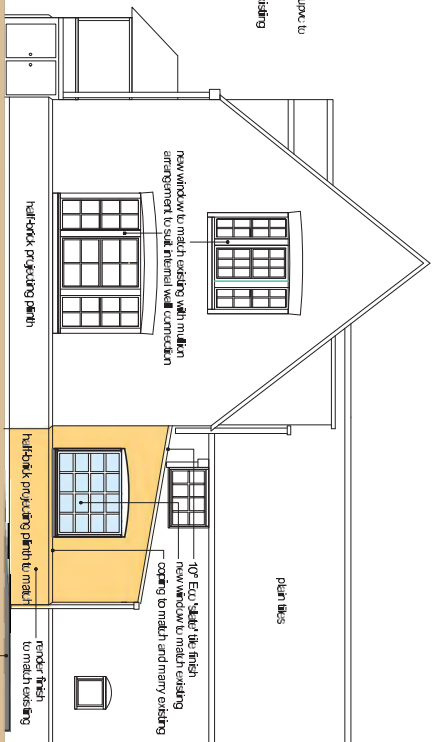
House 2
 4 bed 6 person house @
 GIA - 107.6m²
 Rear Garden @ 208.8m²
 1 car parking space (dda adaptable)



NO.	REVISIONS	DATE	BY
			
PLACE DIRECTORATE CAPITAL PROGRAMME WORKS SERVICE 4N, CIVIC CENTRE, UVERROSE, UB8 1UW Tel: 01895 250 111 www.hillingdon.gov.uk			
PROJECT			
27-29 WILTSHIRE LANE, FINNER, HA5 2LY			
DESCRIPTION			
PROPOSED PLANS			
SCALE	DRAWN BY	CHECKED BY	DATE
1:200 @ A3	MM	SV	OCT 2024
DRAWINGS NO.	REV.		
2024/D/352/P/06			

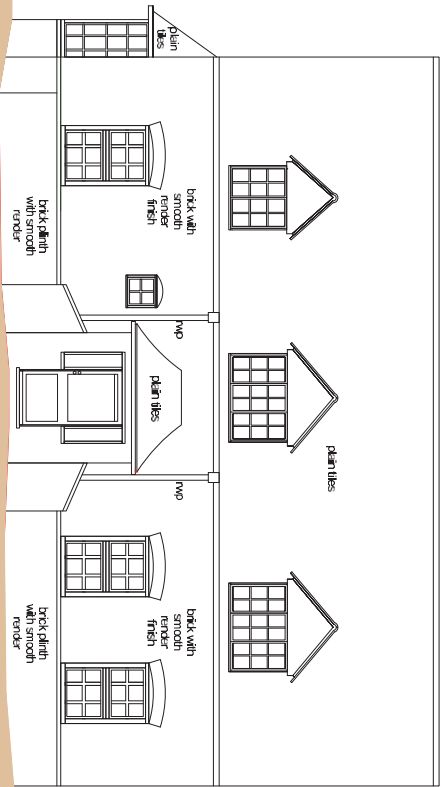


- notes:
- all new doors and windows are up to date
 - all new doors and windows are up to date
 - new doors and windows are up to date
 - rainwater goods are to match existing up to date

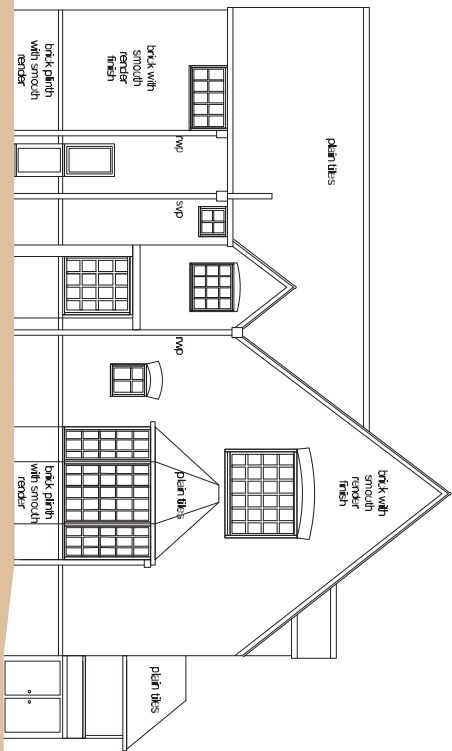


SOUTH WEST ELEVATION

NORTH WEST ELEVATION

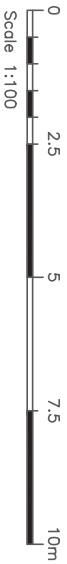


- notes:
- all existing doors and windows are up to date
 - no changes to NE and SE elevations



