



HILLINGDON  
LONDON



# Hillingdon Planning Committee

## To 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, 9 APRIL  
2025

**Time:** 7.00 PM

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

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

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

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Putting our residents first

Lloyd White  
Head of Democratic Services  
London Borough of Hillingdon,  
Phase II, Civic Centre, High Street, Uxbridge, UB8 1UW

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# A brief guide to the Planning Committee meeting

## About the Committee



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

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

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

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

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

### **How the Committee makes decisions**

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

# Agenda

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## Chairman's Announcements

- 1 Apologies for absence
- 2 Declarations of Interest in matters coming before this meeting
- 3 To receive the minutes of the previous meeting 1 - 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	18 & 20 Wilmar Close, Hayes –  67410/APP/2024/2641	Charville	Change of use of 2no. outbuildings to granny annexes.  Recommendation: Approval.	17 – 38  252-255
7	44 Frays Avenue, West Drayton –  35220/APP/2024/3046	West Drayton	Demolition and reconstruction of new build family home.  Recommendation: Approval.	39 – 64  256-262
8	10 Frays Avenue, West Drayton -  5235/APP/2025/188	West Drayton	Erection of a single storey rear extension, amendments to side extension roof, extension to existing loft conversion including extension of roof to the rear and formation of crown roof, enlargement of rear dormer window, and installation of 2no. side facing roof lights, and addition of render and insulation to external walls.  Recommendation: Approval.	65 – 94  263-270

## Applications without a Petition

9	148 – 154 High Street, Uxbridge –  78696/APP/2024/867	Uxbridge	Demolition of existing buildings and construction of a mixed-use development comprising a hotel (Use Class C1), residential co-living accommodation (Class Sui Generis), and commercial floorspace (Use Class E) and ancillary work, including public realm improvements, a new pocket park, basement parking, and associated infrastructure.  Recommendation: Approval subject to s106 legal agreement and Stage 2 Mayor of London referral.	95 – 188  271-316
10	2nd/ 9th Ruislip Scout Group, 18 St Catherines Road, Ruislip –  6039/APP/2024/3226	Ruislip	Variation of Condition 2 (Accordance with Approved Plans), Conditions 3 (Tree Protection) and 5 (Landscaping) of planning permission ref. 6039/APP/2021/3465 dated 03-03-2022 (Removal of derelict scout hut and storage unit to facilitate the erection of a replacement single storey scout hut building)  The minor material amendments include: - Changes to accessibility (with external ramp and disabled parking), hard and soft landscaping and external fittings. - Minor change to the building overall positioning on the site. - Fenestration changes on front elevation plan with repositioning of fire exit door.  Recommendation: Approval.	189-210  317-325

## Planning Committee Report Part 3\_Policy Appendices

Plans for the Hillingdon Planning Committee – pages 251-326

## Minutes

### HILLINGDON PLANNING COMMITTEE

12 March 2025

Meeting held at Committee Room 5 - Civic Centre



	<p><b>Committee Members Present:</b>  Councillors Henry Higgins (Chair)  Adam Bennett (Vice-Chair)  Keith Burrows  Roy Chamdal  Gursharan Mand  Raju Sansarpuri  Jagjit Singh</p> <p><b>LBH Officers Present:</b>  Roz Johnson – Head of Development Management and Building Control  Ed Laughton – Area Planning Service Manager  Eoin Concannon – Planning Team Leader  Chris Brady – Planning Team Leader  Michael Briginshaw – Deputy Team Leader  Dr Alan Tilly – Transport, Planning and Development Team Manager  Natalie Fairclough – Legal Advisor  Liz Penny – Democratic Services Officer</p> <p><b>Also Present:</b>  Ward Councillor Reeta Chamdal</p>
21.	<p><b>APOLOGIES FOR ABSENCE</b> (<i>Agenda Item 1</i>)</p> <p>Apologies for absence were received from Cllr Elizabeth Garelick with Cllr Raju Sansarpuri substituting.</p>
22.	<p><b>DECLARATIONS OF INTEREST IN MATTERS COMING BEFORE THIS MEETING</b>  (<i>Agenda Item 2</i>)</p> <p>Councillor Adam Bennett declared an interest in item 8 as he lived close to the application site. He left the room during consideration of the item and did not take part in the discussion or voting on the matter.</p>
23.	<p><b>TO RECEIVE THE MINUTES OF THE PREVIOUS MEETING</b> (<i>Agenda Item 3</i>)</p> <p><b>RESOLVED:</b> That the minutes of the meeting dated 13 February be approved as an accurate record.</p>
24.	<p><b>MATTERS THAT HAVE BEEN NOTIFIED IN ADVANCE OR URGENT</b> (<i>Agenda Item 4</i>)</p> <p>None.</p>

25.	<p><b>TO CONFIRM THAT THE ITEMS OF BUSINESS MARKED PART I WILL BE CONSIDERED IN PUBLIC AND THE ITEMS MARKED PART II WILL BE CONSIDERED IN PRIVATE</b> (<i>Agenda Item 5</i>)</p> <p>It was confirmed that all items of business were marked Part I and would be considered in public.</p>
26.	<p><b>13 OAK AVENUE, WEST DRAYTON - 77097/APP/2024/2693</b> (<i>Agenda Item 6</i>)</p> <p><b>Erection of a two storey, 2-bed attached dwelling with associated cycle storage and amenity space.</b></p> <p>Officers introduced the report noting that, at the previous Planning Committee meeting on 13 February 2025, it had been agreed that the application be deferred for a site visit. It was confirmed that the site visit, which had subsequently taken place on 25 February 2025, had provided a useful opportunity for Members to assess the parking situation and the potential impact on the street scene. The application was recommended for approval.</p> <p>The Committee was reminded that a live enforcement investigation was already underway regarding the alleged change of use of the site to an HMO and alleged discrepancies between the building work and the agreed plans. It was noted that this was an entirely separate matter.</p> <p>Members observed that the site visit had been very helpful. It had been apparent that parking was not an issue as many houses had off street parking and there was sufficient on street parking in the area. Moreover, it had been noted that the view of the new dwelling would be almost entirely restricted and would not impact negatively on neighbours or harm the local character of the area.</p> <p>The officer's recommendation was moved, seconded and, when put to a vote, unanimously agreed.</p> <p><b>RESOLVED: That the application be approved subject to the conditions set out in the report.</b></p>
27.	<p><b>105 HAYES END ROAD, HAYES - 35665/APP/2024/3154</b> (<i>Agenda Item 7</i>)</p> <p><b>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).</b></p> <p>Officers introduced the application and highlighted the information in the addendum. It was noted that a previous application at the same site had been refused. However, the current application had substantially reduced the size of the proposed development and was therefore recommended for approval.</p> <p>A petition in objection to the application had been received but petitioners and applicants / agents were not in attendance.</p> <p>Members sought further clarification regarding the amenity space and enquired whether it would be possible for the two flats to share the garden area rather than it</p>



	<p>being allocated solely for the use of the ground floor flat. It was confirmed that this would be challenging without reducing the size of the ground floor flat to facilitate access. The need to prioritise family-sized accommodation over amenity space was highlighted and it was noted that there was a large park nearby.</p> <p>Members raised no further concerns. The officer's recommendation was moved, seconded and, when put to a vote, unanimously agreed.</p> <p><b>RESOLVED: That the application be approved subject to the addendum and the conditions set out in the report.</b></p>
28.	<p><b>DYSON DRIVE, UXBRIDGE - 78464/APP/2024/3196</b> (<i>Agenda Item 8</i>)</p> <p><b>The creation of 9no. off-street parking spaces and planting of 3no. new trees.</b></p> <p>Councillor Adam Bennett had declared an interest in this application therefore he left the room and did not take part in the discussion or voting on this item.</p> <p>Officers presented the application and highlighted the information in the addendum. Members heard that the proposal represented a stark departure from policy and was therefore recommended for refusal. The development would result in an overprovision of car parking and failed to encourage sustainable modes of transport including cycling, walking and the use of public transport.</p> <p>A petition in support of the application had been received. Petitioners, applicants and the agent were in attendance and addressed the Committee Members. Key points highlighted included:</p> <ul style="list-style-type: none"> <li>• The application was a resubmission from a previous application that had been refused due to highway safety grounds.</li> <li>• The previous plan had sought to mark car parking spaces along the existing private road, which had been deemed unsafe.</li> <li>• The current residents experienced informal car parking along the road, and the original plan had aimed to regularise it.</li> <li>• The new proposal rearranged the parking to provide nine off-street parking spaces instead.</li> <li>• The proposal included two allocated spaces per unit, in line with local parking standards but not in line with regional London Plan standards.</li> <li>• The application did not initially include a BNG assessment, but it was recognised as a requirement.</li> <li>• The communal grass had low biodiversity value, and the red line site provided an opportunity to achieve a 10% net gain.</li> <li>• A condition was recommended to secure further details and landscaping to address the BNG point.</li> <li>• Occupants of all 9 houses in Dyson Drive were in favour of the proposal.</li> <li>• There was a lack of dedicated parking affecting households with young families</li> <li>• The proposal moved the bays to be alongside existing bays, improving traffic flow and safety.</li> <li>• The developer supported the application, and the design aimed to blend seamlessly with the existing environment.</li> <li>• The spaces would not increase the amount of parking or volume of movement, as the cars were already parked informally.</li> <li>• The proposal was seen as a proactive step towards a balanced and functional</li> </ul>

local infrastructure.

- The planting of three trees was included to secure biodiversity net gain.
- Issues with parking big vans and blocking cars led to police complaints.
- The proposal aimed to provide a safer environment for residents, including children.
- It was hoped the application would be viewed favourably by Councillors due to the family size dwellings and parking standards.

Councillors sought clarification regarding the main point of the application and how it could overcome the policy rendering issues. In response, the agent / applicants highlighted the existing highway safety issues, including refuse access difficulties due to informal on-street car parking. Members were informed that the current arrangements failed to provide safe access for refuse vehicles and pedestrians. The scheme aimed to move spaces currently causing safety issues to safer locations. Concerns about anti-social behaviour were also raised.

In response to questions from Members regarding the possibility that installation of the bays could actually result in an increase in the number of cars parking in Dyson Drive, it was suggested that double yellow lines could be installed and measures similar to those in neighbouring roads introduced. It was noted that residents relied on informal car parking arrangements at present.

Councillors asked if the spaces were currently allocated to houses and it was confirmed that they were not. It was mentioned that visitors to the town centre sometimes parked there.

Ward Councillor Reeta Chamdal was in attendance and addressed the Committee in support of petitioners. Key points highlighted included:

- Since the previous year, the residents had positively engaged with the private developers.
- It was clear that there had been an oversight by the previous developers in not allocating sufficient parking spaces in line with the rest of St Andrew's Park.
- All the residents supported the application.
- Most households had at least two cars.
- For busy families with young children, alternative and more sustainable transport options were not always practical.
- The residents were mindful of environmental factors and the impact on green spaces.
- The petitioners proposed to fund the planting of three additional trees.
- They were not asking for a major change to the streetscape, just to bring Dyson Drive in line with Kellett Street, which had two allocated spaces per house.
- The request for additional parking was not an expansion but a formalisation of the current situation.
- Cars were already parked alongside the road and across existing bays.
- By creating proper parking spaces, residents aimed to address road safety and access issues without increasing overall parking pressure.
- The Councillor encouraged the Committee to give serious consideration to the request and suggested a site visit to clarify the situation.
- The Councillor stressed that petitioners sought to formalise the current parking situation into designated spaces.

Councillors raised concerns about the parking space allocation when the houses had been built, noting that only one parking space had been allocated to each house.

Some Members did not find the request unreasonable and noted that, if the proposal were to go ahead, there would still be plenty of greenery. They expressed a willingness to go against officers' recommendations, noting that the proposal appeared to fit well and did not represent a significant change. Caveats such as yellow lines were suggested to prevent parking issues. Concerns regarding the current informal parking situation were raised and restrictions were suggested if the proposal were to go ahead. It was suggested that additional planting could help to address the environmental concerns.

In response to Members' comments, officers confirmed that additional planting could be conditioned but it was noted that the reason for refusal was related to over-provision of parking, not landscaping.

Members sought further clarification regarding the weightage applied when considering policy in the Local Plan and the London Plan. It was explained that the London Plan, adopted in 2021, carried greater weight in decision-making and it was noted that, in the past, appeals had given more weight to the London Plan than to the Local Plan. The Legal Advisor observed that any departure from policy would need to be justified.

The Head of Development Management and Building Control clarified that there had been no oversight in the provision of parking and emphasised the importance of encouraging sustainable modes of travel. Members were reminded that the previous application had been refused due to concerns regarding highway safety and the failure to encourage sustainable travel. Officers highlighted the importance of being satisfied that these concerns had been suitably addressed should the Committee be minded to approve the application. Officers also questioned whether increasing the number of parking spaces would address the problem or whether it would lead to further issues.

Councillors asked for more information on possible restrictions and whether they could be conditioned. It was explained that parking control on private land could not be enforced by the local authority.

The Transport, Planning and Development Team Manager emphasised the importance of adhering to the London Plan's car parking standards to tackle environmental, public health and economic issues. It was noted that, were the application to be approved, this could set a precedent for the entirety of St Andrews Park. The area could potentially become a car park for visitors to the town centre.

Members questioned the weightage given to PTAL values in car parking standards. In response to this, it was clarified that the number of car parking spaces allowed varied according to PTAL rankings.

In response to further questions from Councillors, it was explained that double yellow lines on private roads were enforced by private companies.

At the request of the Committee Members, it was agreed that a decision on the application would be deferred to enable a site visit to take place.

The proposal to defer for a site visit was moved, seconded and, when put to a vote, unanimously agreed.

**RESOLVED: That a decision on the application be deferred to enable a site visit**

	to take place.
29.	<p><b>41A PARKFIELD ROAD, ICKENHAM - 38629/APP/2024/1155</b> (<i>Agenda Item 9</i>)</p> <p><b>Demolition of the existing dwelling and the replacement with a two storey five-bedroom dwelling with associated parking and landscaping</b></p> <p>Officers introduced the application which was recommended for approval.</p> <p>A petition in objection to the application had been submitted but petitioners were not in attendance. The applicant addressed the Committee Members highlighting the fact that he hoped to increase the size of the property for use as a family home and to accommodate his elderly father. He sought to reassure petitioners that he had no intention of converting the property into an HMO or renting it out on Airbnb.</p> <p>Members observed that the street scene along Parkfield Road was now very mixed since a number of the original bungalows had been rebuilt as larger family homes. It was noted that the intended use of the property in question was a family home, and the applicants had worked well with officers to achieve an acceptable design.</p> <p>Members raised no further concerns. The officer's recommendation was moved, seconded and, when put to a vote, unanimously agreed.</p> <p><b>RESOLVED: That the application be approved subject to the conditions set out in the report.</b></p>
30.	<p><b>UNIT 4 SILVERDALE INDUSTRIAL ESTATE - 49261/APP/2024/2904</b> (<i>Agenda Item 10</i>)</p> <p><b>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)</b></p> <p>Officers introduced the application and highlighted the information in the addendum. It was noted that there had been no objections from neighbours and the application was recommended for approval.</p> <p>In response to questions from Members, it was confirmed that solar panels would be installed at the site.</p> <p>Given the proximity of the mosque to the application site, Councillors requested an amendment to the construction management plan to minimise disruption to attendees during hours of worship.</p> <p>The Committee welcomed the application which would make good use of an empty building. The officer's recommendation was moved, seconded and, when put to a vote,</p>

	<p>unanimously agreed.</p> <p><b>RESOLVED: That the application be approved subject to the addendum, the conditions set out in the report and an amendment to the construction management plan to minimise disruption to attendees at the nearby mosque during hours of worship.</b></p>
31.	<p><b>27-29 WILTSHIRE LANE, EASTCOTE</b> (<i>Agenda Item 11</i>)</p> <p><b>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.</b></p> <p>Officers presented the application and highlighted the information in the addendum. The application was recommended for approval.</p> <p>Members welcomed the application noting that it was a good use of the land and would provide much needed family-sized housing in the Borough.</p> <p>No concerns were raised. The officer's recommendation was moved, seconded and, when put to a vote, unanimously agreed.</p> <p><b>RESOLVED: That the application be approved subject to the addendum and the conditions set out in the report.</b></p>
	<p>The meeting, which commenced at 7.00 pm, closed at 8.40 pm.</p>

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

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# Planning Committee Report Part 1:

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



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# Part 1: Statutory Planning and Human Rights Considerations

## **1.1 Development Plan**

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

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

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

## **1.2 Equality Act**

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

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

## **1.3 Human Rights**

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

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

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

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

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

- Article 14: Prohibition of discrimination.

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

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

## **1.4 Development in Conservation Areas**

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

## **1.5 Development Affecting Listed Buildings**

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

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

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

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

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

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

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

- 2.2.2 A further example includes imposing a condition that is not necessary, relevant to planning and to the development, enforceable, nor precise or reasonable in all other respects (and thus does not comply with NPPF guidance on planning conditions and obligations). It should be noted that planning conditions can be appealed.
- 2.23 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 (m<sup>2</sup>) multiplied by the rate in the CIL charging schedule plus indexation.
- 2.5.3 The money raised from the Community Infrastructure Levy pays for the infrastructure required to support development. This includes transport schemes, flood defences, schools, health and social care facilities, parks, open spaces and leisure centres.
- 2.5.4 The London Borough of Hillingdon adopted its [CIL Charging Schedule](#) on 10 July 2014 and it is applied to new developments in the borough since 1 August 2014. The use types that are charged borough CIL is large format retail development (greater than 1,000sqm) outside of designated town centres; offices; hotels; residential dwellinghouses; and industrial storage and distribution.
- 2.5.5 The Mayor's CIL (MCIL)
- The Mayor's CIL applies to all qualifying developments approved on or after 1 April 2012. Hillingdon Council is a CIL collecting authority for the Mayor of London.
- 2.5.6 The Mayoral CIL 1 (MCIL 1) rate was £35 per sqm plus indexation and is used by the Mayor of London to fund the delivery of Crossrail.
- 2.5.7 For planning permissions granted from 1 April 2019, the Mayoral CIL 2 (MCIL 2) rate of £60 per square metre plus indexation applies. This rate may also apply to some phased planning permissions granted before then.

## **2.6 Environmental Impact Assessment**

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

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

Case Officer: **Mike Kemp**

Date Application Valid:	<b>20.12.2024</b>	Statutory / Agreed Determination Deadline:	<b>11.04.2025</b>
Application Type:	<b>Householder</b>	Ward:	<b>Charville</b>

Applicant: **Mr Suty Bharrich**

Site Address: **18-20 Wilmar Close, Hayes, UB4 8ET**

Proposal: **Change of use of 2no. outbuildings to granny annexes**

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 The application proposes to change the use of the space inside two linked outbuildings constructed within the rear garden of Nos.18 and 20 Wilmar Close to use the space as ancillary annex accommodation to the main houses.
- 1.2 The living accommodation within both outbuildings is proposed to be used by the parents of the applicant who are understood to have specific healthcare needs. The specific need for the accommodation has been set out within a supporting statement provided by the applicant, and within submitted statutory declarations. The accommodation is not proposed to be used as independent living accommodation, separate to the main properties at Nos.18 and 20 Wilmar Close. Limiting the use of the buildings to annex accommodation ancillary to the use of the main dwellings at Nos.18 and 20 Wilmar Close can be controlled through an appropriately worded planning condition. Subject to tying the use of the accommodation to the two main dwellings, there would not be demonstrable harm associated with the proposed ancillary use of the outbuildings to the amenity of surrounding residential occupiers, or in terms of access or highway safety/amenity.
- 1.3 For the reasons set out in this Committee Report, it is considered that the proposal would comply with the objectives of national, regional and local planning policies and guidance. It is therefore recommended that the application be approved, subject to the imposition of the conditions set out in Appendix 1.

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

- 2.1 Nos.18 and 20 are a semi-detached pair of two storey houses located at the end of Wilmar Close, a residential cul-de-sac in Hayes. The properties benefit from off-street parking to the front and relatively large rear gardens. There is currently no boundary treatment between the two houses. An attached pair of single storey outbuildings has been constructed to the rear of the properties. The outbuildings are constructed from red brick materials and feature a flat roof. The outbuildings are currently unused.
- 2.2 The site adjoins Nos.16 and 19 Wilmar Close to the south west and north respectively; as well as No.6 Pillions Lane to the south; and Nos.53 to 61 Hayes End Road to the east.



2.3 The application site is not within a conservation area or area of special local character. The site is located within Flood Zone 1 and is at a low risk of flooding.

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



**Figure 2: Street View Image of the front of Nos. 18 to 20 Wilmar Close**



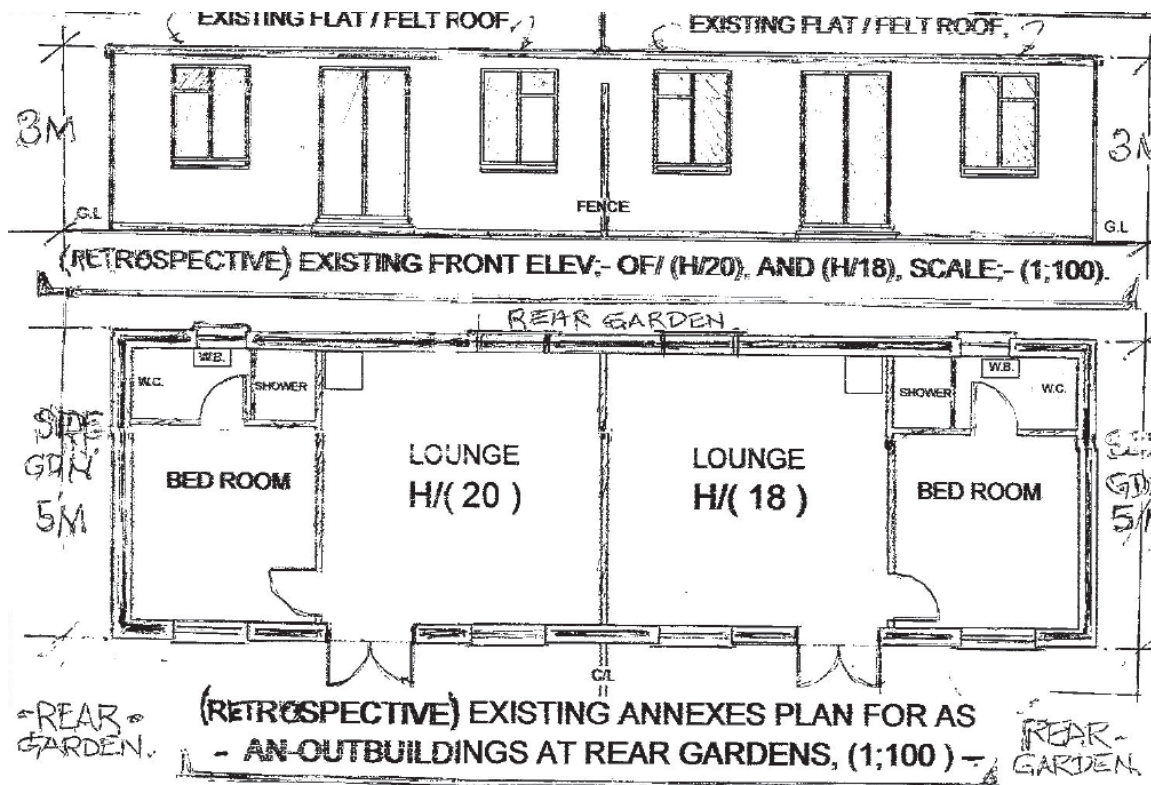
***Figure 3: Photograph of Constructed Outbuildings to Rear of 18-20 Wilmar Close***



### 3 Proposal

- 3.1 Planning permission is sought to change the use of the two outbuildings constructed to the rear of Nos.18 and 20 Wilmar Close to use the buildings as annexes to the main houses. The proposed floor plans indicate that the outbuildings would both contain an area of living space, 1 bedroom and a WC and shower. No external changes are proposed.

**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 A lawful development certificate was granted in July 2023 for the conversion of the roof space to a habitable use to include hip to gable extensions, rear dormers, gable end windows, front rooflights and removal of chimneys and erection of outbuildings for both 18 and 20 Wilmar Close (67410/APP/2023/1632). The plans accompanying this application included two detached outbuildings located to the rear of Nos.18 and 20 Wilmar Close. The space inside both outbuildings is described as a 'games room', a use that would be classed as ancillary to the main dwelling.
- 4.3 An application for the erection of a two-storey rear extension with the insertion of 2no. side facing windows and the demolition of existing garages and erection of two garages was refused in March 2024 for the following two reasons:
1. *The proposed development, by reason of its cumulative width, size, scale, bulk and design, would fail to harmonise with the architectural composition of the original properties and would be detrimental to the character, appearance and visual amenities of the surrounding area. Therefore the proposal would be contrary to Policy BE1 of the Hillingdon Local Plan: Part*

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*One – Strategic Policies (November 2012) and Policies DMHB 11, DMHB 12 and DMHD 1 of the Hillingdon Local Plan: Part Two - Development Management Policies (January 2020).*

2. *The proposed layout, in particular, Bedroom 2 for Nos. 18 and 20 Wilmar Close at first floor, would fail to provide an adequate outlook and natural light resulting in poor quality and substandard accommodation for future occupiers of the dwellings. The proposal is therefore contrary to Policy DMHB 11 and 16 of the Hillingdon Local Plan: Part Two - Development Management Policies (January 2020) as well as Policy D6 of the London Plan (2021).*

4.4 A subsequent planning appeal against the refusal of this planning application was dismissed in October 2024 with the appeal inspector agreeing with the Council’s two reasons for refusing planning permission.

## 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 A total of 10 adjoining properties were directly notified regarding the proposed development.

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 with 45 signatures has been received in objection to the planning application.	1. Unclear and inaccurate plans.	Officers consider that the plans provide an acceptable level of detail, are accurate in scale and adequately represent the development constructed on site.
	2. The properties are currently rented out as HMO’s.	Officers have found no evidence to substantiate this comment. The applicant has confirmed that the properties are

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		currently rented. A statutory declaration has been submitted stating that the properties will be occupied by the applicant and another family member. This matter is further addressed in the section of the report that relates to the principle of development.
	3. If approved the buildings would be converted in independent dwellings.	This matter is addressed in Section 7 of this report (Principle of Development). Conversion of the buildings to independent dwellings would require separate planning permission and may be prevented by imposing an appropriately worded planning condition.
	4. Increased pressure on local waste services and amenities.	Based on the proposed ancillary use of the outbuildings, the impact on local waste services is considered to not be material.
	5. Time allowed for requesting a change of use has recently been changed to 10 years from 4 years.	This comment appears to refer to updated legislation relating to timescales where an existing use may be deemed to be lawful if continuous use can be demonstrated for a period of 10 years. This legislation has no material relevance as the application is to obtain planning permission rather than to certify that the use of the building as an annex is lawful.
	6. The outbuildings have never been used for their intended use as a gym/games room.	The buildings are currently unused and as such this would not constitute a breach of the permitted use.

	7. The outbuildings would be used as an extension to the existing unlicensed HMO.	The applicants supporting statutory declarations state that the outbuilding would be occupied by a family member ancillary to the use of the main dwelling.
	8. The applicant or their extended family have not lived in the property since purchase.	The applicant has indicated within their supporting statement that he and his brother would be occupying the two properties whilst the annex buildings would be used as accommodation for their parents.
	9. Issues of traffic/parking if additional rooms are created as residential accommodation.	This matter is addressed in paragraph 7.17 of the report below, which deals with highways matters.
	10. The application would be contrary to the Hillingdon Borough Local Plan Part 2 Development Management Policies which states that an annexe should not have a separate private entrance and must be connected internally to the existing property. Annexes which are capable of being used as (or easily adapted to) a fully self-contained unit will not be permitted.	This matter is addressed in Section 7 of the report below (Principle of Development).
A total of 13 individual letters of objection have been received in relation to the planning application.	I. The properties are currently rented out as HMO's.	See above response in relation to petition comments.
	II. Increased activity would result in a loss of privacy to adjoining neighbours.	This matter is addressed in Paragraph 7.16 below, relating to neighbouring amenity.

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	III. The owner/applicant has never lived at the property.	The applicant has indicated within their supporting statement that he and his brother would be occupying the two properties whilst the annex buildings would be used as accommodation for their parents.
	IV. The proposal would have a negative impact on traffic/parking.	This matter is addressed in paragraph 7.17 of the report below, which deals with highways matters.
	V. The application would be contrary to the Hillingdon Borough Local Plan Part 2 Development Management Policies which states that an annexe should not have a separate private entrance and must be connected internally to the existing property. Annexes which are capable of being used as (or easily adapted to) a fully self-contained unit will not be permitted.	This matter is addressed in Section 7 of the report below (Principle of Development).
	VI. If approved the buildings would be converted into use as independent dwellings.	This matter is addressed in Section 7 of this report (Principle of Development). Conversion of the buildings to independent dwellings would require separate planning permission and may be prevented by imposing an appropriately worded planning condition.
	VII. The outbuildings have not been used for their intended purpose.	The buildings are currently unused and as such this would not constitute a breach of the permitted use.



## 7 Planning Assessment

### Principle of Development

- 7.1 Policy DMHD 2 of the Local Plan states that 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*
- 7.2 Paragraph A1.17 with Appendix A of the Local Plan Part 2 - Development Management Policies (Development Management Policies) sets out specific guidance relevant to the provision of residential annexes. It is stated that:
- “Annexes designed specifically for the use of disabled or dependent elderly family members should be located at ground floor level and be fully accessible. An Access Statement should be submitted with the planning application. An annexe should not have a separate private entrance and must be connected internally to the existing property. Annexes which are capable of being used as (or easily adapted to) a fully self-contained unit will not be permitted.”*
- 7.3 As noted above the outbuildings have already been constructed on site and use of the outbuildings for purposes that are incidental to the main dwellings (games room) has been certified as lawful under an application to obtain a lawful development certificate application (67410/APP/2024/2641). Given that the buildings have already been constructed, and the structures are lawful, this application only considers whether the intended use is acceptable given that no external alterations are proposed.
- 7.4 The proposed outbuildings each measure 20sqm in terms of internal floor area and would function as two separate annexes to the main houses (18 and 20 Wilmar Close). The proposed plans indicate that each of the annexes would contain a lounge, bedroom and WC/Shower. The internal living space is small, compared with the guideline minimum space standards for a studio flat (37sqm) allowed for within the Governments Nationally Described Space Standards. Notwithstanding this, the outbuildings contain facilities that could lend their use to independent living, particularly given their detachment from the main houses.
- 7.5 A supporting statement regarding the need for the annex accommodation has been provided which outlines that the applicant purchased both properties with the intention that one of the dwellings would be occupied by himself and the other by

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his brother. It is stated that the annexes would be occupied by parents of both family members. Further information has been provided stating that the applicants' parents have specific health needs which necessitate care, and this has been put forward as a reason to justify provision of separate self-contained accommodation on the site. Two separate GP letters have been provided which state that the provision of ground floor cooking, toilet and washing facilities is essential for the wellbeing of both applicants' parents. It is noted that neither the applicant nor any other family members are currently residing at Nos.18 to 20 Wilmar Close.

- 7.6 Whilst the submitted petition refers to the properties being in use as HMO's, no specific evidence has been provided to show that this is the case. In any event, providing that the properties are not being occupied by more than 6 occupants then use of the property as an HMO would not require planning permission given that the site does not fall within an area of the borough subject of an Article 4 direction restricting change of use of a Class C3 dwelling to use as an HMO. The applicant has provided a copy of a Section 21 notice sent to the existing occupiers noting an intention to terminate the existing tenancies, noting the applicant and their family's intention to occupy both dwellings in June 2025.
- 7.7 Four signed and dated statutory declarations have been submitted by the applicant, his brother and both parents. The statutory declarations submitted by the applicant, and his brother confirm their intention to occupy the main dwellings at Nos.18 and 20 Wilmar Close, whilst the two statutory declarations submitted by the applicants' parents confirm their intention to occupy the two annex buildings.
- 7.8 Officers note that there is a policy conflict regarding the intended use of the outbuildings and their internal layout, where assessed against Policy DMHD 2 and Paragraph A1.17 of the Local Plan Part 2. This is because the outbuilding is detached from the main house and contains primary living accommodation, namely a living room and bedroom and may theoretically be capable of independent occupation.
- 7.9 The primary aim of parts iii and iv of Policy DMHD 2 is to prevent the use of outbuildings as independent living accommodation in unsuitable locations, where such uses may impact negatively on the character of the area, residential amenity or present other negative implications such as increasing parking pressure or affecting access. Given the siting of the outbuildings to the rear of the main houses, use of the outbuildings as separate dwellings would not be acceptable as the size of the internal living space would be inadequate for use as an independent unit separate to the main dwelling and would not be provided with separate external amenity spaces. Furthermore, the siting of two separate dwellings to the rear of Nos.18 and 20 would likely present unacceptable impact on the amenity of neighbouring properties including and would fail to relate appropriately to the site context and character of the surrounding area.
- 7.10 Paragraph 56 of the NPPF 2024 makes clear that local planning authorities should consider whether otherwise unacceptable development could be made acceptable through the use of conditions or planning obligations. Given that the application is not submitted on the basis that outbuildings would be occupied as separate living

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accommodation and would instead be linked to the use of the main dwellings at Nos.18 and 20, due regard must be given as to whether an appropriately worded planning condition could be applied to ensure that use of the outbuildings remains ancillary to the residential use of Nos.18-20 Wilmar Close.

- 7.11 In assessing whether a condition could reasonably control the use of the outbuilding, officers have reviewed four comparable examples of applications for detached annex buildings in the borough considered at appeal since the adoption of the Local Plan Part 2 in January 2020 where a refusal reason was given relating to the suitability of the outbuildings for use as independent living accommodation separate to the host properties. The appeal references are listed below:
- 7.12
- APP/R5510/W/22/3303091 - 76 Long Lane, Hillingdon – decision issued 6<sup>th</sup> January 2023
  - APP/R5510/D/22/3296373 – 50 St Martins Approach, Ruislip – decision issued 9<sup>th</sup> August 2022
  - APP/R5510/D/22/3292279 – 24 Wood Lane, Ruislip – decision issued 3<sup>rd</sup> May 2022
  - APP/R5510/D/20/3263868 - 8 Thornhill Road, Ickenham – decision issued 8<sup>th</sup> March 2021
- 7.13 The first three appeals listed above were each allowed, and whilst the fourth appeal at 8 Thornhill Road was dismissed, the appeal inspector considered that refusing permission on the basis that the outbuilding would be capable of use as independent living accommodation was not justified. In each of the above cases it is considered that an appropriately worded condition requiring that the use of the outbuildings remained ancillary to the use of the primary dwelling would ensure that control is retained over the use of the outbuildings to ensure that they are not occupied as separate dwellings. In the absence of any other demonstrable harm, this would not represent a reason for refusing planning permission.
- 7.14 Were a condition to be applied tying the use of the living accommodation in the outbuildings to the main dwellings at 18-20 Wilmar Close then this would prevent occupation of the outbuildings as separate dwellings independent of the existing properties. Were the outbuildings to be used as independent living space in breach of this condition then the Council would be entitled to take enforcement action. An appropriately worded condition would provide adequate means to prevent independent use of the accommodation contained within the outbuilding and as such would prevent the potentially unacceptable impacts associated with a broader residential use of the outbuildings. The application of a planning condition in this instance would be in line with Paragraph 57 of the NPPF 2024 and would meet the required tests applied to planning conditions as set out in Paragraph 58 of the NPPF 2024.
- 7.15 On this basis, officers consider that planning permission should not be refused on the grounds that the outbuilding is capable of use as independent living

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accommodation as scenario can be prevented through the application of an appropriately worded planning condition.

### Neighbouring Amenity

- 7.16 No external alterations are proposed to the outbuildings. The outbuildings may currently be used lawfully for purposes ancillary to the main dwelling. This encompasses a range of domestic uses such as a games room, gym, or home office. Use as ancillary residential space connected to the main dwelling is unlikely to generate significant additional levels of activity, noise or disruption compared to other ancillary domestic uses that the building could accommodate. It is considered that the use would not amount to demonstrable harm to the residential amenity of surrounding occupiers by reason of noise, or other disturbance and there would be no conflict with Policy DMHB 11 of the Hillingdon Local Plan: Part 2 - Development Management Policies (2020).

### Highways and Parking Provision

- 7.17 As the proposals do not relate to the creation of independent living accommodation, the provision of separate allocated parking for the annex accommodation is not required. Hardstanding exists to the front of the Nos.18 and 20 Wilmar Close providing off-street parking. Parking is not clearly laid out and access appears to overlap with the boundary of the adjoining properties, however there would be at least one parking space per dwelling. The provision of additional ancillary annex space should be treated as an extension to the living accommodation at both dwellings and it is also understood that the occupants of the living space within both annex buildings would not require use of a car. No alterations are proposed to the parking or access to the front of the dwellings. Officers note that the recent planning application 67410/APP/2024/208 to extend both dwellings, which involved adding an additional room to each house was not refused on highways grounds.
- 7.18 In summary the proposals are considered acceptable from a highway safety and amenity perspective and comply with Policy DMT 6 of the Hillingdon Local Plan Part 2: Development Management Policies (2020) and Policy T6.1 of the London Plan (2021).

## **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 development would not be liable for a CIL contribution.

## **9 Conclusion / Planning Balance**

- 9.1 For the reasons set out in this Committee Report, it is considered that the proposal would comply with the objectives of national, regional and local planning policies and guidance. It is therefore recommended that the application be approved, subject to the imposition of 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](mailto:planning@hillingdon.gov.uk).

# APPENDICES

## Planning Application

**67410/APP/2024/2641**

## Appendix 1: Recommended Conditions and Informatives

### Conditions

#### 1. HO1 Time Limit

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

#### REASON

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

#### 2. HO2 Accordance with approved

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

S.1 - Location Plan and Existing Site Plan

S.2 - Proposed Elevation and Floor Plans

#### REASON

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

#### 3. NONSC Non Standard Condition

The outbuilding contained within the garden of No.18 Wilmar Close labelled '18' on approved drawing S.1 (Existing Site Plan and Location Plan) shall not be occupied at any time other than for purposes ancillary to the residential use of the dwelling known as 18 Wilmar Close, Hayes, UB4 8ET.

#### REASON

In the interests of protecting the living conditions of the occupiers of the existing dwellings on the site and protecting the amenity of surrounding residential occupiers and to preserve the character and appearance of the site and surrounding area in accordance with with Policy BE1 of the Hillingdon Local Plan: Strategic Policies (2012) and Policy DMHB 11 of the Local Plan Part 2 - Development Management Policies.

#### 4. NONSC Non Standard Condition

The outbuilding contained within the garden of No.20 Wilmar Close labelled '20' on approved drawing S.1 (Existing Site Plan and Location Plan) shall not be occupied at any time other than for purposes ancillary to the residential use of the dwelling known as 20 Wilmar Close, Hayes, UB4 8ET.

#### REASON:

In the interests of protecting the living conditions of the occupiers of the existing dwellings on the site and protecting the amenity of surrounding residential occupiers and to preserve the character and appearance of the site and surrounding area in accordance with Policy BE1 of the Hillingdon Local Plan: Strategic Policies (2012) and Policy DMHB 11 of the Local Plan Part 2 - Development Management Policies.

## **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).

### **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 - The Spatial Development Strategy for London consolidated with alterations since 2011 (2016) and national guidance.

DMH 1	Safeguarding Existing Housing
DMH 4	Residential Conversions and Redevelopment
DMHB 11	Design of New Development
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 T5	(2021) Cycling
LPP T6	(2021) Car parking
LPP T6.1	(2021) Residential parking



- NPPF- 11      NPPF-11 2018 - Making effective use of land
- NPPF- 12      NPPF-12 2018 - Achieving well-designed places
- NPPF- 2        NPPF-2 2018 - Achieving sustainable development
- NPPF- 5        NPPF-5 2018 - Delivering a sufficient supply of homes

## Appendix 2: Relevant Planning History

1777/APP/2018/1151      18 Wilmar Close Hayes

Single storey rear extension and conversion of roof space to habitable use to include a rear dormer, 2 front rooflights and conversion of roof from hip to gable end (Application for a Certificate of Lawful Development for a Proposed Development)

**Decision:** 31-05-2018      Approved

1777/APP/2019/168      18 Wilmar Close Hayes

Hip to gable roof extension, rear dormer window and single storey rear extension and proposed use as a six person House in Multiple Occupation (HMO) (Application for a Certificate of Lawful Development for a Proposed Development)

**Decision:** 14-03-2019      Approved

67410/APP/2023/1632      18 And 20 Wilmar Close Hayes

Conversion of roof space to habitable use to include hip to gable extensions, rear dormers, gable end windows, front rooflights and removal of chimneys and erection of outbuildings for both no.s 18 and 20 Wilmar Close (Application for a Certificate of Lawful Development for a Proposed Development)

**Decision:** 27-07-2023      Approved

67410/APP/2024/208      18 And 20 Wilmar Close Hayes

Erection of a two storey rear extension with the insertion of 2no. side facing windows. Demolition of existing garages and erection of an outbuilding.

**Decision:** 21-03-2024      Refused      **Appeal:** 29-10-2024      Dismissed

78150/APP/2023/2276      18 And 20 Wilmar Close Hayes

Erection of a two storey rear extension and 1 rear roof light at each property. Erection of outbuildings following demolition of garages (AMENDED DESCRIPTION).

**Decision:** 01-12-2023      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

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 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 T5 (2021) Cycling

LPP T6 (2021) Car parking

LPP T6.1 (2021) Residential parking

NPPF- 2 NPPF-2 2018 - Achieving sustainable development

NPPF- 5 NPPF-5 2018 - Delivering a sufficient supply of homes

- NPPF- 11            NPPF-11 2018 - Making effective use of land
- NPPF- 12            NPPF-12 2018 - Achieving well-designed places

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

Case Officer: <b>Christos Chrysanthou</b>	<b>35220/APP/2024/3046</b>
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Date Application Valid:	<b>12.12.24</b>	Statutory / Agreed Determination Deadline:	<b>11.04.25</b>
Application Type:	<b>Full</b>	Ward:	<b>West Drayton</b>

Applicant: **Mr M Madhang**  
 Site Address: **44 Frays Avenue, West Drayton, UB7 7AG**  
 Proposal: **Demolition and reconstruction of new build family home.**

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 legal agreement and to the conditions as set out in Appendix 1.

### **1 Executive Summary**

- 1.1 The application seeks planning permission for the demolition and reconstruction of new build family home.
- 1.2 Whilst it is acknowledged that the existing property exhibits attractive features, this factor alone does not necessarily amount to the building being of such considerable importance to the Area of Special Local Character to warrant its protection from demolition. The building is not statutorily or locally listed and being a mid-twentieth century property, it is considered to be of limited historic value. Moreover, a number of replacement dwellings have been built on Frays Avenue over recent years which would have necessitated the demolition of the original dwellings. It is therefore considered, on balance, that the principle of the demolition and replacement of the existing dwelling is acceptable.
- 1.3 The proposal has been subject to negotiation with the LPA and following the receipt of revised plans that adjust the design of the development, the proposal is considered to harmonise with the character and appearance of the West Drayton Garden City Area of Special Local Character.
- 1.4 The application is a resubmission to Application reference: 35220/APP/2024/2203 which was refused on the grounds of character impacts and unsatisfactory amenity and living conditions. The current application overcomes these reasons for refusal.
- 1.5 The development would not adversely impact on the living conditions of neighbouring occupiers and would provide a satisfactory provision of internal and external amenity space for future occupiers. The proposal would not lead to parking stress or present a risk to highway safety.
- 1.6 The scheme would be delivered as a 'self-build' development, and the applicant has agreed to enter into a Unilateral Undertaking to secure the BNG exemption. The Unilateral Undertaking would be progressed via the Council's legal team in the event of planning permission being granted.
- 1.7 The planning application is therefore recommended for approval subject to the conditions set out in Appendix 1 and a Unilateral Undertaking securing the BNG 'self-build' exemption.

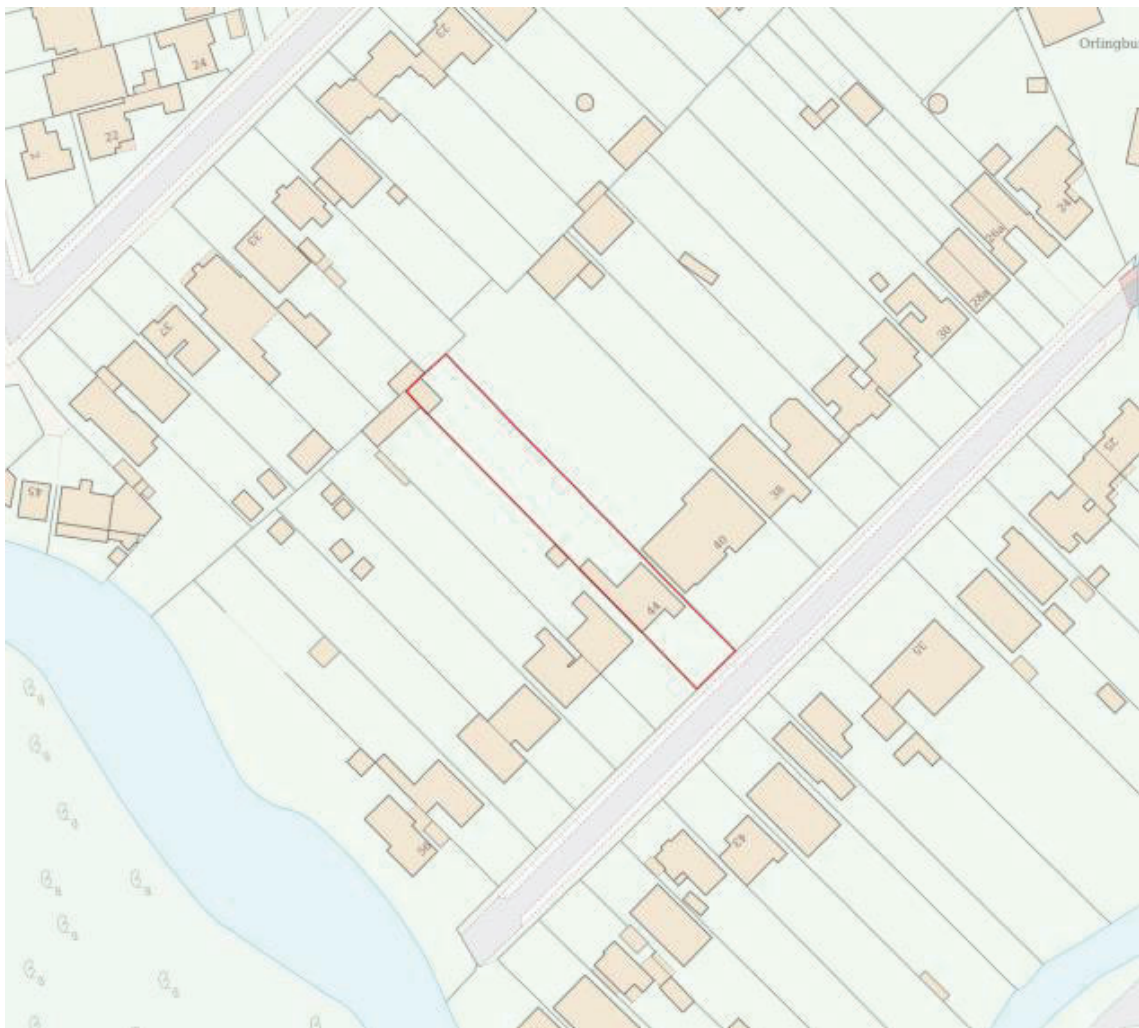
### **2 The Site and Locality**

**Hillingdon Planning Committee – April 2025**

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- 2.1 The application site is located on Frays Avenue within a residential setting and comprises a two storey detached dwelling. The area to the front of the property is provided with an area of soft landscaping and hard surfacing that accommodates off-street parking provision for 2-3 cars. The rear garden is spacious and well landscaped. The dwelling has a single storey wrap-around side and rear extension.
- 2.2 The application site lies within the West Drayton Garden City Area of Special Local Character. The site does not contain any Listed Buildings. There are no trees that are subject to a Tree Preservation Order within the site or on adjoining land. The site is located within a Flood Zone 2 and an Archaeological Priority Area.

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



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



### 3 Proposal

- 3.1 Planning permission is sought for the demolition and reconstruction of new build family home.
- 3.2 During the course of the application and following discussion between the agent and the case officer, revised plans have been submitted that adjust the forward bay to reflect those found on the neighbouring properties.

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

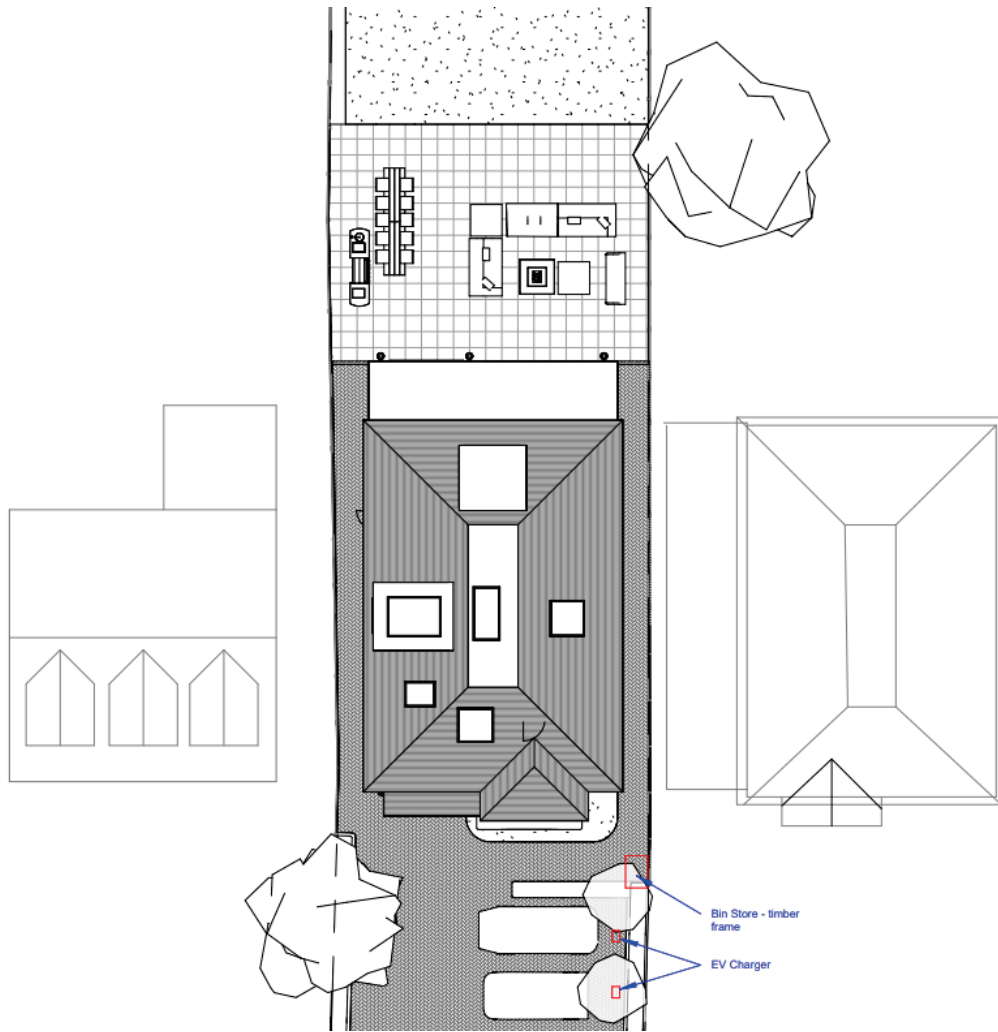


Street scene section (Application site second property from the left)





**Proposed Front Elevation**



**Proposed Site plan**

## 4 Relevant Planning History

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

- 4.1 This application is a resubmission to App ref: 35220/APP/2024/2203 (Erection of new dwellinghouse to include converted roof space into habitable use with 3x side facing roof lights, 1x front facing roof light, rear and side dormers, and formation of a crown roof, following demolition of existing dwellinghouse and attached garage.) which was refused on 30th October 2024 for the following reasons:

*1 The development, by virtue of its design, siting and roof form, would result in a visual prominent, incongruous and cramped form of development, to the detriment of the visual amenities of the street scene and the character and appearance of the West Drayton Garden City Area of Special Local Character. The proposal therefore conflicts with Policies BE1 and HE1 of the Hillingdon Local Plan: Part One - Strategic Policies (2012), Policies DMHB 5, DMHB 11 and DMHB 12 of the Hillingdon Local Plan: Part Two - Development Management Policies (2020), Policy D3 of the London Plan (2021) and Paragraphs 128d) and 135c) of the National Planning Policy Framework (2023).*

*2 The development through the use of obscure glazing that serves primary accommodation would result in poor levels of outlook and daylight/sunlight provision, to the detriment of the living conditions and amenities of future occupiers. The proposal therefore conflicts with Policy DMHB 16 of the Hillingdon Local Plan: Part 2 - Development Management Policies (2020), Policy D6 of The London Plan (2021) and Paragraph 135f) of the National Planning Policy Framework (2023).*

- 4.2 As detailed in this report, the resubmission addresses the reasons for refusal of the previous planning application.

## 5 Planning Policy

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

## 6 Consultations and Representations

- 6.1 13 neighbouring properties were consulted on 24<sup>th</sup> December 2024 for a period of 21 days.
- 6.2 A round of re-consultations was carried out on 26<sup>th</sup> February 2025 and the re-consultation period expired on 12<sup>th</sup> March 2025.
- 6.3 Representations received in response to public consultation are summarised in Table 1 (below). Consultee responses received are summarised in Table 2

### Hillingdon Planning Committee – April 2025

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(below). Full copies of the responses have also separately been made available to Members.

**Table 1: Summary of Representations Received**

<b>Representations</b>	<b>Summary of Issues Raised</b>	<b>Planning Officer Response</b>
A petition in objection with 32 signatures has been received.	1. Height, bulk, scale and design are harmful to the character of the ASLC.	Discussed at paragraphs 7.7-7.16 of this report.
	2. Undesirable precedent for a three story building.	Discussed at paragraph 7.14 of this report.
	3. Third dormer is intrusive and compromises privacy.	Discussed at paragraph 7.20 of this report.
	4. Overdeveloped appearance and out of character with the ASLC.	Discussed at paragraphs 7.7-7.16 of this report.
	5. Depth and bulk results in loss of amenity to No.46.	Discussed at paragraph 7.18 of this report.
	6. Loss of dwelling and requirement for demolition notice.	The loss of the dwelling is discussed at paragraphs 7.5-7.6. The demolition of the existing dwelling would be permitted by virtue of the granting of planning permission. A separate demolition notice would not be required.
5 letters of objection have been received.	1. Overdevelopment, impact on ASLC and street scene, three storey height and scale, depth and bulk, out of character, loss of dwelling.	Discussed at paragraphs 7.5-7.6 and 7.7-7.16 of this report.

	II. Overshadowing, loss of privacy.	Discussed at paragraphs 7.17-7.22 of this report.
One letter of support was received.	III. It looks great with the street scene and is beautiful design. Request that side windows are frosted.	Noted.
West Drayton Conservation Area Advisory Panel also wrote in objection	IV. Concerns were raised regarding the loss of space between properties, depth, overdevelopment.	Discussed at paragraphs 7.7-7.16 of this report.

**Table 2: Summary of Consultee Responses**

<b>Consultee and Summary of Comments</b>	<b>Planning Officer Response</b>
<b>Access Officer</b> No accessibility concerns are raised subject to conditions.	Noted.
<b>Highways Officer</b> No highways concerns are raised subject to conditions.	Noted.

## 7 Planning Assessment

### Principle of Development

- 7.1 Paragraph 202 of the NPPF (2024) states that local planning authorities should recognise "assets are an irreplaceable resource and should be conserved in a manner appropriate to their significance".
- 7.2 Paragraph 210 of the NPPF (2024) relates to designated and to non-designated heritage assets and states that "In determining applications, local planning authorities should take account of: a) the desirability of sustaining and enhancing the significance of heritage assets and putting them to viable uses consistent with their conservation".
- 7.3 Paragraph 216 of the NPPF (2024) states that "The effect of an application on the significance of a non-designated heritage asset should be taken into account in determining the application. In weighing applications that directly or indirectly affect non-designated heritage assets, a balanced judgement will be required

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having regard to the scale of any harm or loss and the significance of the heritage asset."

- 7.4 This is reinforced at a local level, where Policy DMHB 5 of the Hillingdon Local Plan: Part 2 - Development Management Policies (2020) states that "The replacement of buildings which positively contribute to the character and local importance of Areas of Special Local Character will normally be resisted."
- 7.5 Based on the interpretation of paragraph 039 of the Planning Practice Guidance, the Garden City Area of Special Local Character (ASLC) is a non-designated heritage asset. It is noted that the Council's Conservation Officer did not previously object in respect to the loss of the existing property and its current contribution to the ASLC. It is considered that refusing this application on this ground alone would be unsustainable in the event of the appeal.
- 7.6 The existing property is not a statutory listed building, nor is it a locally listed building. Subject to compliance with relevant planning policies and other material considerations, the principle of replacing the existing dwelling with another dwelling is considered acceptable.

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

- 7.7 The site lies within the Garden City, West Drayton Area of Special Local Character. The existing dwelling is a two storey property with a rendered exterior and a pitched tiled roof. It has been extended to the side and the front. The retention of original features allows the existing building to provide a strong positive contribution to the significance of the ASLC. However as discussed in the principle of development paragraphs (7.1- 7.6 of this report), there is no objection to the demolition of the existing building.
- 7.8 The height of the proposed replacement dwelling would match that of the neighbours at Nos. 40 and 42, however it would be 2.25 metres taller than the neighbouring chalet bungalow at No. 46. The overall width of the proposal is 9.3metres (a 0.25 metre reduction from the previous scheme), which is comparable to other neighbouring dwellings.
- 7.9 The proposal includes gaps of 1.15 metres to the shared side boundaries with No. 42 and 46. It is noted that the side gaps prevalent on Frays Avenue vary in width. The proposal would include a set in off the boundary shared with No.40 which is subject to redevelopment. This creates adequate separation distance to prevent the potential for a terracing effect and is reflective of the established pattern of development within the street.
- 7.10 The rear dormer would occupy less than one third the width of the rear roof slope. It would be set down 0.4 metres from the ridge and in a central location with satisfactory set-ins from the side elevations. Whilst the window serving the rear dormer is quite large, the proportions of the rear dormer are considered to be acceptable. It would also not be overly visible from the street scene and as such, no material harm is identified.