NORTH EAST ELEVATION (AS EXISTING - NO CHANGE)

SOUTH EAST ELEVATION (AS EXISTING - NO CHANGE)



Ref	1	2
Revised	1	2
By	1	2
Date	1/10/23	1/10/23

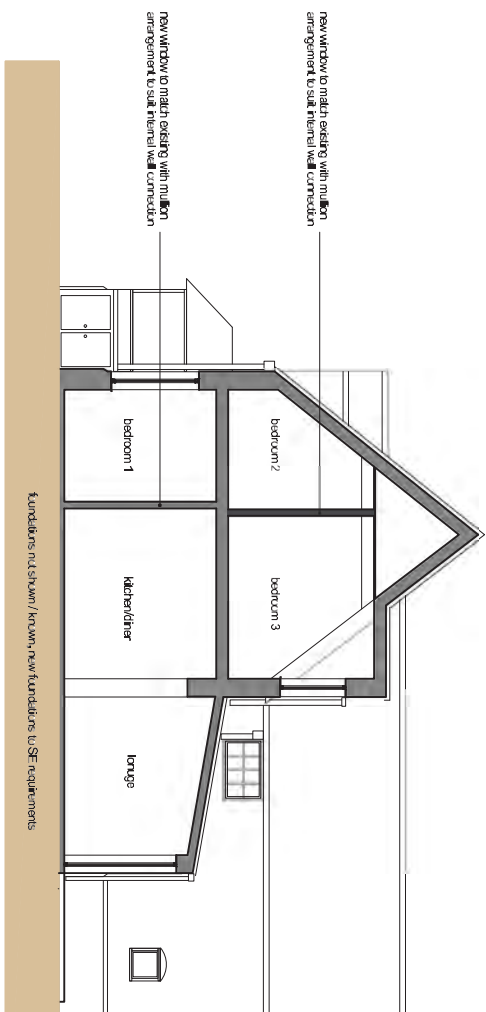


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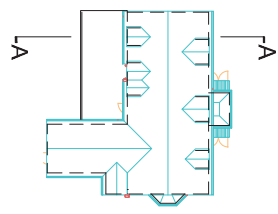
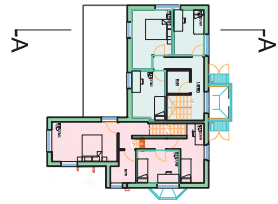
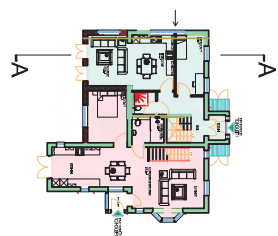
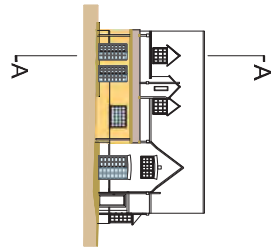
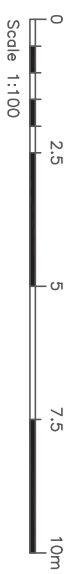
PROJECT: 27-29 WILTSHIRE LANE, PINNERS, HA5 2LY

DESCRIPTION

SCALE: DRAWINGS: 1:100 @ A3
DATE: NOV 2023
DRAWN BY: 2024/D/352/P/07
CHECKED BY: A




SECTION A-A - SCALE 1:100 @ A3



SECTION A-A - KEY - NTS



Rev	description	date	by

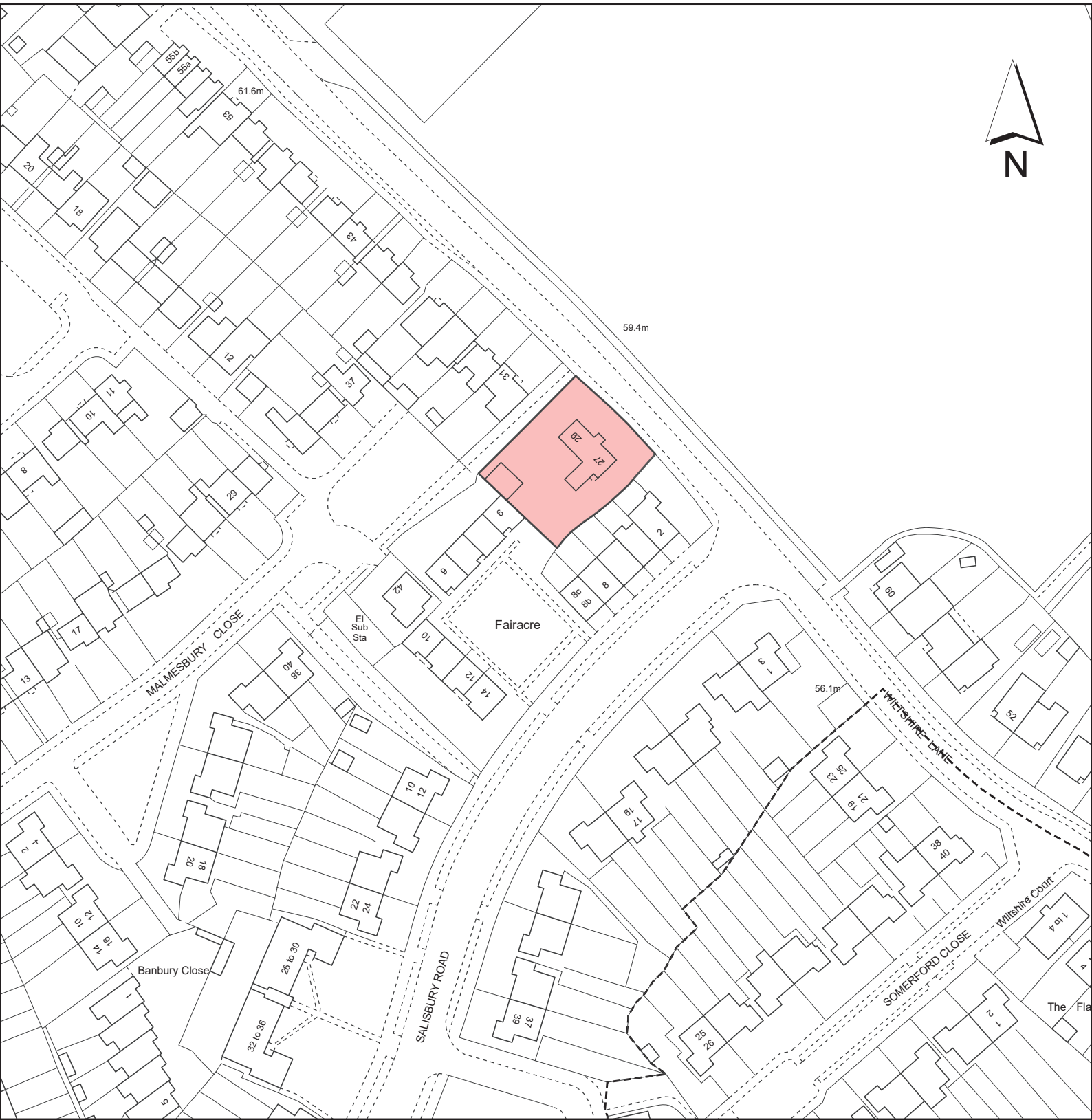

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PROJECT: 27-29 WILTSHE HE LANE, PINNERS, HA5 2LY

DESIGN NO: 2024/D/352/P/08

SCALE	1:100 @ A3	DATE	NOV 2024
DESIGNED BY	LS	CHECKED BY	SV
PROPOSED SECTIONS		REVISIONS	



KEY :  Site Boundary	ADDRESS : 27 Wiltshire Lane		LONDON BOROUGH OF HILLINGDON RESIDENTS SERVICES PLANNING SECTION
DISCLAIMER : 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	PLANNING APPLICATION REFERENCE : 79205/APP/2024/3177	SCALE : 1:1,250	CIVIC CENTRE, UXBRIDGE, UB8 1UW 
PLANNING COMMITTEE : Page 350		DATE : 12/03/2025	



HILLINGDON

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Meeting:	Hillingdon Planning Committee	
Date:	12th March 2025	Time: 7:00pm
Venue:	Committee Room 5, Civic Centre	