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- 7.11 The side dormer is 2.5metres wide and would be set down 0.40 metres below the main ridge. It would be set back 5.3 metres from the front elevation. The side dormer is relatively narrow and set back from the street scene and when viewed against the side roof slope which measures 13.8 metres, it would not be unduly prominent. It is noted that there are other examples of side dormers on the neighbouring properties at Nos.41, 47 and 54. As such the side dormer would not introduce an alien feature to the street scene.
- 7.12 The resubmission scheme has replaced the previously proposed forward gable projection on the proposed replacement dwelling with a hipped roof. A further revision was received to reduce the forward projection further and is now comparable to those found on properties in the street scene. The revised forward bay projection reads as a subordinate feature and appears acceptable within the wider street scene.
- 7.13 The rear elevation would line up with that of No.42. The depth is acceptable, and the crown roof has been made narrower and is a similar size to those found on neighbouring properties.
- 7.14 The scale of the proposal is representative of a two-storey dwelling with loft accommodation. Similar modern replacement dwellings are found on Frays Avenue including the adjacent neighbouring properties at Nos. 40 and 42 and the proposal is considered to harmonise with the evolving street scene.
- 7.15 As described above, the design of the scheme as revised is not considered to be harmful to the character and appearance and the visual amenities of the area of special local character. Therefore, the first reason for refusal of application reference 35220/APP/2024/2203 is considered to have been overcome.
- 7.16 The materials listed on the application form are brick, plain roof tiles and aluminium windows and doors. In the event of an approval, details of all materials would be secured by condition.

### **Residential Amenity**

- 7.17 The 45 degree lines of sight have been drawn on the proposed plans, indicating that the development would not breach these splays which are taken from the nearest first floor windows of the neighbouring properties. As such both neighbouring occupiers would not experience any loss of outlook.
- 7.18 The new dwelling would replace the existing dwelling and garage which are to be demolished. The replacement dwelling would be two storeys in height and whilst it would be set slightly closer to the shared boundary with No.46, adequate side gaps would be retained and overall, the relationship with the neighbour would not be dissimilar to the existing situation. As such, it is considered that the development would not have an overbearing impact upon the neighbouring bungalow at No.46.

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- 7.19 The single storey rear element would project 2.2 metres beyond the rear elevation of No. 42 and 1.5 metres beyond the rear conservatory of No.46. The single storey rear element measures 3.15 metres in height and with side gaps between 1.2 metres and 1.3 metres to the side boundaries (an increase of 5-10cm each side). The impact of the single storey rear element would be considered acceptable.
- 7.20 The first-floor side windows serve the stairs/landing and a two bathrooms. All three first floor side windows are annotated to be obscure glazed. A condition would be attached in the event of an approval to secure the obscuring of these windows to preserve neighbouring amenity.
- 7.21 The side dormer would serve the stairs and is recommended to be obscure glazed to prevent overlooking towards No.46. The side rooflight serves a store. In the event of the application being determined for approval, a condition is recommended to be attached to obscure glaze these to preserve neighbour privacy.
- 7.22 In summary, no adverse impacts are identified with regards to neighbouring amenity.

### **Highway safety and Parking**

- 7.23 No changes are being proposed to the existing vehicle crossover serving the site, which is considered to be fit for purpose.
- 7.24 The proposal indicates the retention of two car parking spaces in the front driveway. This is sufficient parking provision in accordance with adopted parking standards. The proposal also includes electric vehicle charging points. Cycle parking is not indicated, however this is recommended to be secured by a suitably worded condition.
- 7.25 As detailed in Table 2 of the report, the Highway Authority have not objected to the proposal, subject to conditions securing a parking layout plan and a Construction Management Plan. These conditions would be attached in the event of an approval.

### **Quality of Residential Accommodation**

- 7.26 The overall Gross Internal Floor area (GIA) of the proposed replacement dwelling exceeds the London Plan minimum space standard. All the proposed bedrooms would exceed the minimum floor area standards set out in the technical housing standards - nationally described space standard (2015). The proposed dwelling would be dual aspect with all the habitable rooms being served by principal windows in the front or rear elevations of the building, thus providing future occupiers with a reasonable level of natural light and outlook.
- 7.27 The resubmission has altered the layout and as shown on the proposed floor plans, the bedrooms are now served by windows in the front or rear elevations not

windows in the side elevation. This overcomes the second reason for refusal of application reference 35220/APP/2024/2203.

### **Private amenity space**

- 7.28 Table 5.3 to Policy DMHB 18 of the Hillingdon Local Plan Part 2 states that houses with four bedrooms or more should provide a minimum of 100 square metres of private usable amenity space. The retained private amenity space to serve the proposed replacement dwelling exceeds the policy requirement and as such is acceptable.

### **Trees and Landscaping**

- 7.29 The site does not contain any TPO trees, however it lies adjacent to Tree Preservation Area Order 752 to the northeast boundary. An Arboricultural Method Statement, Impact Assessment and Tree Protection Plan has been submitted in support of the application. The report identifies one Category C1 tree (T4) to be removed from the rear garden. It also sets out a method statement and tree protection measures to safeguard other trees within the site and on neighbouring land.
- 7.30 In the event of a determination for approval, the implementation of the method statement and tree protection measures is recommended to be secured by condition. A further condition is also recommended to secure a full landscape scheme to enhance the visual amenity of the site and offset the loss of the tree that would be removed to accommodate the development.

### **Flood Risk and Drainage**

- 7.31 The site lies within a Flood Zone 2, which represents a moderate risk of flooding. The application proposes a replacement dwelling. According to Annex 3 of the NPPF, buildings used for dwelling houses are classified as 'more vulnerable' uses.
- 7.32 The NPPG also states that for development in a Flood Zone 2, where the use is classified as more vulnerable, the central climate change allowance should be applied.
- 7.33 A flood risk assessment has been submitted in support of the application. It identifies flood risk mitigation measures including setting the finished floor levels 300mm above the 1% AEP + 20% CC modelled flood level and utilising flood resistant materials. These measures would be secured by condition in the event of a determination for approval. In addition, a condition is recommended to be attached to secure a sustainable water management scheme.

### **Access**

- 7.34 As detailed in Table 2 of this report, the Council's Access Officer has no objection subject to conditions to secure details of step free access and compliance with the technical specifications for an M4(2) dwelling, as set out in Approved Document

**Hillingdon Planning Committee – April 2025**

**PART 1 – Members, Public & Press**



M to the Building Regulations (2010) 2015. These conditions are recommended to be attached in the event of a determination for approval to ensure an accessible development.

### **Biodiversity Net Gain (BNG)**

- 7.35 The application form has selected the 'Self-build and custom build development' exemption. It is understood that the applicant has made enquiries to sign up to the Council's self-build register. On the basis that the development would be delivered as a 'self-build', the proposal is considered to be BNG exempt, and a biodiversity gain plan is not required. A Unilateral Undertaking (UU) to secure the self-build exemption is being progressed by the Council and would be signed in the event of planning permission being granted.
- 7.36 Whilst the self-build exemption may be applicable, the exemption applies to the delivery of an on-site net gain of 10%. In order to ensure that mitigation is secured in the event that the self-build exemption is not conformed with, the applicant is required to submit a statutory metric which will demonstrate the level of shortfall between the existing and proposed development. A Biodiversity Net Gain Plan has been submitted in support of the application. It identifies a requirement of 0.03 offsite biodiversity units to offset the loss of habitats and achieve a 10% biodiversity net gain. On this basis, the proposal would be able to achieve a biodiversity net gain in line with the BNG framework.

## **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 August 1<sup>st</sup> 2014 which is chargeable on residential developments. This is in addition to the Mayoral CIL charge. CIL rates are index linked.

## **Hillingdon Planning Committee – April 2025**

### **PART 1 – Members, Public & Press**

- 8.4 The proposal involves the erection of a new dwelling and would therefore be liable to pay CIL. A relevant informative would be attached to the decision notice pointing to these obligations.

## **9 Conclusion / Planning Balance**

- 9.1 The application seeks planning permission for the demolition and reconstruction of new build family home. 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 completion of a legal agreement to secure the BNG requirements set out within this report and the conditions set out in Appendix 1 (below).

## **10 Background Papers**

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

# **APPENDICES**

## **Planning Application**

**35220/APP/2024/3046**

## 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, A102 dated 21/03/2025, A103 dated 21/03/2025, A104 dated 21/03/2025 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. RES7 Materials (Submission)

Notwithstanding any of the approved plans, no development shall take place until details of all materials and external surfaces have been submitted to and approved in writing by the Local Planning Authority. Thereafter the development shall be constructed in accordance with the approved details and be retained as such. Details should include information relating to make, product/type, colour and photographs/images.

#### REASON

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

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

Notwithstanding any of the approved plans, 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 (including pollution absorbing plants), plant sizes, and proposed numbers/densities where appropriate

2. Details of Hard Landscaping
  - 2.a Refuse Storage
  - 2.b Accessible Cycle Storage for 2no bicycles
  - 2.c Means of enclosure/boundary treatments
  - 2.d Car Parking Layout including one active electric vehicle charging point and one passive electric vehicle charging point
  - 2.e Hard Surfacing Materials
  - 2.f External Lighting
  
3. Details of Landscape Maintenance
  - 3.a Landscape Maintenance Schedule for a minimum period of 5 years.
  - 3.b Proposals for the replacement of any tree, shrub, or area of surfing/seeding within the landscaping scheme which dies or in the opinion of the Local Planning Authority becomes seriously damaged or diseased.
  
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, DMEI 1 and DMT 2 of the Hillingdon Local Plan Part 2 (2020).

#### **5. RES8 Tree Protection and Method**

The development hereby approved shall be carried out strictly in accordance with the recommendations contained within the approved Arboricultural Method Statement, Impact Assessment and Tree Protection Plan, SouthOaks Arboricultural Consultancy.

#### 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).

#### **6. 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 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).

**7. RES12 No additional windows or doors**

Notwithstanding the provisions of the Town and Country Planning (General Permitted Development) Order 1995 (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).

**8. RES13 Obscure Glazing**

The windows at first floor and roof level in the side elevations facing Nos. 42 and 46 Frays Avenue 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 DMHB 11 of the Hillingdon Local Plan Part 2 (2020).

**9. NONSC Flood Risk Assessment**

The development hereby approved shall be carried out strictly in accordance with the recommendations contained within the approved Flood risk assessment, 13-08-2024, STM Environmental.

**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).

**10. RES15 Sustainable Water Management**

Prior to commencement of the development hereby approved, a scheme for the provision of sustainable water management shall be submitted to and approved in writing by the Local Planning Authority. The scheme shall clearly demonstrate that sustainable drainage systems (SUDS) have been incorporated into the designs of the development in accordance with the hierarchy set out in accordance with Policy SI 13 of the London Plan (2021) and will:

- 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 which shall include the arrangements for adoption by any public authority or statutory undertaker and any other arrangements to secure the operation of the scheme throughout its lifetime. The scheme 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.

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).

#### 11. NONSC **Step free Access**

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

#### REASON

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

#### 12. NONSC **M4(2) Dwelling**

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).

#### 13. NONSC **Demolition and Construction Management Plan**

No development shall take place until a demolition and construction management plan has been submitted to and approved in writing by the Local Planning Authority. The plan shall detail:

a) The phasing of development works

- b) Types of vehicles accessing the site, including their ability to enter the Frays Avenue without affecting neighbouring properties
- c) The hours during which development works will occur
- d) How vehicles will access the site whilst protecting neighbouring sites
- e) Measures to prevent mud and dirt tracking onto footways and adjoining roads (including wheel washing facilities)
- f) 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)
- g) Measures to reduce the impact of the development on local air quality and dust through minimising emissions throughout the demolition and construction process
- h) 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 Policies DMHB 11, DMT 1 and DMT 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. I59 **Councils Local Plan : Part 1 - Strategic Policies**

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 (2021) and national guidance.

##### 3.

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.

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.

It is an offence under section 148 of the Highways Act 1980 to deposit compost, dung or other material for dressing land, or any rubbish on a made up carriageway, or any or other debris on a highway to the interruption of any highway user. Section 149 of the same Act gives the Highway Authority powers to remove such material at the expense of the party responsible. Therefore, best practical means shall be taken at all times to ensure that all vehicles leaving the site during construction of the development and use thereafter are in a condition such as not to emit dust or deposit mud, slurry or other debris on the highway.

#### 6.

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

#### 7. 115 **Control of Environmental Nuisance from Construction Work**

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

- A. Demolition and construction works which are audible at the site boundary shall only be carried out between the hours of 08.00 and 18.00 hours Monday to Friday and between the hours of 08.00 hours and 13.00 hours on Saturday. No works shall be carried out on Sundays, Bank or Public Holidays.
- B. All noise generated during such works shall be controlled in compliance with British Standard Code of Practice BS 5228:2009.
- C. Dust emissions shall be controlled in compliance with the Mayor of London's Best Practice Guidance 'The Control of dust and emissions from construction and demolition.
- D. No bonfires that create dark smoke or nuisance to local residents. You are advised to consult the Council's Environmental Protection Unit ([www.hillingdon.gov.uk/noise](http://www.hillingdon.gov.uk/noise) Tel. 01895 250155) or to seek prior approval under Section 61 of the Control of Pollution Act if you

anticipate any difficulty in carrying out construction other than within the normal working hours set out in (A) above, and by means that would minimise disturbance to adjoining premises.

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

You are advised that it is an offence under the Wildlife and Countryside Act 1981 to disturb roosting bats, nesting birds or any other protected species.

#### **9. I2 Encroachment**

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

#### **10. I6 Property Rights/Rights of Light**

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

#### **11. I73 Community Infrastructure Levy (CIL) (Granting Consent)**

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

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

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

## Appendix 2: Relevant Planning History

35220/A/84/1441          44 Frays Avenue West Drayton

Section 53 certificate (P) Single-storey rear extension.

**Decision:** 01-10-1984      General  
Perm.Devt.

35220/APP/2023/3303      44 Frays Avenue West Drayton

Erection of a first floor side and part rear extension. Conversion of roofspace to habitable use to include a rear dormer and garage conversion to habitable room.

**Decision:** 09-01-2024      Refused

35220/APP/2023/3305      44 Frays Avenue West Drayton

Erection of outbuilding to rear garden (Application for a Certificate of Lawful Development for a Proposed Development)

**Decision:** 20-12-2023      Refused

35220/APP/2023/3712      44 Frays Avenue West Drayton

Erection of outbuilding to rear garden (Application for a Certificate of Lawful Development for a Proposed Development)

**Decision:** 06-02-2024      Approved

35220/APP/2024/2203      44 Frays Avenue West Drayton

Erection of new dwellinghouse to include converted roof space into habitable use with 3x side facing roof lights, 1x front facing roof light, rear and side dormers, and formation of a crown roof, following demolition of existing dwellinghouse and attached garage.

**Decision:** 30-10-2024      Refused

35220/B/84/1732          44 Frays Avenue West Drayton

Section 53 certificate (P) Single-storey rear extension.

**Decision:** 05-11-1984      General  
Perm.Devt.

35220/C/96/0417          44 Frays Avenue West Drayton

Erection of a single storey front extension

**Decision:** 03-06-1996      Approved

35220/D/98/0582      44 Frays Avenue West Drayton  
Erection of a two storey front extension

**Decision:** 03-06-1998      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
PT1.H1	(2012) Housing Growth
PT1.EM6	(2012) Flood Risk Management
PT1.HE1	(2012) Heritage

#### Part 2 Policies:

DMH 1	Safeguarding Existing Housing
DMH 2	Housing Mix
DMCI 7	Planning Obligations and Community Infrastructure Levy
DMEI 10	Water Management, Efficiency and Quality
DMEI 9	Management of Flood Risk
DMHB 15	Planning for Safer Places
DMHB 5	Areas of Special Local Character
LPP SI12	(2021) Flood risk management
LPP T2	(2021) Healthy Streets
LPP T4	(2021) Assessing and mitigating transport impacts
DMHB 11	Design of New Development
DMHB 12	Streets and Public Realm
DMHB 14	Trees and Landscaping
DMHB 16	Housing Standards
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

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

Case Officer: <b>Rhian Thomas</b>	<b>5235/APP/2025/188</b>
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Date Application Valid:	<b>27.01.25</b>	Statutory / Agreed Determination Deadline:	<b>16.04.25</b>
Application Type:	<b>Householder</b>	Ward:	<b>West Drayton</b>

Applicant: **Mr Vitalie Anghel**

Site Address: **10 Frays Avenue, West Drayton**

Proposal: **Erection of a single storey rear extension, amendments to side extension roof, extension to existing loft conversion including extension of roof to the rear and formation of crown roof, enlargement of rear dormer window, and installation of 2no. side facing roof lights, and addition of render and insulation to external walls**

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 erection of a single storey rear extension, amendments to side extension roof, extension to existing loft conversion including extension of roof to the rear and formation of a modest crown roof, enlargement of the rear dormer window, and installation of 2no. side facing roof lights, and addition of render and insulation to external walls.
- 1.2 On balance, the proposed extensions are considered to comply with the objectives of the relevant planning policies and would not cause significant harm to the character and appearance of the Area of Special Local Character or harm the host dwelling.
- 1.3 The proposed development would have an acceptable impact on neighbouring residents' amenities and would not adversely affect highway safety, or cause harm in other respects.
- 1.4 Due regard has been given to objections raised, however it is concluded that the proposal complies with the Development Plan and no material considerations indicate that a contrary decision should be taken.
- 1.5 The Committee Report seeks to provide a comprehensive assessment of the householder application and supporting documentation. All material planning considerations have been considered.
- 1.6 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. The development has sufficiently overcome all previous reasons for refusal.

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

- 2.1 The application site comprises a detached bungalow situated on the northwest side of Frays Avenue with its principal elevation facing to the East. The site backs onto Frays River. The existing property dates from the mid-20th century. It is a modestly proportioned building set on a small plot. The property features a projecting garage to the front with a gable end roof with timber cladding. The main portion of the property is simple in appearance with a hipped, tiled roof. Over time the property has been subject to a number of alterations including conversion of the roof space, a front and rear facing dormer, porch addition to the front and side and rear additions.

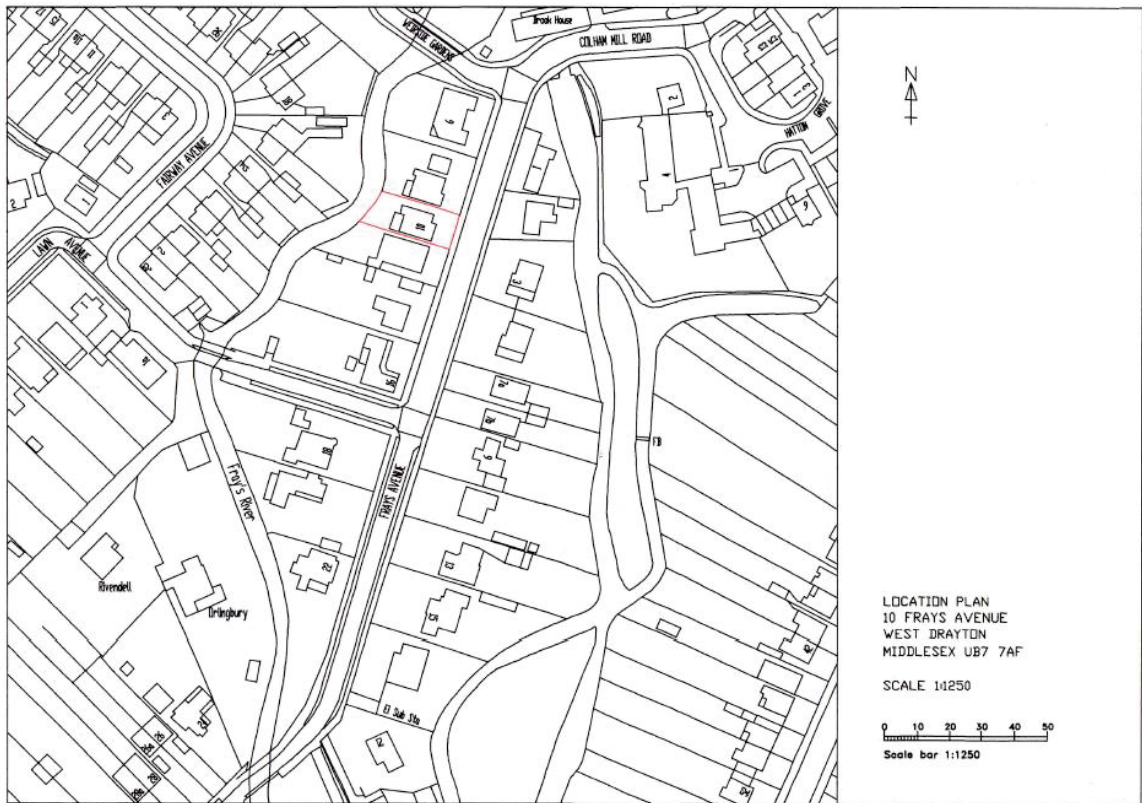
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**PART 1 – Members, Public & Press**



- 2.2 Frays Avenue is a cul-de-sac that terminates at the River Colne to the southwest. Frays River runs along the rear/west boundary of the property and connects with the River Colne to the South. The surrounding street scene is predominantly residential in character.
  
- 2.3 The site lies within the Garden City, West Drayton Area of Special Local Character (ASLC). Frays River, adjoining the site, is designated as a Nature Conservation Site of Metropolitan or Borough Grade i Importance and part of the site lies within Flood Zones 2 and 3.

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



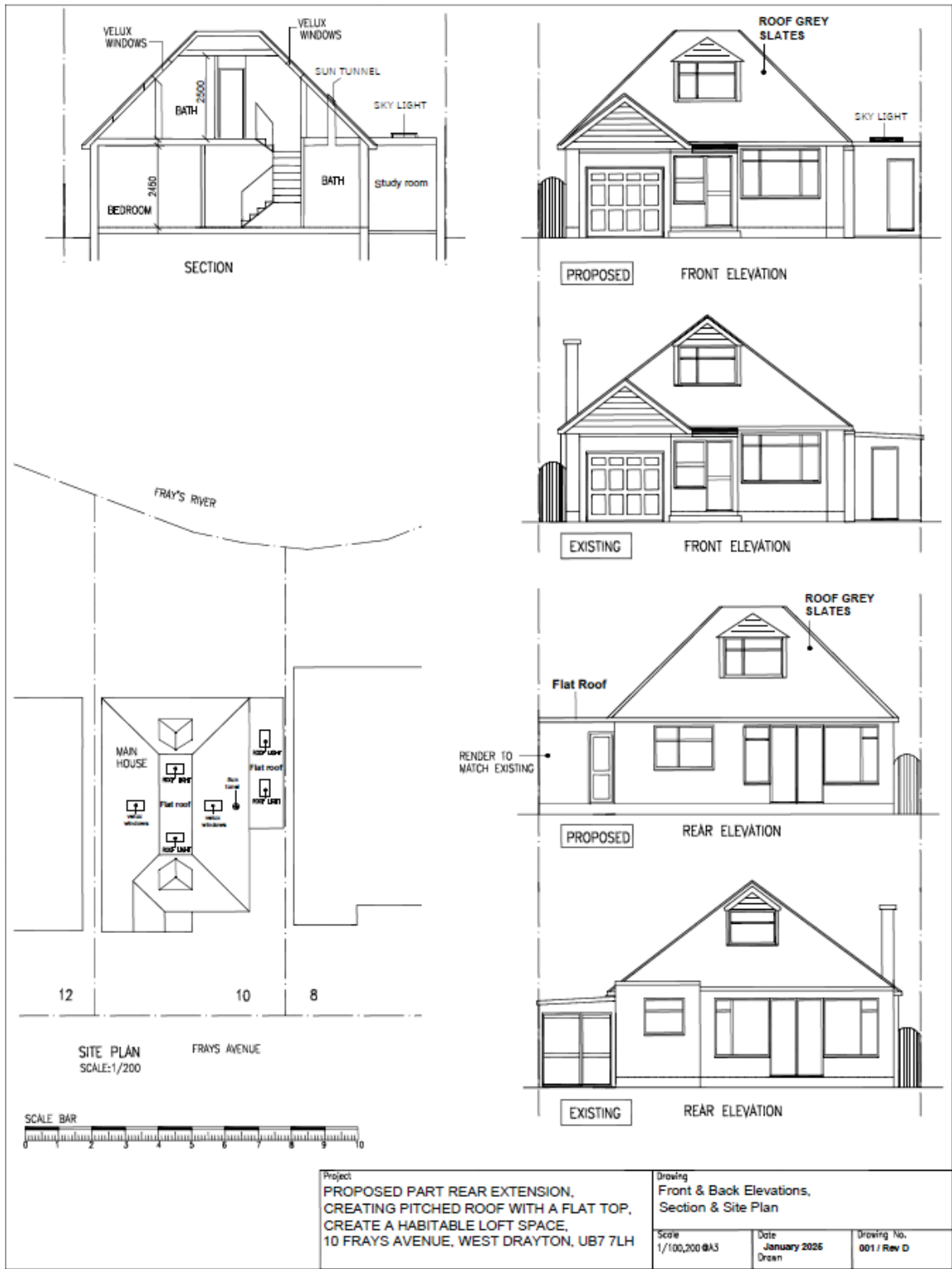
**Figure 2: Street View Images of the Application Property**



### 3 Proposal

- 3.1 Planning permission is sought for the erection of a single storey rear extension, amendments to side extension within the roof, extension to existing loft conversion including extension of roof to the rear and formation of crown roof, enlargement of rear dormer window, and installation of 2no. side facing roof lights, and addition of render and insulation to external walls
- 3.2 **Figure 3: Proposed Plan** (please note – larger version of plan can be found in the Committee Plan Pack)

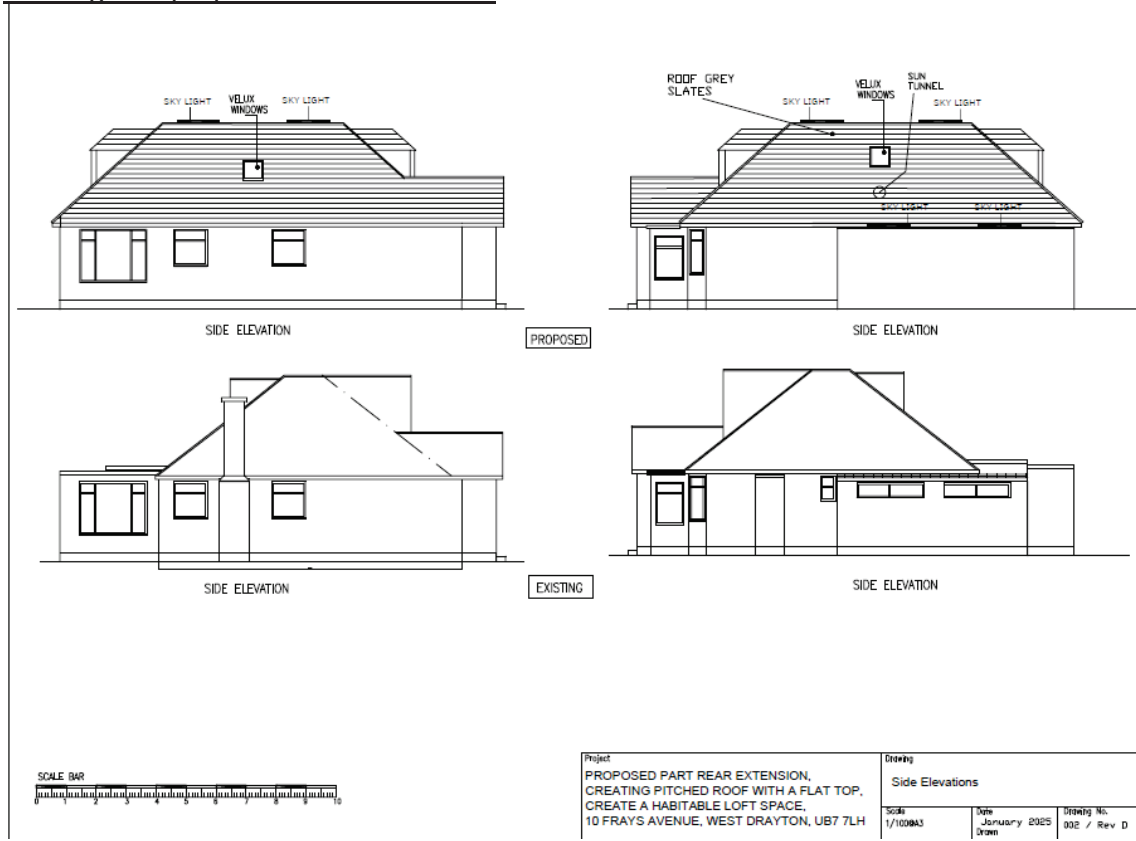
Existing and proposed front/rear elevations, section and site plan



Existing and proposed street scene elevation



Existing and proposed side elevations

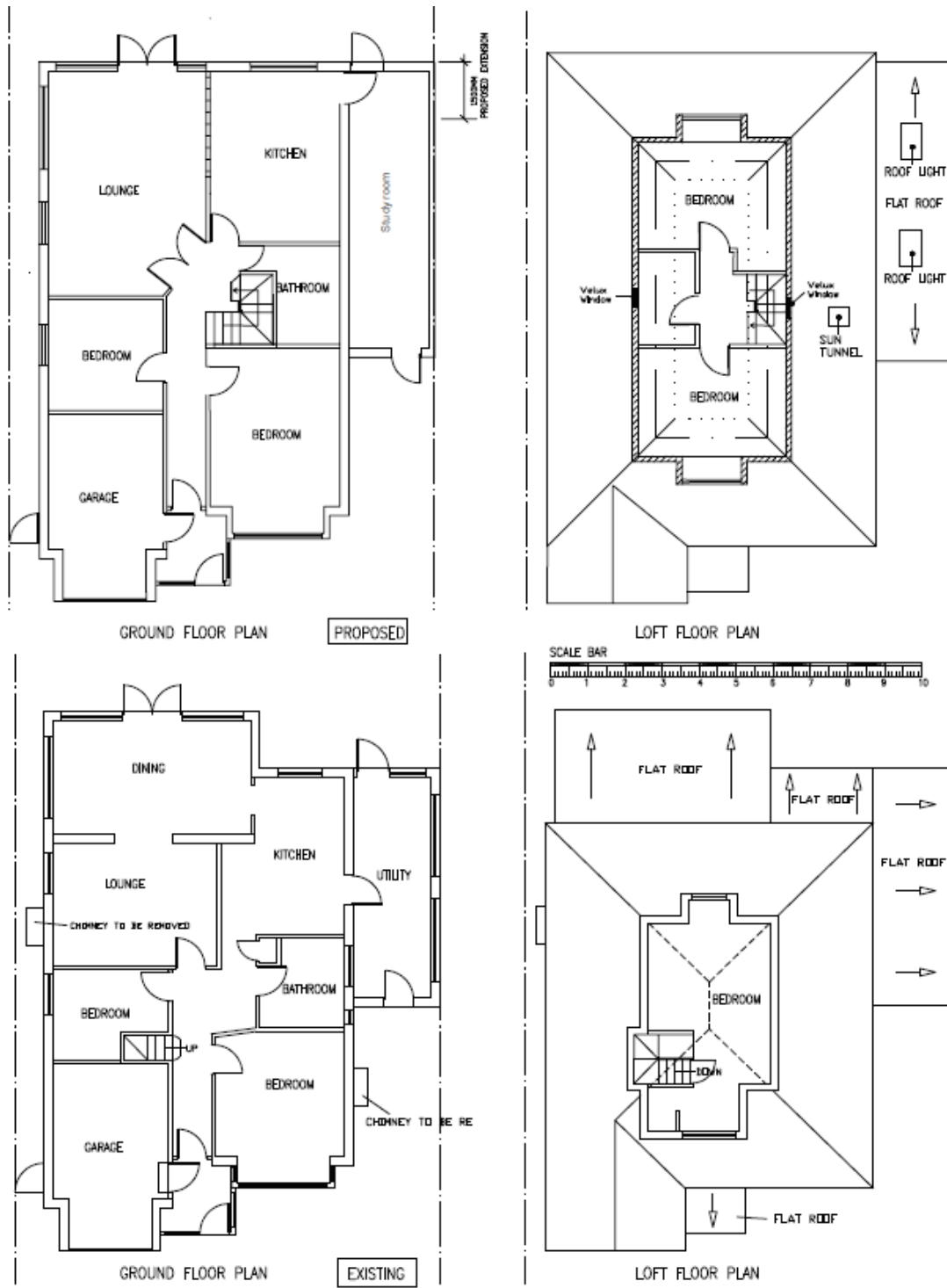


Project PROPOSED PART REAR EXTENSION, CREATING PITCHED ROOF WITH A FLAT TOP, CREATE A HABITABLE LOFT SPACE, 10 FRAYS AVENUE, WEST DRAYTON, UB7 7LH	Drawing Side Elevations Scale 1/100@A3 Date January 2025 Drawn	Drawing No. 002 / Rev D
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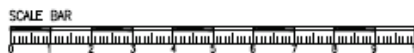
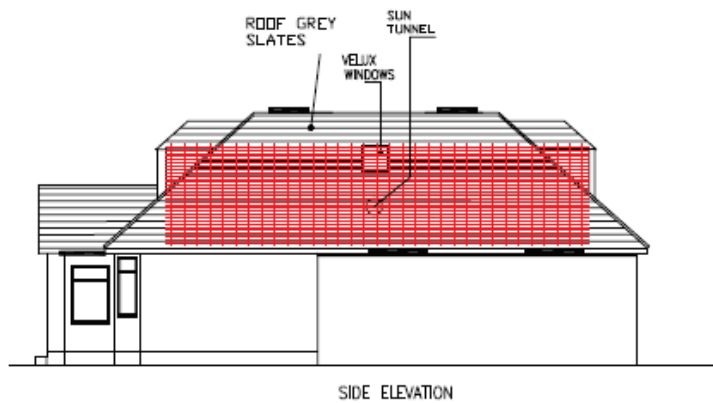
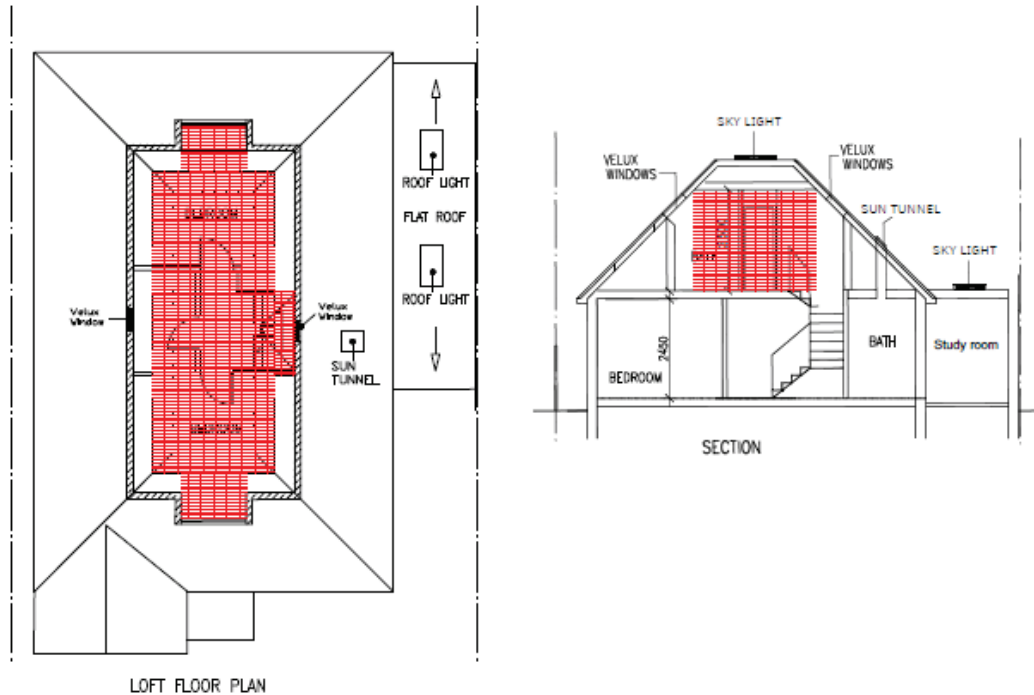
Existing and proposed floor plans

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Proposed plans showing floor to ceiling height



Project	Drawing		
PROPOSED PART REAR EXTENSION, CREATING PITCHED ROOF WITH A FLAT TOP, CREATE A HABITABLE LOFT SPACE, 10 FRAYS AVENUE, WEST DRAYTON, UB7 7LH	Floor Plan & Section of loft area where floor to ceiling height is 2.5m		
Scale	Date	Drawing No.	
1/100 A3	March 2025	005 / Rev B	
	Drawn		

#### 4 Relevant Planning History

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

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- 4.2 Planning permission was previously refused and subsequently dismissed at appeal under reference 5235/APP/2021/1541 dated 03-09-21 (Appeal reference APP/R5510/D/21/3287789). The application proposed the erection of a 'Single storey rear extension, single storey side extension and raising of roof to allow conversion of roof space to habitable use to include 1 side, 1 rear and 1 front dormer and 1 side rooflight'. The application was refused for the following reasons:
- 4.3 1. The proposed raising of the eaves/roof height and the siting, number, size, scale, bulk and design of the dormer windows would fail to harmonise with the architectural composition of the original and adjoining buildings and would be detrimental to the character, appearance and visual amenities of the street scene and the surrounding Garden City, West Drayton Area of Special Local Character. The proposal is therefore contrary to Policies BE1 and HE1 of the Hillingdon Local Plan: Part One - Strategic Policies (November 2012), Policies DMHB 1, DMHB 5, DMHB 11, DMHB 12 and DMHD 1 of the Hillingdon Local Plan Part Two - Development Management Policies (January 2020), Policies HC1, D4 and D6 of the London Plan (2020) and the National Planning Policy Framework (2021).
- 4.4 2. The proposed raising of the eaves/roof height, by virtue of its size, scale, bulk, height and proximity, would be detrimental to the amenities of the adjoining occupier at 8 Frays Avenue, by reason of overdominance, overshadowing, visual intrusion, loss of light and loss of outlook. Therefore, the proposal would be contrary to Policies DMHB 11 and DMHD 1 of the Hillingdon Local Plan: Part Two - Development Management Policies (2020), Policy D6 of the London Plan and paragraph 130(f) of the NPPF (2021).
- 4.5 It should be noted that with the appeal decision the Inspector concluded that the development would 'comprise a non-intrusive intervention within the street scene and would therefore preserve the character and appearance of the area and the ASLC). However, the Inspector upheld the view that the proposed side extension would harm the living conditions of the adjoining neighbouring property No.8 Frays Avenue. As such the appeal under reference APP/R5510/D/21/3287789 was dismissed.
- 4.6 The main issue for the current application is whether these reasons for refusal have been overcome.
- 4.7 The proposed application differs from the previously refused scheme in that the development involves a modest crown roof, the side extension is not proposed to be extended forward, rather it would extend to the rear and the side dormer extension has been removed.
- 4.8 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.

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## 5 Planning Policy

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

## 6 Consultations and Representations

6.1 6 neighbouring properties were initially consulted on the application by letter dated 06-02-25. During the process of the application the description was amended and revised drawings were received. As such, neighbouring properties and residents who have commented on the application were re-consulted for 14 days. The consultation period expired 25-03-25.

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 25 signatures has been received against the application	1. The application site is located within an area of flood risk which is critical to the consideration of the proposed development within the Area of Special local Character.	The Environment Agency have been consulted on the application and have confirmed that there is no objection to the proposed development in terms of flood risk subject to the inclusion of an informative note.
	2. The rear extension to be built along the party wall is not in keeping with the street scene.	Discussed at paragraphs 7.2 to 7.7
	3. The existing side extension is a temporary lean-to structure, and the existing plans are inaccurate as it shows a solid wall but in fact it is only 4 ½ inch garden wall.	A site visit confirmed that the existing side structure is made from corrugated materials. However, the proposed development involves amendments to this with a height increase and to change it into a permanent addition. An assessment of this has been made at paragraphs 7.2 to 7.13

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	4. Concerns over neighbouring foundations due to the proximity to neighbouring property.	This is not a material planning consideration.
	5. The side Velux rooflights will result in a loss of privacy to neighbouring properties	An assessment of the proposed development on the impact to neighbouring properties has been made at paragraph 7.13 & 7.14
	6. Guttering details are not shown on the proposed drawings and there would be no means of maintaining guttering unless access it provided through the neighbouring property.	Guttering details for a proposal of this nature would not be shown on planning drawings for assessment and are not material to the determination of this application.  The relevant informative note has been added regarding encroachment on neighbouring land.
	7. No other properties along Frays Avenue have been built over the boundary (party wall).	This has been discussed at paragraph 7.2 to 7.13
4 individual letters of objection have been received from a total of 2 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	i. The drawings are inaccurate as it shows a permanent structure along the shared boundary whereas it is a temporary structure.	This has been covered within the above planning officer's response to point 3 of the petition comments. The drawings are considered accurate in that the side structure is shown on the existing drawings, however its existing materials are not shown.
	ii. Concerns over loss of privacy due to Velux side roof lights.	An assessment of the proposed development on the impact to neighbouring properties has been made at paragraph 7.2 to 7.13

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representation. All representations have been taken into consideration).		
	III. A party wall agreement will need to be in place at the cost of the applicant.	This matter is separate to the planning process.

**Table 2: Summary of Consultee Responses**

<b>Consultee and Summary of Comments</b>	<b>Planning Officer Response</b>
<p><b>Conservation and Urban Design Officer comment:</b></p> <p>The proposed crown roof is not appropriate to the character of the Special Area of Local Character and fails to comply with the policy related to crown roofs. It is also considered the dormer windows would be visually prominent from up and down the street. Therefore, we object to this application.</p>	<p>The comments made by the Conservation Officer are noted, however the front dormer extension is existing and front dormer extensions are common along Frays Avenue. In addition to this, crown roof development are also seen along Frays Avenue namely at Numbers 17 and the newly constructed dwellings at Number 40 Frays Avenue approved under reference 3650/APP/2019/3036</p> <p>A full assessment of the impact of the development on the Area of special Local Character has been made at paragraphs 7.2 to 7.7</p>
<p><b>Environment Agency:</b></p> <p>No objection, informative note required.</p>	<p>This is noted and the informative has been added.</p>

<p><b>West Drayton Conservation Area Advisory Panel:</b></p> <p>We note the proposed alterations are removing the chimney stacks, which we regret, but otherwise we have no objections to this application.</p>	<p>The application property is not a listed building or within a Conservation Area, the removal of the chimney stack may be permitted development but has been noted in the assessment anyway.</p>
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## 7 Planning Assessment

### Principle of Development

- 7.1 The site is located in the developed area of the Borough, where the extension and alteration of an existing residential property is acceptable in principle subject to compliance with other relevant policies as set out in this report.

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

- 7.2 The proposed development involves the erection of a single storey rear extension, amendments to the existing side extension, with removal of chimney and extension of existing loft conversion, including extension of roof to rear and formation of crown roof, enlargement of rear dormer window and installation of rooflights with the addition of render insulation to external walls.
- 7.3 The application site is located within the Garden City, West Drayton Area of Special Local Character. The surrounding area is residential in character comprising of mix of property types and styles, ranging from two storey properties to bungalows. Most of the properties along Frays Avenue are detached. Many of the properties benefit from large extensions and alterations including a number with front facing dormer extensions. Properties along the street vary in character with varying roof forms and heights and a mix of external materials. As such there is limited uniformity between properties that would warrant protection. Whilst properties within this street have been extended the bulk, scale, mass and design of the original properties varied from single storey bungalows to two storey dwellings. Furthermore, the properties benefit from permitted development rights and where these have been utilised it has resulted in a further deterioration of the established pattern of the development. The assessment therefore is whether the proposed extensions would appear significantly harmful within the context of the existing character.
- 7.4 Policies\_D3 of the London Plan (2021), BE1 of the Hillingdon Local Plan Part 1 – Strategic Policies (2012), DMHB 5, DMHB 11, DMHB 12, DMHD 1 of the Hillingdon Local Plan Part 2 – Development Management Policies (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 and Area of

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Special Local Character 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) within Chapter 12.

- 7.5 The existing property comprises a detached bungalow with front and rear facing dormer extensions with an integrated garage. The property has single storey side and rear extensions. Historic street view imagery shows the existing side extension/lean to structure to have been in place for over 10 years meaning it is exempt from enforcement action. The existing side structure has been built directly along the shared boundary with No.8 Frays Avenue and is set back from the front elevation by approx. 4.5m.

Figure 4 – October 2022 Street view imagery showing side structure in place at site



- 7.6 The proposed development would include a single storey rear extension of 1.5m in depth. As the property is a bungalow the existing roof form would be extended to incorporate the modest rear extension that would extend the full width of the property. It would also include a new crown roof to the dwelling with amended front and rear roof dormers. Although Policy DMHD 1 of the Local Plan Part Two discourages development within the loft area to the front and side, DMHB 11 requires development to be in keeping with the existing character. As previously mentioned, front dormer extensions are common along Frays Avenue and as such the amended design would not appear out of character. Although crown roofs are not generally accepted, it should be noted that crown roofs are featured along the street scene namely at number 17 Frays Avenue and the newly built dwellings at Number 40 Frays Avenue approved under reference 3650/APP/2019/3036. In addition to this, properties along the road vary in style, height and roof form and as such the introduction of a modest crown roof would not be detrimental to the character and appearance of the street scene, original property nor the Area of

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Special Local Character. The proposed new roof form would be no higher than the existing pitched roof, however the angle would be slightly steeper, and the dormer extensions set down from the ridgeline. Drawing 004/Rev A shows the proposed street scene elevation and how the development would integrate with the surrounding properties. As shown on this drawing, the dwelling would not appear out of character given the varying roof forms and design of properties along the street.

- 7.7 The amendments to the existing side extension would see a 1.5m extension to the rear, removal of existing side and rear window, amendments to the front door placement and a change in roof type from a pitched roof to a flat roof measuring 3m in height with two rooflights. The amendments would formalise the existing structure. It should be noted that the existing side structure has been built along the shared boundary with No.8 Frays Avenue and as explained above has been in place for over 10 years. Unlike the previous application, which was refused, the side structure would not be extended forward, rather it would be extended to the rear and the slight increase in height would be minimal (0.3m). As such, the proposed development although built along the shared boundary would maintain its character and would not be detrimental to the Area of Special Local Character as it would not appear substantially different to the existing built structure. It should also be noted that other properties within the surrounding area have built along the shared boundary, namely Numbers 3 and 14 Frays Avenue (see below figures) as such the increase in depth along the shared boundary (1.5m) would not harm the character of the surrounding area. The moving of the front door would not require the benefit of planning permission.

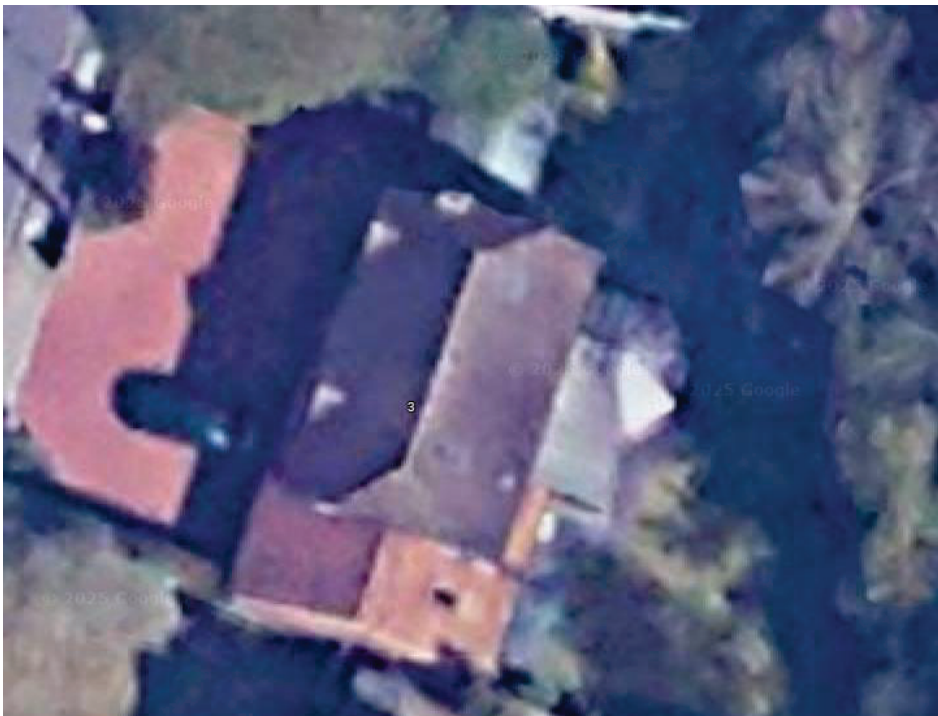
Figure 5 (Number 14 Frays Avenue):



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Figure 6 (Number 3 Frays Avenue):



7.8 In terms of its external appearance, the property would be finished in insulating render with grey roof tiles. The existing property is finished in a render material and as such this would not appear out of character within the street scene. Although the grey roof tiles would not match the existing red/brown roof tiles on the property, there are other properties along the street which benefit from grey

tiles and as such the change would not appear out of character, nor would it harm the Area of Special Local Character.

- 7.9 The proposed development would also include the removal of chimney stack; this is not considered to harm the character and appearance of the host property nor the Area of special Local Character.
- 7.10 Taking into consideration the above, it is considered that the proposal 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 DMHB 5, DMHB 11, DMHB 12 and DMHD 1 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

- 7.11 Although the site is located within an Area of Special Local Character this is not a designated heritage asset. It is not located within a Conservation Area nor within any reasonable distance to a Listed Building. The character and established pattern of the development within the ASLC has been considered in the assessment of the proposal as set out in this report.

#### Residential Amenity

- 7.12 Number 8 Frays Avenue is located north of the application sit and is separated from the host property. It is noted that an existing side structure has been built along the shared boundary with this neighbouring property which has been in place for over 10 years. The proposed development would involve a further 1.5m deep extension to the rear of the property located along the shared boundary. There are no side facing windows within this neighbouring property that would be impacted by this rear extension and the development would not extend past the rear building line of this neighbour.
- 7.13 A site visit has confirmed that the closest neighbouring window to the side structure is a study room. The side structure would not project forward of its current position, however there would be a slight increase in height of approx. 0.3m to create a flat roof. This would not cause significant loss of light, loss of outlook or overshadowing to this neighbouring room. The slight change in roof angle would also not cause harm to the amenities of this neighbour given the separation distance and the fact there is no increase in eaves height or overall roof height. Regarding the side facing roof lights, these would serve a stairwell and as such there would be no harmful overlooking or loss of privacy, in addition to this, the rooflights would largely create upwards views. A condition could be added to ensure this side facing rooflight was obscurely glazed to prevent overlooking into the neighbouring roof space.

#### Figure 7 - Existing Rear and Side Elevation



7.14 Number 12 Frays Avenue is located south of the application site and is separated from the application dwelling. The proposed rear extension would not project past the rear elevation of this neighbouring property and given the separation distance there would be no harmful loss of light, overshadowing, loss of outlook, nor would it be overbearing. There would be one ground floor side window facing this neighbour; however, this would be in a similar position as an existing window and therefore would not cause further loss of privacy or overlooking. The proposed side rooflight would provide upwards views and would not create a loss of privacy to this neighbour. The increase in roof angle would not harm the amenities of this neighbour.

7.15 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*

7.16 It is considered that all the proposed habitable rooms, and those altered by the proposed development, would maintain an adequate outlook and source of natural light, therefore complying with the requirements of Policy D6 of the London Plan (2021).

7.17 Drawing 005/Rev B shows that over 75% of the first-floor rooms would have a floor to ceiling height of 2.5m complying with Policy D6 of the London Plan (2021). It is acknowledged that there is a ground floor bedroom facing the boundary treatment,

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however there was an existing bedroom in this location and as such on balance this is considered acceptable.

#### *External*

- 7.18 Table 5.3 of Policy DMHB 18 requires 4-bedroom properties to have a minimum of 100sqm of private, well located external amenity space. Approx. 120sqm of garden space is retained to the rear according with this standard.

#### Highways and Parking

- 7.19 The existing dwelling benefits from a vehicle crossover and area of hardstanding to provide off street parking. This would remain in place and as such there would be adequate parking for the dwelling complying with Policy DMT 6 of the Hillingdon Local Plan: Part Two - Development Management Policies (2020).

#### Trees and Landscaping

- 7.20 The application site is not located within an area covered by a Tree protection order nor would the proposed development impact any onsite trees. As such, the proposed development would comply with Policy DMHB 14 of the Hillingdon Local Plan: Part Two - Development Management Policies (2020).

#### Air Quality

- 7.21 The site lies within the Hillingdon Air Quality Management Area, however the proposal raises no significant issues in this regard due to the nature of the proposed development (householder development).

#### Drainage

- 7.22 Part of the rear of the application site lies within Flood Zone 2 and 3 as the Fray's River is sited directly to the rear of the property, however the proposed 1.5m deep rear extension would not extend into this. The applicant has submitted a Flood Risk Assessment (FRA), whilst it is acknowledged that the assessment relates to the previous application, the mitigation measures would still be applicable in this instance and the development does not extend deeper than that under the previous submission. As such it is considered relevant. The FRA concludes that the threat of surface water flooding is very low and that there is sufficient permeability within the superficial deposits that soakaways could be used for run off from the extensions. The report identifies flood resilience measures and an evacuation plan to mitigate the potential of flooding.
- 7.23 The Environment Agency have been consulted on the application and concludes that there is no objection to the proposed development, subject to the inclusion of an informative note which have been added. The informative reminds the applicant that a permit is to be obtained for any activities which will take place within 8m of a main river, 8m of a flood defence, excavation work within 16m of a main river,

flood defence or culvert or within a floodplain more than 8m from the riverbank, culvert or flood defence structure.

- 7.24 As such, the development complies with Policy DME1 9 of the Hillingdon Local Plan: Part Two - Development Management Policies (2020).

#### Biodiversity Net Gain

- 7.25 The proposed development is exempt from providing a Biodiversity Net increase as it is a householder submission, as such, no further information is required.

### **Other Matters**

## **8**

#### 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. The proposed development is not CIL liable.

## **9 Conclusion / Planning Balance**

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

## **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

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

# **APPENDICES**

## **Planning Application**

**5235/APP/2025/188**

## Appendix 1: Recommended Conditions and Informatives

### Conditions

#### 1. HO1 Time Limit

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

#### REASON

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

#### 2. HO2 Accordance with approved

The development hereby permitted shall not be carried out except in complete accordance with the details shown on Drawing Numbers:

Location Plan

001/Rev D

002/Rev D

003 Rev C

004/Rev A

005/Rev B

#### REASON

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

#### 3. HO4 Materials

Unless stated on the proposed drawing, 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)

#### 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 walls or roof slopes of the development hereby approved facing numbers 8 and 12 frays Avenue.

## REASON

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

### 5. HO6 Obscure Glazing

The roof light facing No. 8 Frays Avenue 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 DMHB 11 of the Hillingdon Local Plan Part 2 (2020).

### 6. 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).

### 7. NONSC Flooding

The proposed development shall be carried out in accordance with the Flood management and resilience measures set out in the submitted Flood Risk Assessment dated 1 October 2020. Once carried out, the flood management and resilience measures shall be maintained/retained and adhered to throughout the lifetime of the development.

## REASON

To ensure that the residents of the new dwelling are protected from flood risk and that the development has no adverse flooding impact in compliance with DMEI 9 of the Hillingdon Local Plan Part 2 (2020) and the NPPF (2024).

## 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.

The Environmental Permitting (England and Wales) Regulations 2016 require a permit to be obtained for any activities which will take place:

- on or within 8 metres of a main river (16 metres if tidal)
- on or within 8 metres of a flood defence structure or culvert including any buried elements (16 metres if tidal)
- involving quarrying or excavation within 16 metres of any main river, flood defence (including a remote defence) or culvert
- in a floodplain more than 8 metres from the riverbank, culvert or flood defence structure (16 metres if it's a tidal main river) and you don't already have planning permission.

For further guidance please visit <https://www.gov.uk/guidance/flood-risk-activities-environmental-permits> or contact our National Customer Contact Centre on 03702 422 549 or by emailing [enquiries@environment-agency.gov.uk](mailto:enquiries@environment-agency.gov.uk). The applicant should not assume that a permit will automatically be forthcoming once planning permission has been granted, and we advise them to consult with us at the earliest opportunity.

## 3. 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.

## 4. 115 Control of Environmental Nuisance from Construction Work

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

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

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

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

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

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

#### **5. 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.

#### **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 - The Spatial Development Strategy for London consolidated with alterations since 2011 (2016) and national guidance.

DMEI 9	Management of Flood Risk
DMHB 11	Design of New Development
DMHB 12	Streets and Public Realm
DMHB 14	Trees and Landscaping
DMHB 18	Private Outdoor Amenity Space
DMHB 5	Areas of Special Local Character
DMHD 1	Alterations and Extensions to Residential Dwellings



DMT 6	Vehicle Parking
LPP D3	(2021) Optimising site capacity through the design-led approach
LPP D6	(2021) Housing quality and standards
LPP SI12	(2021) Flood risk management
NPPF12 -24	NPPF12 2024 - Achieving well-designed places
NPPF14 -24	NPPF14 2024 - Meeting the challenge of climate change, flood and coastal change

## Appendix 2: Relevant Planning History

5235/A/83/1167                      10 Frays Avenue West Drayton

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

**Decision:** 08-09-1983      Approved

5235/APP/2020/2411                10 Frays Avenue West Drayton

Single storey front extension, single story side/rear extension and conversion of roof space to include 2 side dormers and conversion and extension of rear of roof from hip to gable end

**Decision:** 03-12-2020      Refused

5235/APP/2021/1541                10 Frays Avenue West Drayton

Single storey rear extension, single storey side extension and raising of roof to allow conversion of roofspace to habitable use to include 1 side, 1 rear and 1 front dormer and 1 side rooflight

**Decision:** 03-09-2021      Refused                      **Appeal:** 08-04-2022      Dismissed

### 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.EM6 (2012) Flood Risk Management

#### Part 2 Policies:

- DMHB 5 Areas of Special Local Character
- DMHB 11 Design of New Development
- DMHB 12 Streets and Public Realm
- DMHB 14 Trees and Landscaping
- DMHB 18 Private Outdoor Amenity Space
- DMHD 1 Alterations and Extensions to Residential Dwellings
- DMEI 9 Management of Flood Risk
- DMT 6 Vehicle Parking
- LPP SI12 (2021) Flood risk management
- LPP D3 (2021) Optimising site capacity through the design-led approach
- LPP D6 (2021) Housing quality and standards
- NPPF12 -24 NPPF12 2024 - Achieving well-designed places
- NPPF14 -24 NPPF14 2024 - Meeting the challenge of climate change, flood and coastal change

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

Case Officer: Alan Corcoran	78696/APP/2024/867
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Date Application Valid:	02.05.2024	Statutory / Agreed Determination Deadline:	30.05.2025
Application Type:	Full	Ward:	Uxbridge

Applicant: **DNA Uxbridge Ltd**

Site Address: **148 – 154 High Street, Uxbridge**

Proposal: **Demolition of existing buildings and construction of a mixed-use development comprising a hotel (Use Class C1), residential co-living accommodation (Use Class Sui Generis), and commercial floorspace (Use Class E) and ancillary work, including public realm improvements, a new pocket park, basement parking, and associated 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.