ADDENDUM SHEET

Item: 7	Pages: 57 – 90	Location: 105 Hayes End Road
To remove the reference to the site being located within an Area of Special Local Character in para 1.7 page 59.		A correction as the site is not located within an Area of Special Local Character
To update the drawing reference numbers within the committee report: Page 78 paragraph 7.41 changed from P006 Rev A to P005 Rev B Page 78 paragraph 7.44 changed from P006 Rev A to P005 Rev B Page 78 paragraph 7.45 changed from P006 Rev A to P005 Rev B Page 80 paragraph 7.59 changed from P006 Rev A to P005 Rev B		The drawing numbers have been updated to reflect the correct revisions. The drawings are the same in their content, it is solely the drawing number/revision letter that has been updated.
Item: 8	Pages: 91 – 106	Location: Dyson Drive, Uxbridge
Amendments/Additional Information:		Officer Comments:
To include an additional reason for refusal on Biodiversity Net Gain (BNG): 2 In the absence of satisfactory biodiversity net gain information, it has not been demonstrated that the proposal would deliver at least a 10% increase in biodiversity value relative to the predevelopment biodiversity value of the onsite habitat. The proposed development fails to provide an appropriate biodiversity net gain. As such the proposed development is contrary to Schedule 7A of the Town and Country Planning Act 1990 (as inserted by Schedule 14 of the Environment Act 2021), Policy G6 of the London Plan (2021), Policy EM7 of the Hillingdon Local Plan Part 1 - Strategic Policies (2012) and Policy DMEI 7 of the Hillingdon Local Plan Part 2 - Development Management Policies (2020).		The car parking spaces are greater than 25m ² therefore the development would not fall under the 'de minimis' BNG exemption.
Item: 10	Pages: 151-208	Location: Unit 4, Silverdale Industrial Estate, Silverdale Road
Amendments/Additional Information:		Officer Comments:
1. Amend Condition 2 (Approved Plans) references 600-MCA-00-XX-DR-A-1000 and 600-HED-00-XX-RP-L-0001 Rev D to:		Updated Landscape Strategy, incorporating the agreed final changes to the parapet height/fence line.

<p style="text-align: center;"><i>600-MCA-00-XX-DR-A-1000 P01 and 600-HED-00-XX-RP-L-0001 Rev E</i></p>	
<p>2. Amend Condition 3 (Compliance with Supporting Documentation) reference 600-MCA-00-XX-RP-A-1000 P01 to:</p> <p style="text-align: center;"><i>600-MCA-00-XX-RP-A-1000 P02</i></p>	<p>Updated DAS, incorporating the agreed final changes to the parapet height/fence line.</p>
<p>3. Removal of Condition 16</p>	<p>Compliance included in wording of Condition 17 (CMP).</p>
<p>4. Amend to Condition 29 (Testing and Maintenance Regime Annual Hours) testing hours from 15 hours per year to 19 hours per year.</p>	<p>The testing regime requires 19 hours per year.</p>
<p>5. Amend Condition 30 (Sustainable Water Management Compliance) wording to: No building hereby permitted shall be occupied until <i>Prior to operation of the development</i>, evidence (photographs and installation contracts) are to be <i>is</i> submitted to the Local Planning Authority to demonstrate that the sustainable drainage scheme for the site has been completed in accordance with the submitted <i>approved</i> details. The sustainable drainage scheme shall be managed and maintained thereafter in accordance with the agreed management and maintenance plan for all of the proposed drainage components.</p>	<p>To clarify wording and trigger point.</p>
<p>6. Amend Condition 21 (Sustainable Water Management) with the following wording:</p> <p style="padding-left: 40px;">a) Sustainable Drainage features:</p> <p>i. Surface water discharge - the submitted drainage strategy must identify the proposed method and location of discharging collected surface water from the site in accordance with the hierarchy set out in Policy SI 13 of the London Plan (2021). Where the proposal does not utilise the most sustainable solution, justification must be provided.</p> <p>ii. SuDS - the submitted drainage strategy should incorporate Sustainable Drainage System (SuDS) elements that are embedded, where practicable, within the landscaping plan for the development. Preference should be given to above-ground SuDS elements that control water at source and provide wider biodiversity, water quality and amenity benefits. Rainwater harvesting should be considered.</p> <p>iii. Runoff rates - provide the greenfield and proposed runoff rates for a variety of return periods including 1 in 1 year, 1 in 30, 1 in 100, and 1 in 100 plus 40% climate change. Developments should aim to meet</p>	<p>To include flexibility in line with Thames Water enquiry.</p>

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