### Section 106 Legal Agreement Heads of Terms:

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

1. That the application be referred back to the Greater London Authority.
2. That should the Mayor not issue a direction under Article 7 of the Order that he is to act as the Local Planning Authority for the purposes of determining the application, delegated powers be given to the Director of Planning and Sustainable Growth to approve this application subject to:
  - 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. In lieu affordable housing contribution of £3,618,409. The S106 agreement shall include an Early and Late-Stage Viability Review mechanism.
    2. Air Quality Mitigation contribution of £88,533.
    3. A Carbon Offset contribution of £276,260.
    4. London Healthy Urban Development Unit (HUDU) financial contribution of £414,307 to fund enhanced or new health facilities within the London Borough of Hillingdon.
    5. An Employment/Construction Training Scheme secured in accordance with the Council's Planning Obligations SPD.
    6. Residential Parking Permits restriction (excluding Blue Badge holders).
    7. A Healthy Streets/Active Travel Zone contribution of £61,996 within the London Borough of Hillingdon.
    8. A £4,500 contribution towards implementing traffic orders within the London Borough of Hillingdon.
    9. A £105,000 contribution to Transport for London (TfL) towards measures to improve the bus infrastructure and waiting environment within the London Borough of Hillingdon.
    10. A Section 278 Agreement to implement the proposed off-site Highways Works, including (but not limited to) York Stone paving and installation of street trees, on Bakers Road, Belmont Road, High Street (the full width of the pedestrianised area of the High Street between Belmont Road and Cocks Yard but excluding the existing tegula block paving), and Cocks Yard.
    11. A Section 38 Agreement to transfer land in front of the building line on Belmont Road (not under colonnade) and Bakers Road to Hillingdon Council.
    12. Public Square to remain publicly accessible in perpetuity.

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13. 'Be Seen' post-construction energy monitoring to be carried out in accordance with the GLA 'Be Seen' Energy Monitoring Guidance London Plan Guidance Documents (2021).

14. A replacement delivery loading bay within Bakers Road shall be agreed with the Council in consultation with Transport for London and implemented by the developer on Bakers Road prior to the removal of the existing Bakers Road delivery loading bay.

15. A Section 247 stopping up order agreement for the developer to take ownership and ongoing maintenance of the public access through Cocks Yard, to secure continued public access between Bakers Road and the High Street and associated management and maintenance.

16. A town centre public car park season ticket restriction.

17. 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 wording of the heads of terms, the proposed Legal 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 and Sustainable Growth), delegated authority be given to the Director of Planning and Sustainable Growth to refuse planning permission for the following reason:

*'The applicant has failed to mitigate the impacts posed by the proposed development (in respect of affordable housing, air quality, carbon offsetting, health, employment/construction training, Highways safety, sustainable travel, public access, energy monitoring, parking restrictions and public access). 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 The Site is within the Uxbridge Metropolitan Town Centre, Primary Shopping Area (Uxbridge), and Office and Hotel Growth Location (Uxbridge Town Centre) designations. Policy SA 26 of Hillingdon Local Plan: Part 2 - Site Allocations and Designations (2020) also designates the Site for 'New Homes', stating 'The site is considered suitable for residential-led mixed-use development.'

1.2 The proposal consists of the demolition of the existing three-storey development that contains 1,524 sq. m. of office floor space (Use Class E), 3,582 sq. m. of retail

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accommodation (Use Class E), 258 sq. m. of residential use (Use Class C3), and 130 basement car parking spaces. Following demolition, the Applicant proposes the construction of a mixed-use development comprising 320 co-living units (Use Class Sui Generis), 162-bedroom hotel (Use Class C1), and 1,115 sq. m. ground floor commercial floorspace (Use Class E) and ancillary work, including public realm improvements, a new pocket park, basement parking, and associated infrastructure. The development would be approximately 21,000 sq. m. and would range in height from eight to ten storeys.

- 1.3 The principle of development is supported. The building's height, scale, and mass are appropriate for its town centre location at a highly accessible (Public Transport Accessibility Level – PTAL – 6a) public transport interchange. The Council has worked with the Applicant to refine the development's design during pre-application and the full planning application process, securing floor plan and site/landscape amendments, high-quality external materials, and architectural detailing. The proposed development would cause less than substantial harm to the neighbouring Conservation Area and nearby Listed Buildings, but the public benefits of the proposed scheme would outweigh this. The quality of co-living accommodation complies with The London Plan and London Plan Guidance. Whilst the proposal would have some impact upon neighbouring amenity, on balance, the identified overshadowing impact would not be so significant as to justify a refusal of planning permission. The Council's Highways Team, the Greater London Authority, and Transport for London support the car-free (except for nine disabled person parking spaces in the basement) nature of the proposed development and raise no highways objections, subject to the recommended conditions and legal agreement heads of terms, which are included in this recommendation.
- 1.4 One comment of support, nine objections, and three neutral comments have been received from members of the public. These are duly addressed in this assessment.
- 1.5 The proposal has been assessed in accordance with the development plan, whilst it is noted that there are some shortfalls in compliance this is not unusual for a major scale development. The proposal would result in some harm however Officers consider the harm to be limited. Paragraph 11 of the NPPF 2025 recognises the challenges developments will have in achieving compliance with the development plan in its entirety and encourages a balanced approach to be taken to weighing the benefits of the proposal against the harm identified. In this case the proposal would bring forward the regeneration of a corner of the high street, further enhancing the vitality of this area and the Town Centre as whole. This would result in employment retention, the optimisation of a brownfield site to provide a contribution towards local housing stock, an affordable housing contribution and the delivery of a new public square. All of these benefits are considered to outweigh the limited harm identified by Officers and as such the proposal would accord with paragraph 11 of the NPPF.

On balance, the proposal is acceptable and would be consistent with the overarching aims of the National Planning Policy Framework, The London Plan, and Hillingdon Local Plan.

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1.6 The planning application is therefore recommended for approval, subject to the conditions contained in Appendix 1, the Section 106 Heads of Terms detailed above, and Stage II referral to the Greater London Authority.

## **2 The Site and Locality**

2.1 The 0.38-hectare application Site (148-154 High Street) is located on a prominent plot fronting a pedestrianised section of Uxbridge High Street to the west, Belmont Road to the north, Bakers Road to the east, and Cocks Yard (a pedestrian route connecting Bakers Road and High Street) to the south.

2.2 The existing three-storey building comprises approximately 1,524 sq. m. of office floor space and 3,582 sq. m. of retail accommodation (Use Class E). Retail units include Greggs, WH Smith, Post Office, Oxfam, Card Factory, and The Carpet Centre. It also contains 258 sq. m. of residential use (Use Class C3). A service yard occupies the centre of the Site, with access to a public basement car park available from Baker's Road, comprising 130 parking spaces.

2.3 The Site is within the Uxbridge Metropolitan Town Centre, Primary Shopping Area (Uxbridge), and Office and Hotel Growth Location (Uxbridge Town Centre) designations. Policy SA 26 of Hillingdon Local Plan: Part 2 - Site Allocations and Designations (2020) also designates the Site for 'New Homes', stating 'The site is considered suitable for residential-led mixed-use development.'

2.4 The Site is within an Air Quality Management Area and an Air Quality Focus Area. It is also within the wider Uxbridge Archaeological Priority Area (APA) and Potentially Contaminated Land area. It is in Flood Zone 1 (lowest flood risk) and is not within a Critical Drainage Area. Surface Water Flooding impacts a small (approximately 170 sq. m.) area towards the centre of the Site.

2.5 There are no listed buildings on the Site, and it is not within a Conservation Area or Area of Special Local Character (ASLC). Notwithstanding, the Site is within the wider Uxbridge Archaeological Priority Area (APA) and between a two-part Conservation Area (Old Uxbridge/Windsor Street). The Conservation Area is approximately 13 metres to the north and south of the Site. There are several Listed Buildings within the Conservation Area, and three War Memorials are located within 75 metres of the Site. North Uxbridge ASLC is approximately 130 metres north of the Site.

2.6 The Site has a Public Transport Accessibility Level (PTAL) of 6a, where a score of 0 indicates very poor access to public transport and 6 indicates excellent access. Notably, Uxbridge London Underground station is approximately 50 metres southeast of the Site, and commuters can access it from Bakers Road. It provides access to the Metropolitan and Piccadilly lines. Additionally, there are several bus stops on Belmont Road and Bakers Road.

2.7 The Pavilions, on the opposite side of the High Street to the west, contains residential units above retail. This building is up to eight storeys in height. To the east, on the opposite side of Bakers Road, are several large properties comprising residential, office, and hotel uses. These buildings vary between five and nine

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storeys in height. To the north, on the opposite side of Belmont Road, is a two to three-storey terrace used as a bank and a restaurant. To the south is 155-162 High Street, a three-storey block containing several large retail units and a fast-food restaurant. Beyond that is Market Square and Uxbridge Underground Station.

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



**Figure 2: Aerial View of the Application Site**



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



*Junction of Bakers Road and Belmont Road*



*Bakers Road*



*Belmont Road*



*High Street*



*Cocks Yard (a pedestrian route connecting Bakers Road and High Street)*

**3 Proposal**  
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- 3.1 The proposal consists of the demolition of the existing buildings and construction of a mixed-use development comprising a hotel (Use Class C1), residential co-living accommodation (Sui Generis), and commercial floorspace (Use Class E) and ancillary work, including public realm improvements, a new pocket park, basement parking, and associated infrastructure.
- 3.2 The development would range in height from eight to ten storeys, over basement and have a gross internal floor area of approximately 21,000 sq. m.
- 3.3 The proposed development would create a new public open space measuring approximately 2,070 sq. m. located at the site's centre. It would deliver new and improved pedestrian links between the surrounding streets and provide additional publicly accessible planting, seating, and outdoor amenity space.
- 3.4 The proposed co-living development would deliver 320 new homes (Use Class Sui Generis), provided as private studios measuring between 19 and 24 sq. m. and private wheelchair-accessible studios measuring between 31 and 36 sq. m. Ten percent of the proposed homes (32 units) would be wheelchair-accessible.
- 3.5 The Applicant proposes a living-kitchen-diner communal space in the northeast corner of each floor of the co-living development that has accommodation. The provision equates to 0.8 sq. m. of kitchen space per resident and four dining spaces per cooking station. Further, internal co-living amenity space would be provided on the ground floor at the junction of Belmont Road and Bakers Road. Other ancillary co-living amenity spaces, including a gym, cinema room, and co-working spaces are proposed in the basement. The proposed development would deliver an average amenity provision of 4.1 sq. m. per resident. External amenity space is proposed on the roof fronting Belmont Road, providing an additional two sq. m. of external amenity space per resident. The main entrance into the co-living development would be at the corner of Belmont Road and Bakers Road.
- 3.6 The proposed hotel (Use Class C1) would comprise 162 hotel bedrooms. It would also include an ancillary office, kitchen, bar, storage areas, and an external terrace for guests to use. The hotel would be accessed from the corner of Belmont Road and High Street via an access-controlled doorway with lifts and stair leading to the eight-floor hotel reception area.
- 3.7 The proposed development would also provide 1,115 sq. m. of commercial floorspace (Use Class E) along the ground floor of High Street and Belmont Road. It would have a double-height frontage and incorporate a mezzanine level.
- 3.8 The building's external material would consist mainly of brick. The Bakers Road block would be finished in a brown clay brick (by European Building Materials – Purple Ash variant). The ground and first floor of the Bakers Road block would be finished in a white brick (by Wienerberger – Thorne White variant). The eighth floor set-back of the Bakers Road block would be finished in Standing Seam Zinc Cladding (by VMZinc – Storm Grey variant). The Belmont Road block would be a red clay brick (by Vandersanden – Azalea variant). The hotel would be finished in textured and smooth GRC composite cladding (by Rieder – cotton matt variant and

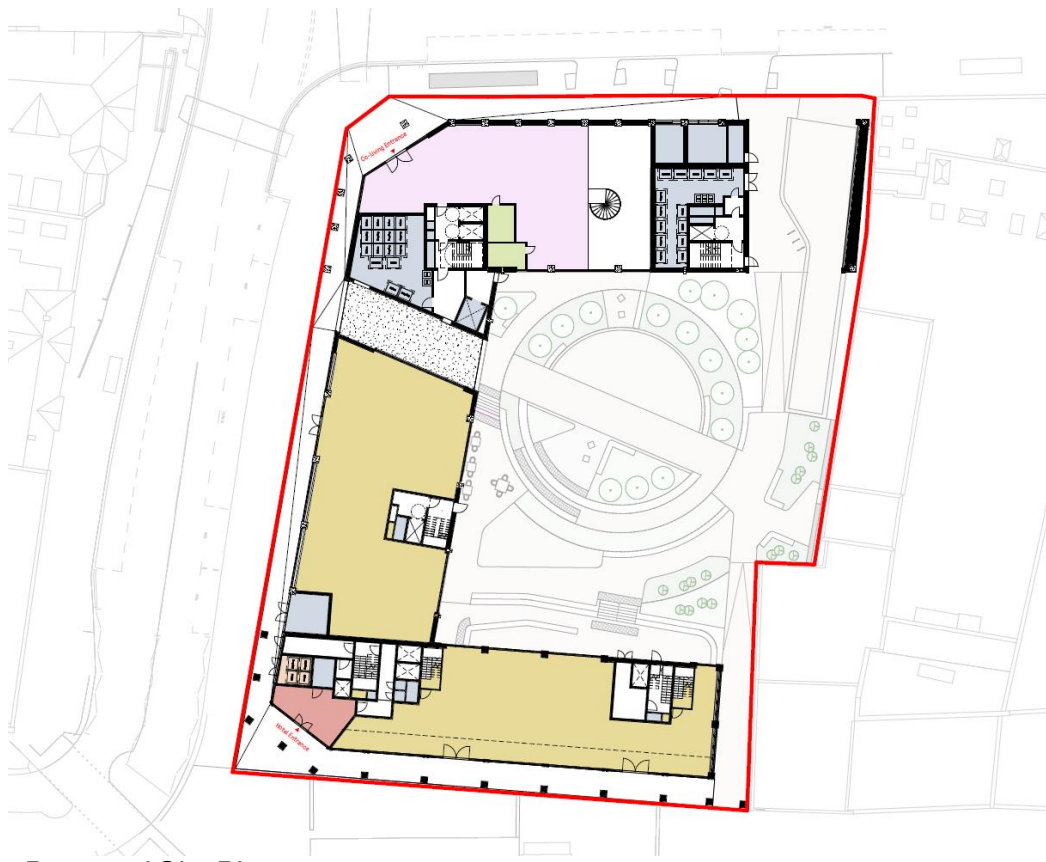
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cotton ferro variant). Lastly, the pedestrian passageways would be clad in white tiles (by Ibstock – White WT-10 variant).

- 3.9 Vehicular access on Bakers Road to basement parking would be retained, though it would be redesigned and repositioned. The basement car park would have nine disabled person car parking spaces (four for the co-living use and five for the hotel use). There would also be 263 long-stay cycle parking spaces in the basement. Twenty-four additional short-stay cycle parking spaces would be publicly accessible at ground level on High Street, Belmont Road, and Cocks Yard.

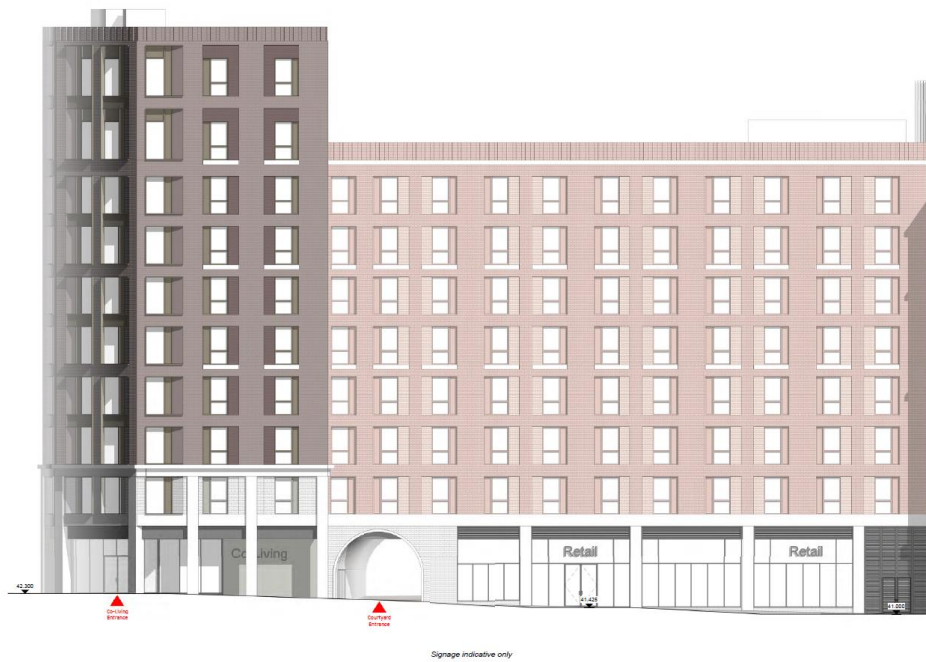
**Figure 4: Proposed Plan** (please note – larger version of plan can be found in the Committee Plan Pack)



*Proposed Site Plan*

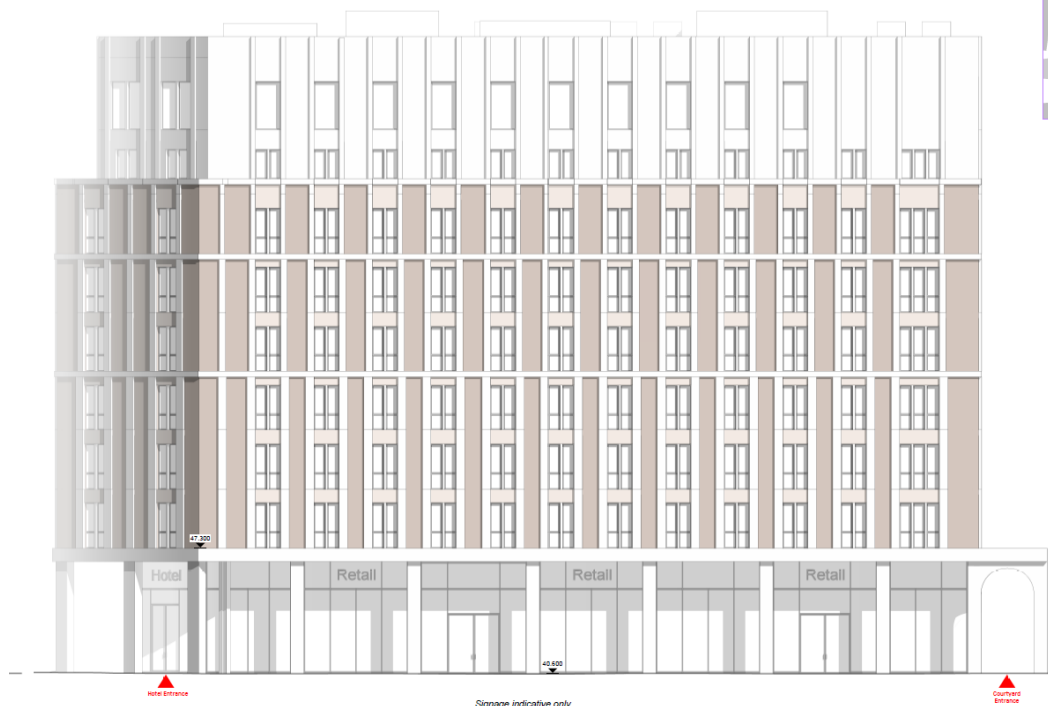


*Proposed Co-Living - Bakers Road Elevation*



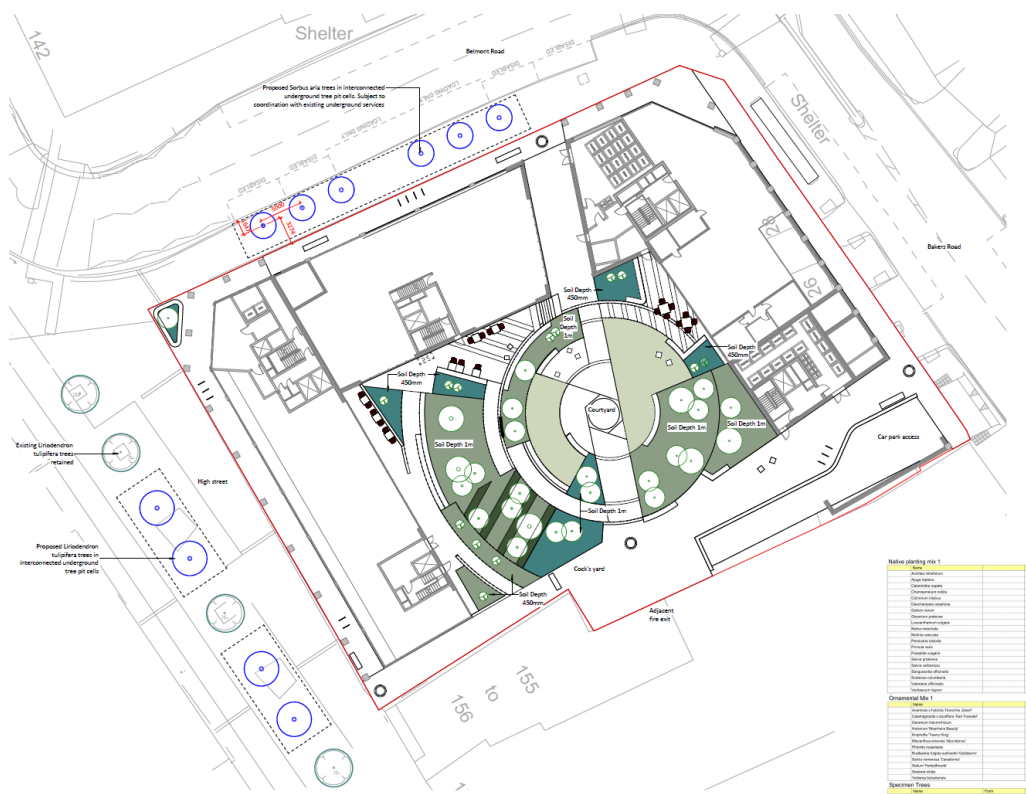
*Proposed Co-Living and Retail – Belmont Road Elevation*





② Hotel Elevation - High Street  
1:100

**Proposed Hotel and Retail – High Street Elevation**



**Proposed Planting Strategy**



*View of Proposed Development from Belmont Road towards High Street*

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

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

#### **5 Planning Policy**

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

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

- 6.1 The Council sent consultation letters to 1,558 local residents, as well as The Mall Pavilions Shopping Centre on 13-05-24. The Council also advertised the application with a site notice and press notice on 22-05-24. The initial consultation expired on 13-06-24.
- 6.2 The Council carried out a 21-day re-consultation on 12-02-25, which expired on 05-03-25.
- 6.3 Representations received in response to public consultation are summarised in Table 1 (below). Consultee responses received are summarised in Table 2 (below). Full copies of the responses have also separately been made available to Members.

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**Table 1: Summary of Representations Received**

<b>Representations</b>	<b>Summary of Issues Raised</b>	<b>Planning Officer Response</b>
One individual letter of support has been received.	(1) Supports the proposal.	Noted.
Three individual neutral letters have been received.	(1) Not opposed to the proposed development but raised a concern regarding lack of proposed car parking and new co-living residents applying for resident's parking permits.	Discussed at paragraph 7.85 of this report.
	(2) Concerns regarding loss of retail; construction disruption; inadequate co-living amenity spaces; cramped living space; querying co-living resident conflict management; querying courtyard and passageway management and maintenance; querying cycle prevention onsite; and querying if public toilets could be added.	Discussed at paragraph 7.11-7.19, 7.100, 7.72-7.80, and 7.120-7.126 of this report. Public toilets do not form part of the submitted application.
	(3) Neutral comments accepting the need to develop the site but raise concerns regarding noise and parking.	Discussed at paragraph 7.81-7.91 and 7.98-7.101 of this report.
Nine individual letters of objection have been received	(1) Noise pollution and unnecessary disruption.	Discussed at paragraph 7.98-7.101 of this report.
	(2) Not enough information about the mixed communal space and the co-living accommodation.	Discussed at paragraph 7.72-7.80 of this report.
	(3) Loss of light and privacy.	Discussed at paragraph 7.67-7.71 of this report.

	(4) The proposed building would be too tall and over dominant.	Discussed at paragraph 7.41-7.45 of this report.
	(5) The proposal would further overcrowd the town centre; the proposed building would be too tall; overshadowing.	Discussed at paragraph 7.41-7.45, 7.61-7.65, and 7.67-7.71 of this report.
	(6) Construction noise and disruption.	Discussed at paragraph 7.100 of this report.
	(7) Development scale would be out of character and building is unattractive.	Discussed at paragraph 7.41-7.45 of this report.
	(8) Too tall and large; heritage impacts; increased vehicle traffic; overpopulation and pressure on healthcare, education, and waste management; and environmental concerns, namely, carbon emissions, noise, and air quality; opposes demolition of existing retail building; potential for vacancies; lack of planting; flood risk; and loss of biodiversity.	Discussed at paragraphs 7.41-7.45, 7.46-7.60, 7.61-7.65, 7.81-7.91, 7.98-7.101, 7.104-7.106, 7.120-7.126, 7.135-7.138, 7.139-7.143, 7.146-7.151, 7.156-7.159 of this report.
	(9) Loss of on-street disabled person car parking bays; reduced public car parking facilities; the proposed building would be incongruous and too tall.	Discussed at paragraph 7.41-7.45 and 7.81-7.91 of this report.

**Table 2: Summary of Consultee Responses**

<b>Consultee and Summary of Comments</b>	<b>Planning Officer Response</b>
<b>External Consultee Comments</b>	
<b>Greater London Authority:</b>  Recommended conditions regarding the management and maintenance of the public realm, materials, landscaping, free drinking water, district heating network connection, Whole Life-Cycle Carbon Assessment, Circular Economy Statement, and	The Applicant has submitted additional information following the GLA's Stage 1 comments.

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<p>Urban Greening Factor. Recommended 'Be Seen' energy monitoring S106 obligation.</p> <p>Stage II referral to the GLA is required if approved at Planning Committee.</p> <p><u>Land Use Principles</u>: Supported in strategic planning terms, subject to further information being submitted to demonstrate compliance with London Plan Policy H16.</p> <p><u>Affordable Housing</u>: The affordable housing in lieu payment of £3,618,409 likely represents the maximum viable amount in this particular case.</p> <p><u>Urban Design</u>: Broadly supported, though some clarifications and amendments are requested in relation to public realm, internal quality, fire safety, and inclusive design. Conditions and obligations are also recommended.</p> <p><u>Heritage</u>: Further information is required to enable GLA officers to assess the proposals' impacts.</p> <p><u>Transport</u>: The applicant is encouraged to explore further improvements to the pedestrian and cycling environment and contributions should be secured. Concerns around impacts on bus operations must be addressed. Other clarifications are requested and conditions and obligations are recommended.</p> <p><u>Environment</u>: Further information needed in relation to energy, whole life-cycle carbon, circular economy, urban greening and air quality. Conditions and obligations are also recommended.</p>	<p>Conditions have been recommended in line with GLA recommendations. Officers consider that the matters raised in the GLA's Stage I comments have been addressed. The Local Planning Authority will refer the application back to the GLA for Stage II (as required) if the Planning Committee resolves to grant planning permission.</p>
<p><b>Transport for London:</b></p> <p>No objection subject to a £105,000 contribution to Transport for London towards implementing measures to improve the bus infrastructure and waiting environment secured by a Section 106 and planning conditions regarding a Delivery and Servicing Plan, Construction Logistics Plan, and Travel Plan.</p>	<p>A S106 financial contribution is included in the recommended Heads of Terms. Conditions have been recommended in line with TfL recommendations.</p>
<p><b>Greater London Archaeological Advisory Service:</b></p> <p>No objection.</p>	<p>Noted.</p>
<p><b>Historic England</b></p>	

No objection raised.	Noted.
<p><b>National Health Service</b></p> <p>No objection subject to a London Healthy Urban Development Unit (HUDU) financial contribution of £414,307 to fund enhanced or new health facilities within the London Borough of Hillingdon secured by a S106 Agreement.</p>	A S106 financial contribution is included in the recommended Heads of Terms.
<p><b>London Fire Brigade:</b></p> <p>No objection. Further details required at the building regulations consultation stage.</p>	Noted.
<p><b>Metropolitan Police Design Out Crime:</b></p> <p>No objection subject to a condition regarding 'Secured by Design' accreditation.</p>	Conditions have been recommended in line with the Metropolitan Police's recommendations.
<p><b>Protective Security Operations (Metropolitan Police):</b></p> <p>No objection raised. Recommendations regarding Counter Terrorism Risk Assessment and Operational Requirement including access control system, detection, and verification, Vehicle Dynamics Assessment and hostile vehicle mitigation measures, laminate glazing, dynamic lockdown system, and post and delivery design.</p>	Conditions have been recommended in line with the Metropolitan Police's recommendations.
<p><b>Thames Water Utilities:</b></p> <p>No objection.</p>	Noted.
<p><b>National Air Traffic Services:</b></p> <p>No objection.</p>	Noted.
<p><b>Ministry of Defence:</b></p> <p>No objection subject to conditions regarding a Construction Management Plan and Bird Hazard Management Plan.</p>	Conditions have been recommended in line with Ministry of Defence recommendations.

<p><b>Health and Safety Executive:</b></p> <p>No objection.</p>	<p>Noted.</p>
<p><b>Internal Consultee Comments</b></p>	
<p><b>Viability Consultant (BNP Paribas):</b></p> <p>No objection raised. Recommendation of in lieu affordable housing contribution of £3,618,409 with early and late-stage viability review mechanism secured by S106 legal agreement.</p>	<p>A S106 financial contribution is included in the recommended Heads of Terms.</p>
<p><b>Daylight/Sunlight Consultant (ULS):</b></p> <p>No objection raised. Planning policy and guidance support the optimisation of underutilised, highly sustainable, accessible sites. In this context, it is necessary to ensure that development is high-quality and delivers benefits for both new and existing communities when assessing daylight, sunlight, and overshadowing matters. Planning decision makers should apply default daylight and sunlight standards sensitively and flexibly so not to prevent appropriate development coming forward on the right sites.</p>	<p>Noted.</p>
<p><b>Urban Design Officer:</b></p> <p>No objection. Condition recommended regarding GRC cladding.</p>	<p>Conditions have been recommended in line with the Urban Design Officer's recommendations.</p>
<p><b>Landscape Officer:</b></p> <p>Some concerns raised regarding the amount of shrub planting introduced in the public square and subsequent reduction in useable area, visibility and reduction in natural surveillance. Preference for fewer trees to be planted but of a larger species. Noted that these requests conflict with the requirement to achieve appropriate level of Urban Greening Factor.</p> <p>Request for details of materials proposed for the seating areas and proposed soil depths for planting, agreement to proposed use of York Stone as a hard surfacing material. No objection to details of the</p>	<p>Unfortunately, due to the change in levels, the need to retain the basement and location of utilities, larger tree planting can't be accommodated. Noted that larger trees may also reduce natural surveillance. Conflict</p>

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streetscape along Belmont Road and Bakers Road, nor to the proposed roof terrace landscaping.	with UGF noted. Details of soil depth and seating materials to be secured by condition. Discussed at paragraph 7.120-7.126 of this report.
<b>Heritage Officer:</b>  No objection.	Noted.
<b>Economic Development:</b>  No objection subject to an Employment/Construction Training Scheme secured in accordance with the Council's Planning Obligations SPD via a S106 Agreement.	This request is a recommended Heads of Terms to be secured in the S106 Agreement.
<b>Accessibility Officer:</b>  No objection subject to a condition regarding wheelchair-accessible hotel rooms.	Conditions have been recommended in line with the Accessibility Officer's recommendations.
<b>Refuse Recycling Officer:</b>  No objection.	Noted.
<b>Planning Policy Officer:</b>  No objection.	Noted.
<b>Highways Officer:</b>  No objection subject to Section 106 Agreement requiring residential parking permits restriction (excluding Blue Badge holders), a Healthy Streets/Active Travel Zone contribution of £61,996, a £4,500 contribution towards implementing traffic orders; a Section 278 Agreement to implement the proposed off-site Highways Works, including York Stone paving and installation of street trees, on Bakers Road, Belmont Road, High Street, and Cocks Yard; a Section 38 Agreement to transfer land in front of the building on Belmont Road (not under colonnade) and Bakers Road from the developer to	A S106 financial contribution and S278 and S38 agreements are included in the recommended Heads of Terms and conditions have been recommended in line with the Highways Officer's recommendations.

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<p>Hillingdon Council; and conditions regarding Residential Travel Plan, Non-Residential Travel Plan, Cycle Lift, Construction Logistics Plan, Delivery and Servicing Plan, Parking Design and Management Plan, and Car Parking Restrictions.</p>	
<p><b>Air Quality Officer:</b></p> <p>No objection subject to an Air Quality Mitigation contribution of £88,533 secured by a Section 106 Agreement and conditions regarding a low emission strategy (LES) and reducing emissions from demolition and construction.</p>	<p>A S106 financial contribution is included in the recommended Heads of Terms and conditions have been recommended in line with the Air Quality Officer's recommendations, except for LES, as disabled person electric vehicle charging spaces are covered by a separate condition.</p>
<p><b>Noise Pollution Officer:</b></p> <p>No objection subject to conditions regarding the impact of the existing environment on the proposed development and the noise impact of the proposed development on the existing environment, as well as informatives regarding external noise and demolition and construction.</p>	<p>Conditions and informatives have been recommended in line with the Noise Officer's recommendations.</p>
<p><b>Environmental Health Officer (Land Contamination):</b></p> <p>No objection subject to a condition regarding land contamination.</p>	<p>A condition has been recommended in line with the Land Contamination Officer's recommendations.</p>
<p><b>Environmental Specialist (Energy and Biodiversity):</b></p> <p>No objection subject to a carbon offset contribution of £276,260 secured by a S106 Agreement and</p>	<p>A S106 financial contribution and 'be seen' obligation are</p>

conditions regarding 'be seen' energy monitoring and landscape.	included in the recommended Heads of Terms. Recommended conditions secure landscape delivery.
<b>Metis (Lead Local Flood Authority):</b>  No objection subject to a drainage condition.	A drainage condition has been recommended in line with Metis' recommendation.

## 7 Planning Assessment

### Principle of Development

- 7.1 The Site is within the Uxbridge Metropolitan Town Centre, Primary Shopping Area (Uxbridge), and Office and Hotel Growth Location (Uxbridge Town Centre) designations. Policy SA 26 of Hillingdon Local Plan Part 2 designates the Site for 'New Homes', stating:  
The site is considered suitable for residential-led mixed use redevelopment subject to the following criteria:
- Provision of upper floor residential units, which must include affordable housing and an appropriate mix of units, provided in accordance with Council standards. Other main town centre uses, such as leisure uses, may be acceptable on upper floors;
  - Retention of ground floor retail uses fronting onto the High Street and provision of main town centre uses, providing active frontages onto Bakers Road and Belmont Road;
  - The redevelopment should enhance the pedestrian thoroughfare of Cock's Yard linking Uxbridge Town Centre and the Bus Interchange;
  - Amenity space and car parking should be provided in accordance with the Council's standards;
  - The redevelopment should sustain and enhance the significance of the adjacent Conservation Area and its setting;
  - The Council will expect redevelopment proposals to reflect the scale and character of the surrounding townscape and have regard to the setting of the Old Uxbridge and Windsor Street Conservation Area and Listed Buildings. Whilst the London Plan density guidance indicates a development potential of up to 120 units, capacity on this site should be led by high quality design, taking account of the site's prominent location; and
  - Proposals should provide scope to incorporate the redevelopment of the land to the south of the site (identified in yellow on the site plan), extending from Cock's

Yard to the Uxbridge Underground Station, in accordance with the principles set out in this policy.

- 7.2 The proposal consists of the demolition of existing buildings and construction of a residential-led mixed-use development comprising 320 co-living homes (13,923 sq. m. GIA), a 162-bedroom hotel (5,827 sq. m. GIA), and re-provision of 1,115 sq. m. of modern commercial floorspace with double-height glazed frontages.
- 7.3 The Council's Policy Team has reviewed the proposal and concurs with the comments below – no Policy Team objections. Similarly, the GLA has reviewed the proposal and supports the land use principle in strategic terms, subject to compliance with Policy H16 of The London Plan (discussed below).

#### *Large-Scale Purpose-Built Shared Living*

- 7.4 Policy H1 of The London Plan aims to increase housing supply and sets Hillingdon Council a net housing completion target of 10,830 between 2019/2020 and 2028/2029. Net non-self-contained accommodation contributes towards meeting housing targets as per Paragraph 4.1.9 of The London Plan (2021), based on a 1.8:1 ratio for co-living accommodation: self-contained home. Therefore, the proposed 320 co-living units would be equivalent to 178 self-contained homes.
- 7.5 The proposed large-scale purpose-built shared living component would provide new homes in Uxbridge Metropolitan Town Centre, aligning with Policy SA 26 of Hillingdon Local Plan Part 2, that states the Site is considered suitable for residential-led mixed-use development.
- 7.6 Furthermore, Policy H16 of The London Plan states large-scale purpose-built shared living development must contribute towards mixed and inclusive neighbourhoods and be in an area well-connected to local services and employment by walking, cycling, and public transport. The additional uplift in homes would contribute towards mixed and inclusive neighbourhoods, providing a housing option for single-person households who cannot or choose not to live in self-contained homes or Houses in Multiple Occupation (HMOs). The application Site, located on the High Street and Primary Shopping Area within the Uxbridge Town Centre, benefits from a Public Transport Accessibility Level (PTAL) of 6a, where a score of 0 indicates very poor access to public transport and 6b indicates excellent access. Notably, Uxbridge London Underground station is approximately 50 metres southeast of the Site. It provides access to the Metropolitan and Piccadilly lines. Additionally, there are several bus stops on Belmont Road and Bakers Road. As such, the site is in an area very well connected to local services and employment by walking, cycling, and public transport. A condition is attached to ensure the accommodation would remain as rented co-living units (and units would not become self-contained homes or be sold) under single management with lease terms of at least three months. An Operational Management Plan would ensure the shared living accommodation is appropriately managed and maintained to ensure the long-term quality.
- 7.7 The NPPF, London Plan, and Local Plan supports the principle of large-scale purpose-built shared living component in this Town Centre location with excellent

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public transport connections, subject to the recommended planning conditions to ensure compliance with Policy H16 of The London Plan. Overall, the principle of the proposal accords with Policy H1, GG4 of the London Plan (2021) and paragraph 77 of the NPPF 2024.

### *Hotel*

- 7.8 A hotel is classified as a town centre use. This proposed hotel would be in Uxbridge Metropolitan Town Centre, within an area designated for Office and Hotel Growth Location (Uxbridge Town Centre). It would be well-connected to public transport and enhance and extend the visitor accommodation supply, adding 162 hotel bedrooms to the town centre.
- 7.9 It should be noted that a standalone application for a hotel (application reference 72722/APP/2019/347) was submitted in 2019. The Applicant withdrew their application prior to determination; however, at the time, Planning Officers considered the principle of the proposed hotel within this location would be supported given it was within a hotel growth designation and town centre, provided the Applicant could robustly justify the loss of the office space. Council Planning Officers subsequently reviewed the Applicant's submitted marketing evidence justifying the loss of the office space and found it acceptable.
- 7.1 The principle of the hotel component is supported considering the site's planning designations, accessible and sustainable location, and nature of the visitor accommodation. As such the proposal accords with Policy E10 of The London Plan, Policy E2 of the Hillingdon Local Plan Part 1, and Policies DME 4 and DME 5 of the Hillingdon Local Plan Part 2.

### *Retail*

- 7.1 The proposal comprises the demolition of the existing 3,582 sq. m. of retail accommodation (Use Class E) and the construction of 1,115 sq. m. of new ground floor retail floor space (Use Class E), representing a loss of 2,467 sq. m. of retail floor space with the Town Centre and Primary Shopping Area.
- 7.1 The GLA has stated in their Stage 1 comments that the proposed reduction in retail floor space does not raise strategic concerns, noting that the site is currently under-occupied and acknowledging the constraints associated with providing a new public square.
- 7.1 The Site is within Uxbridge Town Centre. Therefore, the proposed retail use is acceptable and in accordance with policy.
- 7.1 The Site is within a Primary Shopping Area. Forty-eight per cent of the total frontage of the site would be allocated for commercial uses. This includes most of the frontage along Uxbridge High Street, which is the focus of retail activity. A notable proportion of the frontage along Belmont Road would also be in commercial use. As Policy SA 26 of the Hillingdon Local Plan Part 2 designates the Site for 'New Homes', stating 'The site is considered suitable for residential-led mixed-use development,' a reduction in retail frontage (as stated in Policy DMTC 2) is

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accepted in this case to facilitate the proposed mixed uses and having regard to the matters discussed below.

7.1 Unit 9a Belmont Road (688 sq. m.) and Cocks Yard kiosks 1-4 (72 sq. m.) are  
5 vacant.

7.1 It is well known that high streets have faced significant challenges post COVID-19  
6 where vacancy rates remain higher than pre-covid. As such, planning for retail provision has changed with layouts now being formed by more flexible and modestly sized units. The existing building does not present a valued contribution to the Town Centre or the Conservation Area therefore its replacement is welcomed. Taking into consideration the challenges and retail design changes which are informed by the market, the harm derived by the shortfall in retail reprovision is not considered to be substantial and could be accepted providing the applicant provides evidence of clear public benefits to outweigh the harm.

7.1 It is noted that the principal purpose of the policies which seek to retain  
7 retail/commercial uses within Town Centre's is to safeguard the vibrancy and vitality which is generated by them. The application would provide active commercial frontages around almost the entire ground floor plate, with double height frontages provided, thus creating a more attractive street frontage to what exists at present. The units have been designed to incorporate mezzanines should the end user wish to implement one, which would modestly increase the usable internal area. Furthermore, the co-living element has been designed with the active frontage at ground floor level and all of the commercial units would have a front and back which would allow entry and exit from the high street to the new public open space and vice versa.

7.1 The applicant has engaged in the pre-application advice process where Officers  
8 considered what type of land uses would be most desirable and result in the greatest public benefit. The High Street and wider Town Centre lack attractive public open space, therefore a greater emphasis has been placed on unlocking the site's potential to address this need.

7.1 Notwithstanding the net loss of 2,467 sq. m. of retail floor space, on balance, the  
9 benefits of the proposed development outweigh this harm. Planning benefits would include much-improved quality of the modern replacement retail floor space on Belmont Road and High Street, including double-height facades and mezzanine floors, adding 320 co-living homes and a further 162 new hotel bedrooms to support the functioning of the town centre, and developing a landscaped public square with improved and new pedestrian links. There are also offsite public realm improvements and an in lieu affordable housing contribution of £3,618,409 which would be secured through the S106 legal agreement.

#### *Loss of Office Space*

7.2 As previously stated, the site is designated within a 'Hotel and Office Growth  
0 Location' and the existing development includes approximately 1,524 sq. m. of office floor space (Use Class E) within Bakers House and Belmont Chambers.

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- 7.2  
1 The development plan seeks to safeguard office space within dedicated locations, usually town centres, thus recognising the contribution offices make to employment and the vitality of town centres, due to the footfall the employment generates. As such, the loss of office space must be robustly justified.
- 7.2  
2 The submitted Financial Viability Appraisal notes that the office accommodation has been marketed to let. The Applicant has submitted further evidence to support this point. Evidence has been provided from Levy Real Estate, which demonstrates that the office floorspace has been actively marketed since January 2023 – over two years. The Applicant has also submitted an interest schedule detailing the interest received regarding the existing office space. The enquiries from interested parties did not progress as the potential occupants sought smaller spaces. The existing offices are dated and of poor quality. Due to lack of interest in the Site, the Site has remained predominantly vacant for over 12 months. The Applicant has also undertaken an online market review of available office floorspace along Uxbridge High Street and the immediate surrounding area. This market review has identified 18 vacant office spaces. This review highlights a significant proportion (ranging between 5,441 sq. m. and 29,792 sq. m.) of available office floorspace in this immediate location.
- 7.2  
3 Surrounding employment uses would not be undermined, as the proposed development would introduce 320 co-living units, a new hotel, and modern retail units to the town centre. The Applicant has demonstrated that the offices have been actively marketed for two years without success, and it is no longer a viable use in the context of ongoing office vacancies in the area. The proposal complies with Policy DME 3 of the Local Plan Part 2 and the loss of office space is supported in this instance.

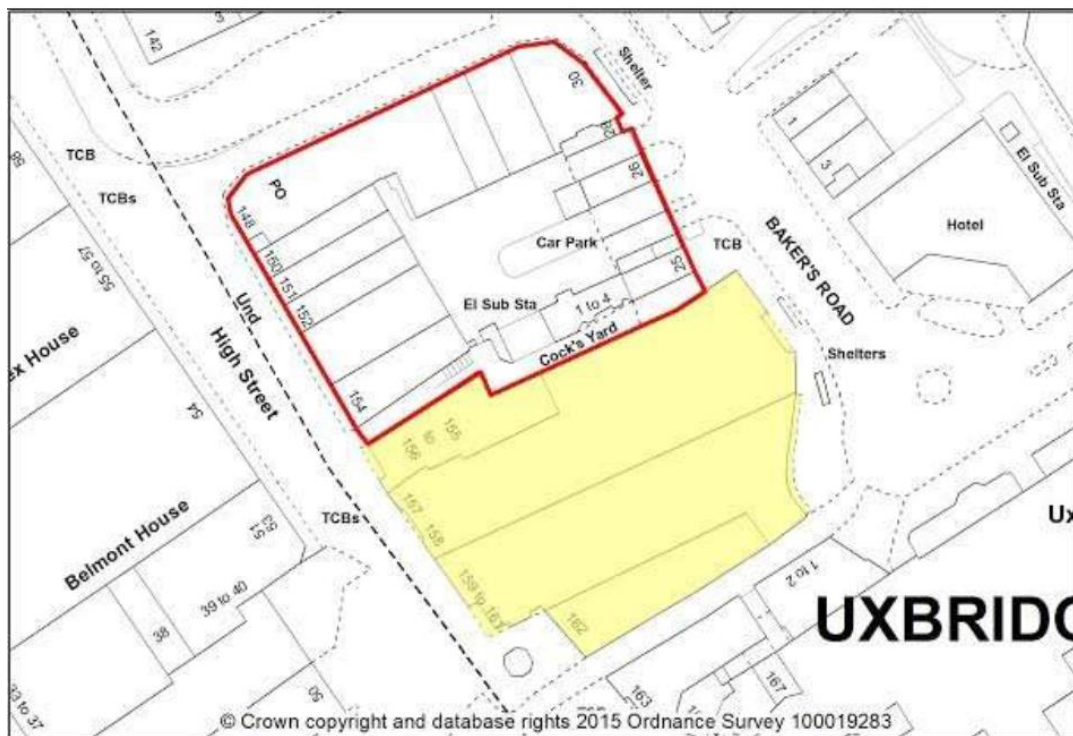
#### *Loss of Self-Contained Housing*

- 7.2  
4 The existing development contains 258 sq. m. of residential (Use Class C3) floorspace.
- 7.2  
5 Policy DMH 1 of the Local Plan Part 2 states that the net loss of existing self-contained housing will be resisted unless the housing is replaced with at least equivalent residential floorspace.
- 7.2  
6 Whilst the proposal would result in the loss of 258 sq. m. of residential (Use Class C3) floorspace, this would be replaced by 13,819 sq. m. of co-living floorspace (Use Class Sui Generis). Whilst this is not conventional C3 housing, it is a significant uplift in residential floorspace – Paragraph 4.1.9 of The London Plan (2021) equates the proposed 320 co-living units (non-self-contained communal accommodation) to be equivalent to 178 single homes based on a 1.8:1 ratio. Notably, the replacement shared living accommodation would contribute significantly to the borough's housing targets in a highly accessible, allocated site in Uxbridge town centre. In addition, the scheme makes a £3,618,409 affordable housing contribution in lieu, secured through the Section 106 agreement.

7.2 For the reasons explained above, the loss of residential (Use Class C3) floor space  
7 is supported in this instance, despite the conflict with Policy DMH 1 of the Local  
Plan Part 2.

### *Comprehensive Redevelopment*

7.2 Policy SA 26 of The Local Plan Part 2 Site Allocations and Designations states that  
8 proposals on this designated Site should provide scope to incorporate the  
redevelopment of the land to the south (identified in yellow on the site plan below),  
extending from Cock's Yard to the Uxbridge Underground Station, in accordance  
with the principles detailed in Policy SA 26. Policy DMHB 11 of The Local Plan Part  
2 further states that development will be required to ensure the design safeguards  
the satisfactory redevelopment of any adjoining sites with development potential.  
Regarding proposals for major development sites, the Council expects developers  
to prepare master plans and design codes and agree on these with the Council  
before developing detailed designs.



*Application Site (red line) and land to the south (shaded yellow)*

7.2 It is considered that the design and layout of the proposed development duly  
9 consider the potential redevelopment of the land to the south. It has been  
sufficiently demonstrated through the planning application submission, that the  
proposal would not compromise the redevelopment potential of the land to the  
south of the Site, and there would be scope for any future redevelopment to the  
south to integrate with Cocks Yard and the proposed public square. Council officers  
endeavoured to get both the application Site and the land to the south to come  
forward as a master plan application, but due to land ownership complexities, this  
could not be achieved. Officers are satisfied that the submitted application would  
allow for the optimisation of the land to the south in accordance with Policy SA 26  
of The Local Plan Part 2 and Policy DMHB 11 of The Local Plan Part 2.

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## Housing Mix

- 7.3  
0 Policy H10 of The London Plan states that schemes should generally consist of a range of unit sizes. Decision-makers should have regard to, amongst other considerations:
- the need to deliver a range of unit types at different price points across London
  - 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
  - the aim to optimise housing potential on sites
  - the ability of new development to reduce pressure on conversion, sub-division and amalgamation of existing stock
  - the need for additional family housing and the role of one and two bed units in freeing up existing family housing.
- 7.3  
1 Policy DMH 2 of The Local Plan Part 2 states that the Council will require residential developments to provide a range of different housing sizes to reflect the Council's latest information on housing need.
- 7.3  
2 Family housing is defined within the glossary of The London Plan. It outlines that it must generally be of a size that has three or more bedrooms.
- 7.3  
3 The Council's latest information on housing need indicates a substantial borough-wide requirement for larger affordable and private market units, particularly three-bedroom properties, as identified in the Strategic Housing Market Assessment (2016).
- 7.3  
4 The proposed development would provide 320 co-living units (equivalent to 178 self-contained homes) within Uxbridge town centre. This would strengthen the borough's housing stock for single-person households by providing an alternative housing product for those who cannot or choose not to live in self-contained homes or Houses in Multiple Occupation. It would contribute to reducing pressure on conversion, sub-division, and amalgamation of existing housing stock and could free up existing family housing. The denser, one-bedroom nature of the proposed development would be appropriate and is supported in this sustainable, highly connected town centre location, immediately adjacent to Uxbridge station and bus interchange, with a PTAL of 6a. It would optimise housing potential on-site, led by design and within the context of other site constraints (e.g. re-providing commercial floor space). This type of housing does not currently exist in the town centre. It would not give rise to any over-concentration of large-scale purpose-built shared living accommodation in this location, and it would aid the borough in delivering a range of unit types.
- 7.3  
5 Noting that this would be the first purpose-built co-living scheme of its kind in Hillingdon since the adoption of the GLA's Large-scale Purpose-built Shared Living Guidance, Officers have reviewed examples of similar developments as part of the financial viability assessment process and find this site to be an optimal location for this type of housing.

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7.3 Whilst it's acknowledged the proposed scheme would not provide a range of unit  
6 sizes as stated in Policy H10 of The London Plan and Policy DMH 2 of The Local Plan Part 2, the proposed development would broadly comply with The London Plan for the reasons detailed above and is appropriate and supported within this highly accessible town centre location.

#### Affordable Housing

7.3 The development proposes proposed-built shared living accommodation (referred  
7 to as Co-Living), which is not a traditional housing typology. Notwithstanding this point, the development proposes a residential product which, in accordance with The London Plan and Large-Scale Purpose-Built Shared Living London Plan Guidance, is subject to affordable housing requirements. This differs from traditional C3, because the affordable housing provision secured by the authority can be either an upfront cash-in-lieu payment to the local authority or an in-perpetuity annual payment to the local authority. In either case, the Applicant must provide a contribution which is equal to 35 percent of the units, or if this is not viable, submit a financial viability assessment (FVA) that the Local Planning Authority and the GLA robustly test.

7.3 The Council appointed BNP Paribas Real Estate (BNPP) to independently review  
8 and provide specialist viability advice to the Council regarding the submitted Financial Viability Assessment (reference 2024-055, prepared by Newsteer, dated March 2024). BNPP's advice concluded that the proposed development, with 100 per cent private housing, would generate a Residual Land Value of £13,148,558, providing a surplus of £3,618,409 against the viability benchmark. Accordingly, the Applicant has agreed to pay the Council an in-lieu affordable housing contribution of £3,618,409. The S106 legal agreement shall include early and late-stage viability review mechanisms to ensure that if the scheme's viability improves, then the Council would capture an appropriate uplift in value.

7.3 The GLA's Viability Advisor has also reviewed the submission and stated that the  
9 affordable housing in lieu payment of £3,618,409 (as agreed between the Applicant and Planning Officers) likely represents the maximum viable amount in this particular case.

7.4 Officers consider the Applicant's affordable housing offer to be the maximum  
0 reasonable at this stage. The late-stage review mechanism will ensure this is carried through the implementation of the development. The proposed development complies with Policy H16 of The London Plan, The Large-Scale Purpose-Built Shared Living London Plan Guidance and Policy DMH 7 of the Hillingdon Local Plan Part 2.

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

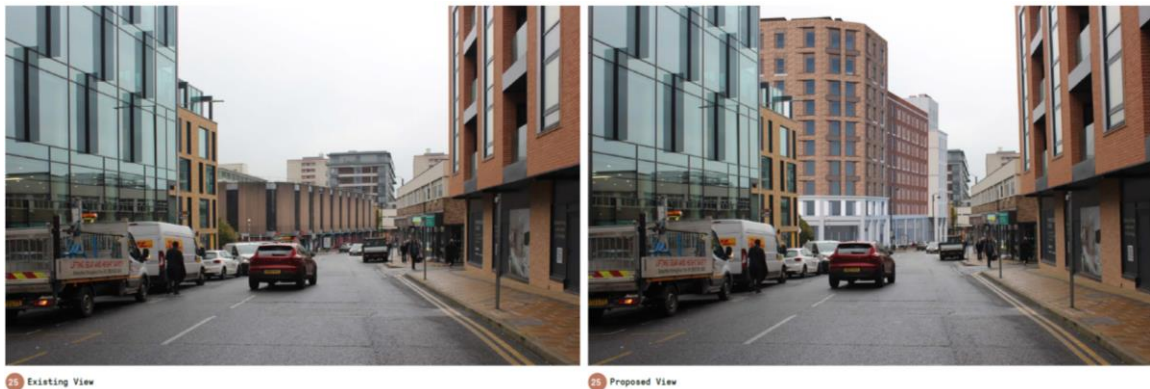
7.4 The applicant has engaged in lengthy pre-application discussions to bring forward  
1 a scheme which would enhance the Town Centre. This also includes a pre-application Design Review Panel which Officers also attended. This has resulted in a scheme which delivers a balance of residential and commercial uses located

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around a public square. The site is subject to physical constraints such as a moderate level change from the high street up to the corner of Bakers Road. A ramp is also required to be constructed to provide access to the basement level car park and this is a significant constraint on the proposed design of the public square, as the landscaping needs to be elevated above ground level to provide soil depths for planting.

- 7.4  
2 The proposed building's location, arrangement, and uses on the site are logical and appropriate in urban design terms. The proposal comprises active uses at the ground floor level fronting the surrounding streets with regular building entrances and a central public courtyard lined by extensive ground-floor glazing and overlooked by upper-floor windows. This is supported.



*Existing and Proposed View from Belmont Road towards High Street*

- 7.4  
3 Regarding the proposed development's massing and visual impact, Officers agreed on short, medium, and long-range viewpoints with the Applicant for them to test and for the Council to assess. The Applicant duly submitted a document (Additional Views Assessment V.01, prepared by Child Graddon Lewis, dated November 2024) illustrating the proposed development within its urban setting. The proposed built form, massing, and height of the development are appropriate for the surrounding town centre context, within an area highly accessible by public transport (PTAL of 6a). The immediate surrounding context includes large buildings similar to the proposal's height and scale. The neighbouring Premier Inn hotel and adjacent mixed-use building are nine storeys tall, whilst the office block at the corner of Bakers Road and Belmont Road is five storeys. Notably, given the land level changes, these buildings on higher ground to the Site's northeast, on Bakers Road, appear more prominent and would appear similar in height to the proposed ten-storey development that would be on lower ground. Armstrong House and Middlesex House on top of The Pavilions shopping centre, to the Site's southwest, are eight storeys in height. The proposed massing along the north side of the development fronting Belmont Road steps down from ten storeys to eight to provide visual interest and reduce the perceived massing of the site against the lower-density buildings on the opposite side of Belmont Road. This design approach is supported and is contextually appropriate. The building's location, scale, and design would reinforce the spatial hierarchy and aid the legibility and wayfinding of Uxbridge Town Centre.

- 7.4  
4 The building's design and appearance would vary depending on the use (hotel, commercial, co-living) and the street that it fronts (Belmont Road, Bakers Road, High Street), utilising a well-considered and coherent selection of colours within the same family of materials to appropriately articulate the facades. During the planning process, the Council has secured external material details, including white tile specifications for the treatment of the two pedestrian passageways and bricks, mortar, and cladding specifications to ensure high quality variety to the building's elevational treatments. The Applicant has provided examples of the external material's use on architectural award-winning buildings in sensitive locations (within a Conservation Area with several nearby Listed buildings). The Council also secured further architectural detailed study drawings that illustrate the facade's detailing and ensure the elevations would be layered and not appear flat. The massing is further softened by the chamfered corners at the building's junction with High Street, Belmont Road, and Bakers Road, colonnade design feature at ground level, and recessed mansard design of the hotel's upper two storeys. The mixture of building heights and building line and variety of secured materials and colours, along with the detailed architectural elements, would contribute to achieving an appropriate high-quality design and appearance to reflect the development's prominent, central location near to heritage assets.
- 7.4  
5 The proposal complies with Paragraph 131 of the NPPF, Policies D3, D6, and D9 of The London Plan, Policy BE1 of the Local Plan Part 1, and Policies DMHB 11 and DMHB 12 of the Local Plan Part 2.

#### Heritage

- 7.4  
6 Section 66(1) of the Planning (Listed Buildings and Conservation Areas) Act 1990, imposes a statutory duty on Local Planning Authorities requiring that in considering whether to grant planning permission for development which affects a listed building or its setting, the local planning authority shall 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. The NPPF 2025 sets out a framework of policies which should be referred to when assessing applications which could have the potential to cause harm to the designated and non-designated heritage assets. Paragraph 194 states that development proposals must assess the significance of heritage assets and consider their impact, significant weight should be afforded to their preservation or enhancement. Paragraphs 195 and 196 refer to the assessment of harm and where harm is identified the applicant will need to demonstrate that the scheme would result in significant public benefits in accordance with paragraph 202. There are no listed buildings on the Site, and it is not within a Conservation Area or Area of Special Local Character (ASLC). Notwithstanding, The Site is within the wider Uxbridge Archaeological Priority Area (APA) and between a two-part Conservation Area (Old Uxbridge/Windsor Street). The Conservation Area is approximately 13 metres to the north and south of the Site.
- 7.4  
7 The Conservation Area covers the two main surviving sections of the historic town and is linearly enclosed by buildings that are generally two to four storeys in height. The sections are formed with the buildings facing onto what was once the main road from London to Oxford and around the market area at Windsor Street.

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- 7.4 The north section of the Old Uxbridge/Windsor Street Conservation Area contains several Grade II Listed structures, namely, 64 High Street, 66 High Street, 118 High Street, garden walls to north and east of 118 High Street, 119 High Street, 120 High Street, 122-123 High Street, Watts Hall (to the rear of 126 High Street), 126-126A High Street, 127 and 128 High Street, 129-133 High Street, 134-135 High Street, and 136 High Street. All are part of a cohesive group of linear development from the medieval period onwards. These vary between two and three storeys in height.
- 7.4 The south section of the Old Uxbridge/Windsor Street Conservation Area contains several Listed Buildings. Of particular note, are the Grade II\* Listed Market House and Church of St Margaret, and the Grade II Listed Uxbridge Underground Station and several Grade II Listed Windsor Street and High Street properties.
- 7.5 Christ Church War Memorial is approximately 60 metres north of the site. The National Westminster Bank and St Margarets Church War Memorials are approximately 50 metres and 75 metres south of the site, respectively.
- 7.5 North Uxbridge ASLC is approximately 130 metres north of the Site. Rockingham Bridge Conservation Area is approximately 220 metres southwest of the Site and Uxbridge Lock Conservation Area is approximately 425 metres northwest of the Site.
- 7.5 As the Site is located within an Archaeological Priority Area, the Applicant submitted an Archaeological Desk-Based Assessment (reference PN4147/DBA/1, prepared by Orion, dated May 2024). The Greater London Archaeological Advisory Services (GLAAS) reviewed this assessment. They raised no objection to the proposed development, stating that the assessment indicates that archaeological remains would have been destroyed by the extensive basement constructed across the site in the late 20th century. GLAAS further stated that no archaeological planning condition is required in this instance.
- 7.5 The existing development is of poor architectural quality and does not contribute positively to the Old Uxbridge/Windsor Street Conservation Area's and nearby Listed Buildings' setting. As such, its demolition and site clearance would not harm the surrounding area's heritage assets.
- 7.5 The proposed development would improve the architectural quality and visual contribution of the Site, though given its scale, it would impact the setting of the Old Uxbridge/Windsor Street Conservation Area and nearby Listed Buildings.
- 7.5 The proposed development would impact upon the setting of the Listed High Street buildings to the north of the Site. The proposed development would detract from the prominence and visual interest of these Listed Buildings. However, this impact is largely mitigated given the context of Uxbridge's post-war redevelopment, particularly The Pavilions and inner ring road development. The proposed development's impact would be considered to constitute less than substantial harm (at a low to moderate level), having regard to the categories of harm referred to within the NPPF.

7.5 Similarly, when viewed from the south section of the Old Uxbridge/Windsor Street  
6 Conservation Area, the proposal would rise above existing vistas, most notably  
around Market Square, which still appears relatively enclosed and reflective of the  
historic market town character. The proposed development would impact upon the  
setting of the Listed Buildings within this Conservation Area, particularly the setting  
of the civic group, which includes the church, market hall, and station. As with the  
proposed development's impact on the setting of the Listed Buildings north of the  
Site, the less than substantial harm (at a moderate level) on the heritage assets  
south of the Site would be mitigated due to the context of the substantial  
redevelopment of the area that has occurred in the post-war period.

7.5 The proposed development would not substantially change the Old  
7 Uxbridge/Windsor Street Conservation Area's character. The most significant  
impact would be adjacent to Belmont Road, where there would be a substantial  
increase in building height in contrast to the bank on the opposite side of the road.  
This impact would be considered to constitute less than substantial harm (at a low  
to moderate level). The proposal would not harm the setting of North Uxbridge  
ASLC, Rockingham Bridge Conservation Area, or Uxbridge Lock Conservation  
Area given the separation distance to the proposed development and intervening  
buildings.

7.5 The Council's Conservation Officer has reviewed the submitted Heritage Statement  
8 and planning drawings. They do not raise any objections to the proposed  
development and state that the proposed development would cause less than  
substantial harm.

7.5 Whilst the proposal would cause less than substantial harm to the setting of Listed  
9 Buildings and the Old Uxbridge/Windsor Street Conservation Area, the public  
benefits of the scheme outweigh this less than substantial harm, namely, the  
addition of 320 new town centre co-living homes, new visitor accommodation  
containing 162 hotel bedrooms, 1,115 sq. m. of modern commercial floorspace  
(albeit there would be a net reduction of retail floorspace), and the creation of a  
new, publicly accessible town centre square, including public realm and  
permeability improvements. Furthermore, the Council has secured an in  
lieu affordable housing contribution of £3,618,409.

7.6 The proposed development complies with the NPPF, Policy HC1 of The London  
0 Plan, Policy HE1 of the Local Plan Part 1, and Policies DMHB 1, DMHB 2, DMHB  
3, and DMHB 4 of the Local Plan Part 2.

#### Density

7.6 For flatted development in Uxbridge Town Centre, Table 5.2 of the Hillingdon Local  
1 Plan Part Two ranges from 495 to 1,100 habitable rooms per hectare and 165 to  
405 units per hectare. Policy SA 26 of The Local Plan Part 2 Site Allocations and  
Designations states that the Site is considered suitable for development at a  
density of 360 to 405 units per hectare.

7.6 The 0.38-hectare application Site is within the Uxbridge Metropolitan Town Centre  
2 with access to jobs, services, infrastructure, and amenities. It has a Public

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Transport Accessibility Level (PTAL) of 6a, where a score of 0 indicates very poor access to public transport and 6b indicates excellent access. The Site is therefore very well-connected by existing public transport.

7.6 The Design Review Panel, dated 31 January 2024, supported the aspiration of  
3 high-density design.

7.6 The proposed 320 co-living units on the 0.38-hectare site would be 842 units per  
4 hectare. As discussed in the report's previous two sections (Design / Impact on the Character and Appearance of the Area and Heritage), the proposed density and design is led and appropriately informed by the proposal's excellent access to public transport, surrounding taller-building context, and design merits of the proposed building (supported by a visual impact assessment, detailed technical design drawings, and material specifications) and enhanced public realm.

7.6 The proposed development optimises the site's capacity through a design-led  
5 approach in accordance with Policies D3 and GG2 of The London Plan.

#### Residential Amenity

7.6 The Applicant submitted a Pedestrian Level Wind Desk-Based Assessment (Rev-  
6 B, reference RWDI #2404017, prepared by RWDI, dated 27.03.2024) and a further supporting clarification letter (dated 12.03.2025). The report states that wind conditions at ground level would be suitable. Areas identified likely to be windy are seating at the western corner at ground level, and the eighth floor roof terrace. Wind conditions are not expected to exceed the safety threshold. The technical report recommends wind mitigation measures in the form of landscaping to ensure comfortable environments. A planning condition is recommended to ensure the Applicant implements the recommended wind mitigation measures detailed in the submitted technical report.

7.6 The Applicant submitted a Daylight, Sunlight, and Overshadowing Report (Version-  
7 V1, prepared by Point2, dated March 2024), which concluded that the proposed development would relate well with the neighbouring context and would fall within the practical application of the BRE Guidelines. The Applicant provided an additional letter of clarification regarding daylight, sunlight, and overshadowing (dated 11.03.25). The results of the vertical sky component (VSC) test demonstrate that 244 out of 311 neighbouring windows (78 per cent) would meet the strict application of the BRE Guidelines. The technical assessment demonstrates most BRE transgressions are isolated to 1-3 Bakers Road, located approximately 25 metres northeast of the Site. This impact would occur given its proximity to the Site and the existing self-obstructing design of 1-3 Bakers Road, with deep inset windows limiting the view of the sky from these neighbouring units. This design configuration renders many windows with low existing light levels. Given the low existing value, any increase in development quantum on the application Site would likely render a disproportionate percentage change in 1-3 Bakers Road's daylight/sunlight levels. Most of the BRE transgressions within 1-3 Bakers Road are bedrooms, a classification recognised by the BRE Guidelines to carry less expectation for natural light when compared to a living room. The consultant's assessment concludes that the proposal would fall within the practical application

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of the BRE Guidelines and shows retained daylight/sunlight values commensurate for an urban location.

7.6 Urban Light Surveyors independently reviewed the submitted documents on behalf  
8 of the Council, concluding that the reported effects would substantially meet the default Building Research Establishment (BRE) recommendations. Where the development would not satisfy the default recommendations, in most cases, these would retain good light levels for a dense town centre location. In any event, the level of impact and retained conditions must be judged against the positive benefits of the proposed development as part of the overall planning and amenity balance.

7.6 The proposed roof terrace and the development's windows would be appropriately  
9 separated from neighbouring habitable windows, not resulting in inappropriate direct overlooking.

7.7 Please see relevant sections below regarding odour and noise.  
0

7.7 Whilst some overshadowing would occur following the construction of the 21,000  
1 sq. m. urban centre development, it is considered that this would not be so significant as to justify a refusal of planning permission. On balance, the proposed scheme is supported and broadly complies with the aims of Policy D3 of The London Plan and Policy DMHB 11 of the Local Plan Part 2.

#### Quality of Co-Living Accommodation (Internal and External)

7.7 Policy H16 of The London Plan details design criteria that large-scale purpose-built  
2 shared living accommodation must meet to ensure residential quality, stating:

Large-scale purpose-built shared living development must meet the following criteria:

- 1) it is of good quality and design
- 2) it contributes towards mixed and inclusive neighbourhoods
- 3) it is located in an area well-connected to local services and employment by walking, cycling and public transport, and its design does not contribute to car dependency
- 4) it is under single management
- 5) its units are all for rent with minimum tenancy lengths of no less than three months
- 6) communal facilities and services are provided that are sufficient to meet the requirements of the intended number of residents and offer at least:
  - a) convenient access to a communal kitchen
  - b) outside communal amenity space (roof terrace and/or garden)
  - c) internal communal amenity space (dining rooms, lounges)
  - d) laundry and drying facilities
  - e) a concierge
  - f) bedding and linen changing and/or room cleaning services.
- 7) the private units provide adequate functional living space and layout, and are not self-contained homes or capable of being used as self-contained homes

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- 8) a management plan is provided with the application
- 9) it delivers a cash in lieu contribution towards conventional C3 affordable housing. Boroughs should seek this contribution for the provision of new C3 off-site affordable housing as either an:
  - a) upfront cash in lieu payment to the local authority, or
  - b) in perpetuity annual payment to the local authority
- 10) In both cases developments are expected to provide a contribution that is equivalent to 35 per cent of the units, or 50 per cent where the development is on public sector land or industrial land appropriate for residential uses in accordance with Policy E7 Industrial intensification, co-location and substitution, to be provided at a discount of 50 per cent of the market rent. All large-scale purpose-built shared living schemes will be subject to the Viability Tested Route set out in Policy H5 Threshold approach to applications, however, developments which provide a contribution equal to 35 per cent of the units at a discount of 50 per cent of the market rent will not be subject to a Late Stage Viability Review.

7.7 The GLA also published its Large-Scale Purpose-Built Shared Living London Plan  
3 Guidance in February 2024, detailing standards for communal spaces and private rooms. The guidance recommends benchmarks based on current best practice of operating co-living developments and states some flexibility in the assessment of co-living applications against the recommended benchmarks may be applied to the design, scale, and provision of these facilities in consideration of the site's location and context, or other scheme-specific factors where it is demonstrated that qualitatively good design outcomes are being achieved.

7.7 GLA Guidance states co-living studios should be no less than 18 sq. m. and no  
4 more than 27 sq. m., while accessible units are generally expected to be between 28 sq. m. and 37 sq. m. The spatial standards of the proposed co-living studios perform well against the GLA Large-Scale Purpose-Built Shared Living London Plan Guidance, and the studios' layout are well planned. The proposed studios would range from 20 sq. m. to 24 sq. m., while the proposed accessible studios would range from 31 sq. m. to 36 sq. m.

7.7 Proposed co-living communal facilities and amenity provision are distributed  
5 throughout the proposed building. Each floor with private studios would include a communal kitchen/dining room. The largest provision of amenity space would be at ground floor and in the basement. During the planning process, in consultation with the Council, the Applicant reconfigured the proposed ground floor and basement plans of the co-living development to provide greater daylight levels to lower floor uses. The proposed co-living laundry facility was repositioned and excluded from amenity contribution, with the basement's co-living gym and cinema room benefiting from further daylight via an enlarged light-well. The basement would also include co-living co-work space. The ground floor consists mainly of resident's co-work space.

7.7 Additionally, triple-aspect communal spaces are provided on upper floor levels,  
6 located adjacent to external amenity at eighth floor level. The eighth floor amenity spaces include a large (94 sq. m.) multi-functional space and a kitchen space residents could book to host events/dinner parties.

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- 7.7 The revised proposed internal co-living amenity space is 1,218 sq. m., which would exceed the 1,067 sq. m. required by the GLA Large-Scale Purpose-Built Shared Living London Plan Guidance.
- 7.7 The recommended benchmark for kitchen space provision is 0.5 sq. m. per resident – 160 sq. m. The proposed development would exceed this, providing 530 sq. m. of communal kitchen/dining space. The GLA's Guidance expects one hob and oven, sink, and draining board per 15 residents – a total of 21. Floor plans illustrate 25 cooking stations, and sinks, draining boards, exceeding policy expectations. Guidance recommends two dining spaces per cooking station – 50. Plans illustrate 146 dining spaces. GLA Guidance recommends a benchmark of one washer and one dryer per 35 residents – nine. Submitted plans illustrate 12 in the basement laundry room.
- 7.7 Similar to residential amenity improvements at proposed lower floor levels, the Applicant condensed the proposed coverage of roof top mechanical plant equipment to increase the proposed co-living roof terrace on revised drawings. The co-living roof terrace would include a grass lawn, soft landscape planting, seating, and an outdoor kitchen. The London Plan requires 320 sq. m. of external communal amenity space (one sq. m. per resident), which would be achieved by the roof terrace. Notably, residents would also have direct access to the pocket park at the development's core. The Internal Daylight and Sunlight Report (Internal Daylight and Overshadowing Report, Version V1, prepared by Point2, dated April 2024) presents a comprehensive internal amenity position for the proposed accommodation, including an overshadowing assessment of the internal courtyard and roof terrace. It has been informed by the architect's submitted drawings. The technical results show that 96 out of 105 rooms (91 per cent) would meet or exceed their use classification target value. All assessed living-kitchen-diners would meet their classification target value. The nine shortfalls are isolated to co-living studios, with the majority on the first floor. Notwithstanding the isolated number of rooms that record internal daylight shortfalls of their classification targets, this level of compliance is considered acceptable in an urban location. When adopting the two-hour in-sun assessment, the recommended overshadowing assessment within the BRE Guidelines (2022), the results show that each assessed space would record in excess of 50 per cent that receives at least two hours in direct sunlight, i.e. full BRE compliance (100 per cent) is recorded.
- 7.8 It is concluded that the proposal would provide future co-living residents with a good standard of living accommodation, with suitable access to internal and external facilities. In this respect, the proposal complies with Policy H16 of The London Plan and GLA Large-Scale Purpose-Built Shared Living London Plan Guidance.

#### Highways and Parking

- 7.8 The Site is within the Uxbridge Metropolitan Town Centre and within a Primary Shopping Area (Uxbridge). It has a Public Transport Accessibility Level (PTAL) of 6a, where a score of 0 indicates very poor access to public transport and 6b indicates excellent access. As such, the Site is highly accessible by public transport.

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- 7.8 2 The Council's Highways Team has been consulted and raises no objection to the proposed development, subject to conditions and S106 legal agreement. Similarly, Transport for London have been consulted and raised no objection, subject to conditions and S106 legal agreement. These conditions and legal agreement terms are recommended in this planning assessment and recommendation.
- 7.8 3 The proposed development would be 'car-lite', with a total of nine disabled-person car parking spaces in the basement. The GLA, TfL, and Council Officers support this approach. Four of these nine disabled-person car parking spaces would serve the co-living units, and the remaining five would serve the proposed hotel. Having reviewed planning permissions for other similar co-living developments across London (nine examples provided), the Applicant has detailed in their submitted Transport Assessment that it is inappropriate to strictly apply Policy T6.1 of The London Plan to Sui Generis uses, such as co-living, and spaces should be provided based on context-specific factors. In line with approved London co-living precedents, providing four disabled-person spaces would be appropriate in this context. Similarly, the five disabled-person spaces for the hotel use are also accepted. Pedestrians would use the lifts or stairs to access basement car parking. This approach complies with Policies H16 and T6 of The London Plan and is appropriate given the site's 6a PTAL.
- 7.8 4 Two of the nine disabled person car parking spaces would be equipped with active electric vehicle charging infrastructure. The remaining seven spaces would be fitted with passive electric vehicle charging infrastructure. This complies with London Plan standards. Provision of the vehicle charging infrastructure is a recommended condition.
- 7.8 5 There would be a residential parking permit restriction (excluding Blue Badge holders) on residents of the co-living development, that would prevent them from obtaining permits to park on-street. A town centre public car park season ticket restriction would also be secured. These are included in the recommended S106 heads of terms.
- 7.8 6 The proposed development would include 24 short-stay cycle parking spaces (12 Sheffield stands) located on the High Street, Belmont Road, and within Cocks Yard to improve facilities for cyclists visiting the town centre. 240 long-stay co-living spaces would be provided in the basement to serve the 320 co-living units. Fourteen long-stay cycle parking spaces, located within the basement, would serve the proposed commercial units, and nine long-stay cycle parking spaces (also in the basement) would serve the hotel. The proposed quantum of cycle parking meets London Plan standards. A dedicated cycle lift would be accessed from the internal courtyard, designed to comply with The London Cycling Design Standards (measuring at least 1.2m by 2.3m in size) to ensure step free access for all cyclists to the cycle stores. The proposed cycle parking complies with The London Plan.
- 7.8 7 The proposed vehicular access ramp to the nine disabled person basement car parking spaces has been designed to allow for one-way working, controlled by traffic lights, with sufficient waiting space at the top and bottom of the ramp to allow vehicles to pass one another and for up to two cars to wait at the red signal without impeding Bakers Road. The access and ramp have been designed to align with

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'Car Park Design' guidance published by the Institute of Structural Engineers (June 2023). The design of the vehicular crossover at the top of the ramp would provide pedestrian priority (Copenhagen crossing) with a continuous level footpath for pedestrians across the basement's vehicular access.

7.8 Regarding changes to offsite/on-street parking arrangements, two Belmont Road  
8 pay and display spaces would be repurposed as disabled person parking spaces to be provided on Belmont Road. One motorcycle parking bay would be removed and not replaced. One Bakers Road loading bay would be relocated to facilitate access to the proposed basement parking. A replacement delivery loading bay within Bakers Road would be agreed with the Council in consultation with Transport for London and implemented by the developer on Bakers Road prior to the removal of the existing Bakers Road delivery loading bay. This is recommended as a legal agreement head of term and would ensure uninterrupted provision of a Bakers Road delivery loading bay to serve High Street commercial premises. A further loading bay would be installed on Belmont Road to serve the proposed development. On-street parking changes require Traffic Orders involving formal consultation. These are also recommended within the legal agreement heads of terms.

7.8 Cocks Yard is narrow and twists and turns indirectly around the edge of Bakers  
9 Yard. This convoluted design, combined with being poorly lit and not overlooked, has created safety issues, particularly at night. The proposal offers the opportunity to enhance this aspect of the site; however, Officers acknowledge that a pinch point would remain towards the High Street end, which would be improved and widened once the land to the south of the site comes forward for redevelopment. Notwithstanding, increased glazing and natural surveillance would be introduced along this section of Cocks Yard. The realigned and enhanced Cocks Yard pedestrian route would make a positive contribution to pedestrian accessibility in the town centre and would facilitate improved access to public transport. A new pedestrian route would be created from Belmont Road to High Street through the central landscaped courtyard. Also, the footpath on Belmont Road would be widened, as the proposed building would step back from the existing building line. These aspects are supported.

7.9 In addition, the proposal would enable improvements to surrounding streets. A  
0 Section 278 Agreement is recommended to secure the developer's delivery of off-site highways works, including (but not limited to) York Stone replacement paving and the installation of street trees, on Bakers Road, Belmont Road, High Street (the full width of the pedestrianised area of the High Street between Belmont Road and Cocks Yard but excluding the existing tegula block paving), and Cocks Yard. The developer would pay a further £61,996 Healthy Streets/Active Travel Zone contribution towards the Council improving the borough's active travel infrastructure. Lastly, a £105,000 developer contribution to Transport for London (TfL) would also be required for improvement to bus infrastructure and waiting environments within the borough.

7.9 It is concluded that the transport and Highway impacts of the proposal would be  
1 acceptable, subject to the conditions and obligations set out as part of the Officer's recommendation. The proposal complies with Paragraph 116 of the NPPF, Policies

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T2, T4, T5, T6, T7, and H16 of The London Plan, and Policies DMT 1, DMT 2, DMT 5, and DMT 6 of the Local Plan Part 2.

### Air Quality

- 7.9 The Site is within an Air Quality Management Area and Air Quality Focus Area.  
2
- 7.9 The Applicant submitted an Air Quality Assessment (reference J0830/1/F1,  
3 prepared by Air Quality Assessments Ltd, dated 26.03.2024) and an Air Quality -  
Stage 1 GLA Memo.
- 7.9 The proposed development would be air quality neutral but not air quality positive  
4 and therefore further appropriate mitigation is required.
- 7.9 Mitigation measures to reduce emissions can be applied on-site or off-site. Where  
5 this is not practical or desirable, pollutant off-setting will be applied. The level of  
mitigation required associated with the operation phase of the proposed  
development is calculated using Defra's Damage Cost Toolkit in this instance. Any  
mitigation measures proposed will be evaluated in terms of likely emission  
reductions onto local air quality. Wherever quantifiable, these are calculated and  
subtracted from the overall value due. When no quantification is possible, a flat rate  
discount is applied. Mitigation required to offset the proposed development's traffic  
emissions is £88,533.
- 7.9 The Council's Air Quality Officer has been consulted and raised no objection  
6 subject to an air quality mitigation contribution of £88,533 secured by a Section 106  
Agreement and details relating to a Low Emission Strategy (LES) and reducing  
emissions from demolition and construction. The Section 106 obligation and a  
condition regarding details for reducing emissions from demolition and construction  
are recommended as part of the planning assessment and planning  
recommendation. A separate LES condition is not required, as electric vehicle  
charging space details are covered by a separate condition.
- 7.9 Subject to legal agreement and the recommended conditions, the proposal  
7 complies with Policies SI 1 and GG3 of The London Plan, Policy EM8 of the Local  
Plan Part 1, and Policy DMEI 14 of the Local Plan Part 2.

### Noise

- 7.9 The Applicant submitted a Noise Impact Assessment (prepared by Spectrum  
8 Acoustic Consultants, dated 26.03.2024). Most mechanical plant would be in the  
basement, though additional mechanical plant is proposed on the roof. The Site is  
located within a Metropolitan Town Centre and a Primary Shopping Area with high  
background noise levels. Furthermore, the Site is located on the boundary of the  
bus and train station, which would also generate a higher level of background  
noise.
- 7.9 The Council's Noise Pollution Officer was consulted and raised no objection to the  
9 proposed development subject to compliance conditions regarding the impact of

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the existing environment on the proposed development (internal noise levels) and the noise impact of the proposed development on the existing environment (noise emission levels), as well as informatives regarding external noise and demolition and construction. Appropriate conditions and informatives are recommended as part of the planning assessment and planning recommendation.

7.1 Appropriate conditions are recommended regarding Construction Management  
00 Plan and Hours of Delivery and Use to mitigate and manage potential disturbance to residents.

7.1 The proposal complies with Policies D13 and D14 of The London Plan.  
01

### Odour

7.1 The proposed hotel includes an ancillary kitchen on the eighth floor, whilst the co-  
02 living development would have communal kitchens on each floor with living accommodation. The proposed ground floor commercial space would be within Use Class E, and as such, could be used as restaurants or cafes, including associated kitchens. A planning condition is recommended regarding extraction and odour control to protect residential amenity.

7.1 Subject to condition, the proposal complies with Policy D13 of the London Plan and  
03 Policies DMHB 11 and DMTC 4 of the Local Plan Part 2.

### Health

7.1 The proposal would help to support healthy lifestyles by improving pedestrian  
04 permeability within the town centre to encourage walking by realigning and upgrading the design of Cocks Yard pedestrian route. The scheme also proposes to create a new pedestrian link between Belmont Road to High Street. Notably, the development would provide a new publicly accessible pocket park in the town centre, which landscape architects have designed to include outdoor seating and high-quality green infrastructure.

7.1 The NHS has been consulted regarding the proposed development and raised no  
05 objection. The NHS requested a London Healthy Urban Development Unit (HUDU) financial contribution of £414,307 to fund enhanced or new health facilities within the London Borough of Hillingdon. This financial contribution would be secured within the S106 legal agreement.

7.1 Subject to the recommended conditions to secure the implementation and  
06 maintenance of the public spaces and routes, and subject to the aforementioned planning obligation, the proposal complies with Paragraphs 96 and 101 of the NPPF, Policy GG3 of The London Plan, Policy CI1 of the Local Plan Part 1, and Paragraph 7.2 of the Local Plan Part 2.

### Accessibility

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7.1 07 The submitted Design and Access Statement states that ten percent of the co-living bedrooms would be wheelchair adaptable and would measure between 31 sq. m. and 36 sq. m. This provision complies with the Large-Scale Purpose-Built Shared Living London Plan Guidance. This is secured by condition.

7.1 08 The hotel accessible room provision would be as follows:

- eight accessible bedrooms (five percent)
- one accessible bedroom with track ceiling hoist (one percent)
- twelve family rooms (seven percent)
- seven family rooms (adaptable) (four percent)
- 125 standard rooms (78 percent)
- eight standard rooms (ambulant en-suite shower room) (five percent)

7.1 09 The Council's Accessibility Officer has reviewed the proposal and raised no objection subject to a condition requiring the proposed hotel accessible bedroom provision to comply with Policy E10 of The London Plan. An appropriate accessibility planning condition is recommended as part of the planning assessment and planning recommendation that ensures compliance with Policy E10 of The London Plan.

7.1 11 The proposed development is to be car-free except for disabled person parking provision. A total of nine disabled person parking spaces are proposed in the basement, of which four are associated with the co-living and five with the proposed hotel. This level of disabled person parking is supported and a condition regarding a Parking Design and Management Plan is attached as recommend by TfL and the Council's Highways Team.

7.1 12 The GLA has recommended in their Stage 1 comments that the Council require the Applicant to submit further information (including clear diagrams) to demonstrate that the wider site, including the public realm, external amenity, entrances, etc., are appropriately designed for disabled people and people with protected characteristics. An appropriate planning condition is recommended to ensure the Applicant submits further detailed design information at the appropriate time.

7.1 13 Subject to compliance with the recommended conditions, the proposed development complies with Policies D5, D7, and E10 of The London Plan, The Large-Scale Purpose-Built Shared Living London Plan Guidance (2024), Policy DME 6 of the Local Plan Part 2, and Accessible Hillingdon SPD.

### Security

7.1 14 The Council consulted the Metropolitan Police Design Out Crime Officer, who reviewed the proposed development and raised no objection subject to a condition to ensure the development would achieve 'Secured by Design' accreditation. Secured by Design is the official police security initiative aimed at enhancing the security of buildings and their immediate surroundings, providing safe places to live, work, shop, and visit by ensuring effective crime prevention and security standards are met. Achieving 'Secured by Design' accreditation is recommended

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as a planning condition as part of the planning assessment and planning recommendation. As part of the planning consultation process, the proposed development was referred to the Protective Security Operations (Metropolitan Police) for review. They raised no objection to the proposal; however, they made recommendations regarding Counter Terrorism Risk Assessment and Operational Requirement including access control system, detection, and verification, Vehicle Dynamics Assessment and hostile vehicle mitigation measures, laminate glazing, dynamic lockdown system, and post and delivery design. These recommended conditions form part of this planning recommendation.

7.1 The proposed development would provide much-improved active surveillance  
15 around the site through the extent and location of windows when compared to the existing development. The scheme would also include the enhancement of Cocks Yard, with the development improving the visibility of the pedestrian route by realigning it and integrating it with the proposed open public square as well as having windows and doors along the route to further activate it.

7.1 A condition is attached to ensure ground floor glazing is unobstructed, transparent  
16 glass, with alterations to obscure or obstruct the glazing requiring formal submission, to ensure the Council manages any alterations to ground floor/ public realm natural surveillance.

7.1 The proposed new square, whilst open to the public, would be privately owned and  
17 managed. A condition is attached requiring the submission of a public realm management and maintenance plan to ensure appropriate management and maintenance arrangements are in place for the public realm, which maximise public access, provides a safe and secure environment.

7.1 Officers discussed the type of design which should be adopted for the undercroft  
18 entrances to the Site in great detail. The curved design and use of a light-coloured (white) glazed brick would give the appearance of a generous opening into the public square. With lighting, this area would be visible during darker hours. Details regarding external lighting of outdoor spaces have also been secured by condition to promote safe routes and wayfinding between the development and local amenities.

7.1 Subject to the recommended conditions, the proposal complies with the NPPF,  
19 Policy D11 of The London Plan, and Policy DMHB 15 of the Local Plan Part 2.

#### Urban Greening, Landscaping, and Public Realm

7.1 The existing site suffers from an evident lack of greening and functional, quality  
20 public realm.

7.1 During the planning process, the Council worked with the Applicant to secure  
21 appropriate details pre-determination to ensure fitting landscaping and public realm enhancements. To address the site's current greening and public realm shortcomings, the Applicant has submitted a Landscaping Strategy, Planting Strategy, and Landscape Plan, detailing a proposed new publicly accessible pocket park designed to improve the pedestrian connectivity between Belmont Road,

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Bakers Road, and Uxbridge High Street, enhance existing public realm, and deliver new public realm. Approximately 2,070 sq. m. of the site's ground level would be provided as public open space. A variety of soft landscaping features would be introduced to the new Town Centre green space in the form of lawns, ornamental planting beds, wildflower meadow, trees, and shrubs. Whilst improving pedestrian connectivity and providing well-considered urban greening, this pocket park would also provide outdoor public seating and space for customer spill out from the proposed development's commercial units. For the hard landscape surfaces, the Applicant would use a combination of suitable granite and sandstone surfacing in pedestrian areas and terrace seating.

7.1 22 The initial proposed UGF was 0.16. The GLA's Stage 1 response stated that efforts should be made to explore further enhancements to the proposed greening measures. The Applicant submitted a revised scheme following collaboration with the Council. The revised proposed UGF is 0.36. This score would be marginally below the London Plan's requirement of 0.4 for predominantly residential developments. Notwithstanding the modest shortfall, the proposed development would be a notable improvement on the status quo. The Site is constrained – proposed building footprint and associated active building entrances; existing, enhanced, and new hardstanding pedestrian walkways to improve town centre access and permeability; notable site level changes; basement; opportunities for outdoor seating and commercial and co-living spill out areas; consideration of future development on adjoining land to the south. While the onsite UGF score would not strictly comply with Policy G5 of The London Plan, this would be partly mitigated through the planting of additional street trees secured by a Section 278 Agreement to implement the proposed off-site Highways Works, including (but not limited to) York Stone paving and installation of street trees, on Bakers Road, Belmont Road, High Street, and Cocks Yard. The Applicant has illustrated indicative offsite street tree planting on drawing reference 5903-OOB-ZZ-00-D-L-000001-Rev-P07. On balance, the UGF is supported. The Council's Landscape Officer raised some concerns regarding the amount of shrub planting introduced in the proposed public square and the subsequent reduction in useable area, visibility across the space, and reduction in natural surveillance. The Officer preferred fewer trees to be planted but of a larger species; however, they noted that these requests conflict with the requirement to achieve an appropriate onsite Urban Greening Factor. Unfortunately, due to the change in levels, the need to retain the basement and location of utilities, larger tree planting can't be accommodated onsite. While planting may obstruct some views, the ground floor and upper-level windows, as well as the active use of the space, would achieve appropriate levels of natural surveillance. On balance, considering the Urban Greening Factor requirements, the planting arrangement is accepted. The Landscape Officer also requested details of materials proposed for the seating areas and proposed soil depths for the planting. Details of soil depth and seating materials are recommended in the planning conditions.

7.1 23 The Applicant proposes an area of grass lawn on the co-living roof terrace. The co-living roof terrace would also include raised planters with wildflower meadow planting and flowering perennial mix planting. Additionally, the developments roof would include blue roof, designed to manage and control stormwater runoff. Whilst not strictly in accordance with Policy DME1 1, on balance, the omission of green

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roof or living walls is accepted given the site's constraints and considered planting proposal.

- 7.1  
24 A legal obligation is proposed to ensure that the square remains accessible to the public in perpetuity and a condition is recommended regarding the submission and approval of a Public Realm Management and Maintenance Plan to ensure appropriate management and maintenance arrangements are in place for the public realm, including measures to control anti-social behaviour A Landscape Management Plan is also conditioned to ensure that landscaping and urban greening measures are appropriately maintained. Furthermore, conditions are recommended regarding External Lighting, Public Art and Free Water Drinking Fountain.
- 7.1  
25 As noted previously, the Council would secure a Section 278 Agreement to ensure the developer would implement the proposed off-site Highways Works, including (but not limited to) York Stone paving and installation of street trees, on Bakers Road, Belmont Road, High Street (the full width of the pedestrianised area of the High Street between Belmont Road and Cocks Yard but excluding the existing tegula block paving), and Cocks Yard.
- 7.1  
26 Whilst the proposal would not comply with Policy G5 of The London Plan (2021), on balance, the UGF shortfall is supported in this instance for the reasons explained. The proposal complies with Policy DMHB 14 of the Local Plan Part 2 as it would not harm, but would enhance the area's landscaping, trees, and biodiversity.

#### Public Open Space

- 7.1  
27 Policy EM4 of The Local Plan Part 2 states that the Council will safeguard, enhance, and extend the network of open spaces and informal recreation to meet community needs and facilitate active lifestyles by providing spaces within walking distance of homes. Major developments will be expected to make appropriate contributions to the delivery of new opportunities, or to the improvement and enhancement of existing facilities.
- 7.1  
28 Hillingdon's Planning Obligations Supplementary Planning Document provides a formula for calculating open space requirements – 20 sq. m. per unit multiplied by the average household size (2.67, according to the 2011 census data). In the instance of this proposed development, it would be disproportionate to apply the household size of 2.67, as the proposal consists of a large-scale purpose-built shared living development containing one-bedroom, one-person studios, and would not be a standard household size. The London Plan equates 320 co-living units to 178 self-contained homes. On this basis, it would be appropriate to use the following formula – 20 sq. m. multiplied by 178 units. This equates to an open space provision of 3,560 sq. m. The proposed development includes a public open space of 2,070 sq. m., resulting in a shortfall of 1,490 sq. m. Whilst there would be a shortfall, weight is given to the quality of the proposed open space, including new and enhanced pedestrian routes, urban greening and biodiversity enhancements, outdoor seating, and public art. Further weight is given to the proposed open space's High Street Town Centre location which is strongly supported.

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7.1 On balance, the shortfall in the quantity of open space is accepted in this instance,  
29 given the proposal's policy-compliant level of amenity space for the co-living occupants, and the public benefit of the quality, quantity, and location of the proposed public square.

### Children's Play Space

7.1 Policy S4 of The London Plan seeks to ensure that development proposals include  
30 good-quality, accessible, tenure-blind play and recreation spaces for all ages - at least ten sq. m. per child. Policy H16 of the London Plan and The Large-Scale Purpose-Built Shared Living London Plan Guidance do not require the provision of children's play space.

7.1 Policy DMCI 5 of the Local Plan Part 2 states that for all major development  
31 proposals, the Council will apply Hillingdon's child yields and The London Plan SPG 'Providing for Children and Young Peoples Play and Informal Recreation', which specifies developments should provide ten sq. m. of play space for each child and an accessibility standard of 400 metres to equipped playgrounds. In areas of deficiency, the Council will require new provisions to meet the benchmark standards for accessibility to play provision.

7.1 The GLA Population Yield Calculator is a tool for estimating population yield from  
32 new housing development. The calculator provides users with an indication of the possible number and age of children that could be expected to live in a new housing development of a given bedroom or tenure mix. Given the nature of the large-scale purpose-built share living accommodation, designed to accommodate single persons, it is not anticipated to house children.

7.1 The proposal would introduce a new public square, which would benefit the local  
33 area. The Applicant has designed this proposed public space to incorporate trees and planting to contribute towards urban greening and onsite biodiversity net gain. It would also include hard-landscaped areas to improve pedestrian permeability and facilitate outdoor seating for socialising and use by the proposed development's tenants. The provision of children's play equipment within the public square would likely compromise the pedestrian permeability of the area and planting arrangement (UGF and BNG) and has not been included. Fassnidge Park is within five minutes' walking distance from the Site, located on the edge of the Town Centre. This nearby park features children's formal and informal play equipment. Therefore, although the proposed development would not deliver onsite children's play space within the site's boundary, it is available locally. The omission of children's play space within this confined site is considered appropriate in this instance.

7.1 The GLA's stage 1 response has not raised concerns regarding children's play  
34 space provision. On balance, the omission of children's play space is acceptable in this instance given the nature of the proposed housing type.

### Biodiversity

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7.1 The Applicant submitted a Preliminary Ecological Appraisal and Preliminary Roost  
35 Assessment (Issue-2.1, prepared by Arbtech, dated 21.03.2024) to establish the ecological value of the site and the presence/likely absence of notable and/or legally protected species. This report concludes that there is no vegetation on site and there are no habitats of ecological value on the site. It does not identify any significant ecological impacts because of the development but recommends that one bat emergence or re-entry survey is undertaken during the active bat season to confirm the presence or likely absence of a bat roost in the building. It also recommends a low-impact lighting strategy designed in accordance with Guidance Note GN08/23 Bats and Artificial Lighting at Night (Institution of Lighting Professionals, 2023) and the undertaking of works outside of the nesting bird season. It provides recommendations for improving ecology on the site, including the redevelopment of the existing servicing site, planting of native shrubs and trees, and the installation of a peregrine nest box and a swift tower. A planning condition is recommended to ensure the Applicant implements the recommended ecology measures.

7.1 The Applicant also submitted a Biodiversity Net Gain Assessment (Issue-1.1,  
36 prepared by Arbtech, dated 22.03.2024). The existing site delivers 0.0 habitat units. As such, a percentage gain cannot be calculated. Nonetheless, the post development habitat value of the site would be 0.21 units, comprising the creation of buildings and hardstanding (0 units), modified grassland (0.09 units), and urban trees (0.13 units). This would result in a net gain of onsite biodiversity.

7.1 The Council's Environmental Specialist (Energy and Biodiversity) reviewed the  
37 submitted biodiversity details and raised no objection regarding the proposed development. A condition has been recommended regarding BNG and habitat management.

7.1 Subject to the aforementioned planning condition, the proposed development  
38 complies with Policy 15 of the NPPF, Policy G6 and Paragraph 8.6.6 of The London Plan, and Policy DMEI 7 and Paragraph 6.28 of the Local Plan Part 2.

#### Flooding and Drainage

7.1 The Site is in Flood Zone 1 (lowest flood risk) and is not within a Critical Drainage  
39 Area. Surface Water Flooding impacts a small (approximately 170 sq. m.) area towards the centre of the Site.

7.1 The applicant submitted a Flood Risk Assessment and Drainage Strategy,  
40 (reference 231022-EDGE-XX-XX-RP-C-0001\_ Flood Risk Assessment-P02, prepared by Edge Consulting Engineers, dated 26.03.2024), Roof Drainage Plan (XB-CGL-Z2-09-DR-A-SK50007), and a Letter, RE LLFA Response (reference 231022-EDGE-XX-XX-CO-C-0003\_LLFA RESPONSE-Rev-P01, prepared by Edge Consulting Engineers, dated 11.03.2025).

7.1 The site's location within Flood Zone 1 means it is unlikely to be affected by fluvial  
41 flooding. The existing site comprises buildings and hardstanding with a basement car park beneath. As such, there are no natural forms of attenuation within the site boundary. Whilst the proposed public square would include a moderate level of soft

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landscaping, retaining the basement level restricts the possibility of more natural attenuation at the ground level. Surface water for the proposed development would be stored within a blue roof system and further flood mitigation to serve the public square in the form of an attenuation tank have been secured within the above plans. While the proposed development would not meet greenfield runoff rates, the proposed runoff rate would significantly improve existing brownfield rates and would not increase flood risk on or off the site.

7.1 The Lead Local Flood Authority has reviewed the submitted drawing and technical  
42 documents and is satisfied with the proposal subject to condition. An appropriate drainage condition is recommended as part of this planning recommendation.

7.1 Subject to the recommended condition, the proposed development complies with  
43 Policies SI12 and SI13 of The London Plan, Policy EM6 of the Local Plan Part 1, and Policies DMEI 9 and DMEI 10 of the Local Plan Part 2.

#### Water Efficiency

7.1 To ensure the development would minimise the use of mains water in line with the  
44 Optional Requirement of the Building Regulations (residential development), a compliance planning condition is recommended for it to achieve mains water consumption of 105 litres or less per head per day (excluding allowance of up to five litres for external water consumption), achieve at least the BREEAM excellent standard for the 'Wat 01' water category or equivalent (commercial development), and incorporate measures such as smart metering, water saving, and recycling measures, including retrofitting.

7.1 Subject to the recommended condition, the proposal complies with Policy SI 5 of  
45 The Lonon Plan.

#### Energy and Sustainability

7.1 The Applicant has submitted a TM54 Operational Energy Evaluation Report  
46 (reference 5023602-RDG-XX-XX-RP-ME-510000, prepared by Ridge, dated 28.10.24), a revised Whole Life Carbon Assessment (V3, prepared by Ridge, dated 31.10.2024), a revised Energy Strategy Report (V5, reference 5023602-RDG-XX-XX-RP-ME-510000, prepared by Ridge, dated 28.09.2024), and a BREEAM Pre-Assessment (Version 1.0, Hotel and Co-Living, prepared by Ridge, dated 21.03.2024).

7.1 Air Source Heat Pumps (ASHP) would be used to generate heating, cooling, and  
47 hot water for the proposed development. 285.2 sq. m. of photovoltaic roof-mounted panels are also proposed to offset a percentage of the proposed development's energy demand on the co-living block. The Applicant states the proposed energy strategy allows plant space suitable for potential plate heat exchangers and pump sets associated with a District Heat Network (DHN) connection to ensure compliance with Policy DMEI 3. The BREEAM Pre-Assessment demonstrates the current anticipated baselines score is 78.45 percent for the co-living amenity block and 75.25 per cent for the combined co-living and hotel amenity block. Both scores

are equivalent to a BREEAM 'Excellent' rating and therefore accordance with Policy EM1 of the Local Plan Part 1 and Policy DMEI 2 of the Local Plan Part 2.

7.1 The GLA has reviewed the details and advised that it does not yet demonstrate full  
48 compliance with Policy SI2 of The London Plan. The GLA recommended a condition regarding a revised whole life-cycle carbon assessment and post-construction assessment details to be submitted to report on the development's actual WLC in accordance with the published Whole Life Carbon Assessment Guidance to ensure compliance with the requirements and a condition regarding future connection to a DHN. Appropriate conditions are recommended as part of the planning assessment and planning recommendation.

7.1 The Council's Environmental Specialist (Energy and Biodiversity) reviewed the  
49 submitted details and noted the submitted technical report identifies a reduction in CO2 across the development of greater than 35 per cent – the proposal would achieve 36 per cent reduction. They stated there would be a shortfall of 2,908 tonnes of CO2 per annum (annualised over 30 years). The Council's Environmental Specialist advised this would require a carbon offset payment of £276,260 to comply with policy. They also recommend securing 'be seen' post-construction energy monitoring and raised no objection to the proposed development subject to a carbon offset contribution and energy monitoring. Carbon offset contribution and energy monitoring are contained within the Heads of Terms and would be secured within the S106 legal agreement.

7.1 Notwithstanding the Council's Environmental Specialist's positive consultation  
50 response, the GLA requested some further information regarding energy and sustainability. The Applicant has submitted these details and the GLA has been reconsulted. Revised GLA comments have not yet been received but will be duly addressed in the Planning Committee Addendum, or through the Stage II referral (as required).

7.1 Subject to legal agreement and the recommended conditions, the proposal would  
51 comply with Policies SI2 and SI3 of The London Plan, Policy EM1 of the Local Plan Part 1, and Policies DMEI 2 and DMEI 3 of the Local Plan Part 2.

### Overheating

7.1 The Applicant submitted an Overheating Risk Assessment (prepared by Ridge,  
52 dated 28.10.24) which concludes that all spaces achieve their required criteria under TM52. This compliance is achieved using the current design conditions as outlined within the report where the building uses both mechanical ventilation and additional cooling to some spaces to mitigate overheating. The Applicant also submitted a revised Energy Strategy Report (V5, reference 5023602-RDG-XX-XX-RP-ME-510000, prepared by Ridge, dated 28.09.2024) which details that Central and Local Mechanical Ventilation with Heat Recovery (MVHR) with high-efficiency heat pump heating and cooling is proposed as the strategy for ventilation and comfort within the non-residential areas of the development. These systems would provide fresh air and heat recovery to the individual rooms of the development. Heat Recovery reduces the required cooling and heating load which would in turn reduce the development's CO2 emissions. Natural ventilation with additional

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Mechanical Extract Boost Ventilation combined with high-efficiency heat pump heating and cooling is proposed as the strategy for ventilation and comfort within the co-living spaces of the development. These units would allow user control over fresh air and highly efficient thermal comfort solutions to heat and cool those spaces. The low-energy, high-Coefficient of Performance (COP) solutions provide a strategy that can achieve thermal comfort whilst reducing the development's CO2 emissions. Glazing that limits the amount of unwanted solar gain would be used to avoid habitable rooms from overheating with G-Values of 0.4. Passive design measures would stabilise the temperatures within the building and enable it to adapt to extremes of both high and low temperatures.

7.1 The Council's Environmental Specialist (Energy and Biodiversity) has been  
53 consulted and raised no concerns regarding the potential for internal overheating.

7.1 A condition is attached to ensure development is carried out in accordance with the  
54 relevant TM49 and TM52 guidance and as detailed in the submitted Overheating Risk Assessment and Energy Strategy Report.

7.1 Subject to condition, the proposal complies with Policy SI4 of The London Plan.  
55

#### Waste Management

7.1 The Applicant has submitted a revised Circular Economy Statement (Rev-02,  
56 prepared by Savills Earth, dated 22.11.2024) and completed the GLA's Circular Economy template in accordance with guidance. They have also submitted an Operational Waste Management Plan (prepared by Caneparo Associates Limited, dated November 2024).

7.1 The GLA has reviewed the submitted details and advised that it does not yet  
57 demonstrate full compliance with Policy SI 7 of The London Plan. The GLA recommended a condition regarding the submission of a revised Circular Economy Statement, a Pre-Redevelopment Audit and an Operational Waste Management Plan, and post-construction to ensure compliance with the requirements. As such, an appropriate condition is attached.

7.1 The Council's Waste Services Team has reviewed the submitted documents and  
58 raised no objection to the proposed development.

7.1 Subject to condition, the proposal would comply with Policy D6 and SI 7 of The  
59 London Plan.

#### Airport Safeguarding

7.1 The Applicant submitted an Aviation Safeguarding Assessment (prepared by Alan  
60 Stratford and Associates Ltd, dated April 2024). The report concluded that the proposed building, which has a maximum elevation of 80.150 metres, would not breach the obstacle clearance surfaces specified under the Civil Aviation Authority (CAA) licences for three airports and airfields that are within ten kilometres of the proposed development. Given the expected height of aircraft using any instrument

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flight procedures near the development, it would represent an obstacle within the flight path signal guidance provided. Given the presence of similar tall buildings in the Uxbridge area, it is unlikely that the proposed development would give rise to any signal distortion to radar and other nav aids. There would be no adverse impacts from building turbulence or glare from the use of solar panels or glazing given the nature of flight paths and the likely height of any aircraft that might be in the vicinity of the proposed development. The CAA would need to be notified about the use of cranes during building construction and these would need suitable marking and lighting. London Heathrow Airport and the CAA would need to give consent for a temporary breach of the OCS as the crane(s) are likely to exceed the lower level of the IHS, although we see no reason why this consent should not be given.

7.1 The Council consulted the National Air Traffic Services, which raised no objection  
61 to the proposal. The Ministry of Defence (MoD) were also consulted. MoD raised no objection subject to conditions regarding a Construction Management Plan and Bird Hazard Management Plan. These two recommended conditions are attached.

7.1 Subject to conditions, the proposal complies with Policy DMAV 1 of the Local Plan  
62 Part 2.

#### Land Contamination

7.1 The Site is within a Potentially Contaminated Land area.  
63

7.1 The Applicant submitted a Contamination Assessment (reference 11220G/AP/03,  
64 prepared by JPP Geotechnical & Environmental Ltd, dated 27.03.2023) that concluded the ground conditions do not present an unacceptable risk of harm to identified receptors with an overall derived low risk for each of the receptors identified by our conceptual model. In areas of soft landscaping at ground level, any made ground should be removed to a prudent depth of 300mm and the importation of a topsoil material should be considered as a suitable growth medium.

7.1 The Council's Land Contamination Officer has been consulted and advised that  
65 they have no objection to the proposed development. The Officer recommended a land contamination condition which has been attached.

7.1 Subject to condition, the proposal complies with Policies DMEI 11 and DMEI 12 of  
66 the Local Plan Part 2.

#### Fire Safety

7.1 The Applicant submitted a Fire Statement Form (prepared by B Youssef, dated  
67 27.03.2024), a London Plan Fire Statement (reference HL9152-Issue 2, prepared by Jensen Hughes, dated 27.03.2024), and a Technical Note (reference HL9152/BY/Issue 1, RE London Fire Brigade Comments, prepared by Jensen Hughes, dated 09.01.2025) prepared by suitably qualified persons. The Fire Statement confirms that the co-living development has been designed using British

Standard 9991 (BS9991:2015), and the non-residential space located at ground floor level has been designed using British Standard 9999 (BS9999).

7.1 The technical aspects of the materials to be used in any development, in relation  
68 to fire safety, are considered under the Building Act (1984) and specifically the Building Regulations, Approved Document B amended version (2022). These require minimum standards for any development, although the standards would vary between residential and commercial uses and in relation to new build and change of use/conversions. The Regulations cover a range of areas including structure and fire safety. If planning permission is granted, the proposed development would require separate building control approval in due course. As part of the building control process, the regulator would carry out an examination of drawings for the proposed works and make site inspections during construction work to ensure the works are carried out correctly. On completion of work, the regulator would issue a Completion Certificate to confirm that the works comply with the requirements of the Building Regulations.

7.1 The fire strategy will be subject of further review during the detailed design stages  
69 to ensure compliance with relevant building design requirements, including the relevant Building Regulations and other recommendations set out in BS9991:2015, Fire safety in the design, management and use of residential buildings – Code of practice and BS 9999: 2017, Fire safety in the design, management and use of buildings - Code of practice.

7.1 The Health and Safety Executive (HSE), London Fire Brigade (LFB), and GLA have  
70 reviewed the scheme with regard fire safety. The HSE, LFB, and GLA did not raise an objection to the proposed development. HSE raised matters for the Applicant to address at later regulatory stages. LFB provided the standard Guidance Note 29 relating to Fire Brigade access to buildings for the Applicant's due consideration. LFB also made observations regarding the Fire Statement and evacuation strategy which LFB state will need to be addressed at building control consultation stage. The GLA also made observations regarding the Fire Statement and evacuation strategy.

7.1 Submission of a revised Fire Statement is recommended by condition to ensure  
71 the safety of all building users in accordance with Policy D5 and D12 of the London Plan (2021).

7.1 Subject to the recommended condition, the proposal complies with Policy D12 of  
72 The London Plan.

#### Planning Obligations

7.1 Policy DMCI 7 of the Local Plan Part 2 states to ensure development is sustainable,  
73 planning permission will only be granted for development that clearly demonstrates there will be sufficient infrastructure of all types to support it. Infrastructure requirements will be predominantly addressed through the Council's Community Infrastructure Levy (CIL). Planning obligations will be sought on a scheme-by-scheme basis to secure the provision of affordable housing in relation to residential development schemes, where development has infrastructure needs that are not

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addressed through CIL, and to ensure that development proposals provide or fund improvements to mitigate site-specific impacts made necessary by the proposal. Applications that fail to secure an appropriate Planning Obligation to make the proposal acceptable will be refused.

7.1 The Community Infrastructure Levy Regulation 2010 (Regulations issued Pursuant  
74 to the 2008 Act) and the NPPF have put three tests on the use of planning obligations into law. It is unlawful (since 6 April 2010) to request planning obligations that do not meet the following tests:

- i. necessary to make the development acceptable in planning terms
- ii. directly related to the development, and
- iii. fairly and reasonable related in scale and kind to the development

7.1 The effect of the Regulations is that the Council must apply the tests much more  
75 strictly and can only request planning obligations that are genuinely necessary and directly related to the development. Should the Council request planning obligations that do not meet the policy tests, the Council would have acted unlawfully and could be subject to a High Court challenge.

7.1 Section 106 Heads of Terms are as follows:  
76

1. In lieu affordable housing contribution of £3,618,409. The S106 agreement shall include an Early and Late-Stage Viability Review mechanism.
2. Air Quality Mitigation contribution of £88,533.
3. A Carbon Offset contribution of £276,260.
4. London Healthy Urban Development Unit (HUDU) financial contribution of £414,307 to fund enhanced or new health facilities within the London Borough of Hillingdon.
5. An Employment/Construction Training Scheme secured in accordance with the Council's Planning Obligations SPD.
6. Residential Parking Permits restriction (excluding Blue Badge holders).
7. A Healthy Streets/Active Travel Zone contribution of £61,996 within the London Borough of Hillingdon.
8. A £4,500 contribution towards implementing traffic orders within the London Borough of Hillingdon.
9. A £105,000 contribution to Transport for London (TfL) towards measures to improve the bus infrastructure and waiting environment within the London Borough of Hillingdon.
10. A Section 278 Agreement to implement the proposed off-site Highways Works, including (but not limited to) York Stone paving and installation of street trees, on Bakers Road, Belmont Road, High Street (the full width of the pedestrianised area of the High Street between Belmont Road and Cocks Yard but excluding the existing tegula block paving), and Cocks Yard.
11. A Section 38 Agreement to transfer land in front of the building line on Belmont Road (not under colonnade) and Bakers Road to Hillingdon Council.
12. Public Square to remain publicly accessible in perpetuity.
13. 'Be Seen' post-construction energy monitoring to be carried out in accordance with the GLA 'Be Seen' energy monitoring guidance document (2021).

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14. A replacement delivery loading bay within Bakers Road shall be agreed with the Council in consultation with Transport for London and implemented by the developer on Bakers Road prior to the removal of the existing Bakers Road delivery loading bay.

15. A Section 247 stopping up order agreement for the developer to take ownership and ongoing maintenance of the public access through Cocks Yard to secure continued public access between Bakers Road and the High Street and associated management and maintenance.

16. A town centre public car park season ticket restriction.

17. A Project Management and Monitoring Fee, equalling 5% of the total financial contributions to be paid under this agreement.

### Environmental Impact Assessment

- 7.1 No EIA Screening Opinion Request was submitted to the Council; however, given  
77 the scale, nature, and location of the proposal, officers have determined that an EIA would not be required as the development's impacts would be local.

## **8 Other Matters**

### Human Rights

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

### Equality

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

### Local Finance Considerations and CIL

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

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

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8.5 In addition to MCIL2, the development represents Chargeable Development under the Hillingdon CIL, which came into effect on 1 August 2014. The liability payable is as follows:

- Retail development greater than 1,000 sq. m. outside designated town centres - £215 per sq. m.
- Offices - £35 per sq. m.
- Hotels - £40 per sq. m.
- Residential Dwelling Houses - £95 per sq. m.
- Industrial - £5 per sq. m.

8.6 This CIL liability is in addition to the Section 106 planning obligations.

8.7 The proposed development consists of the following floor areas:

8.8 Hotel (Use Class C1) – 5,802 sq. m.  
Co-Living (Sui Generis) – 13,819 sq. m.  
Retail (Use Class E) – 1,094 sq. m.

8.9 The construction of these floor areas results in the following CIL charges:

Local CIL - £244,694.62  
Mayoral CIL - £1,035,958.05

## **9 Conclusion / Planning Balance**

9.1 The principle of development is supported. The building's height, scale, and mass are appropriate for its town centre location at a transport interchange. The Council has worked with the Applicant to refine the development's design during pre-application and the full planning application process, securing floor plan and site/landscape amendments, high-quality external materials, and architectural detailing. The proposed development would cause less than substantial harm to the neighbouring Conservation Area and nearby Listed Buildings, but this would be outweighed by the public benefits of the proposed scheme. The quality of co-living accommodation complies with the London Plan and London Plan Guidance. Whilst the proposal would have some impact upon neighbouring amenity, on balance, the identified overshadowing impact would not be so significant as to justify a refusal of planning permission. The Council's Highways Team, the GLA, and TfL support the car-free (except for nine disabled person parking spaces in the basement) nature of the proposed development in this highly accessible town centre location and raise no highways objections, subject to the recommended conditions and legal agreement heads of terms.

9.2 The proposal has been assessed in accordance with the development plan, whilst it is noted that there are some shortfalls in compliance this is not unusual for a major scale development. The proposal would result in some harm however officers consider the harm to be limited. Paragraph 11 of the NPPF 2025 recognises the challenges developments will have in achieving compliance with the development plan in its entirety and encourages a balanced approach to be taken

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to weighing the benefits of the proposal against the harm identified. In this case the proposal would bring forward the regeneration of a corner of the high street, further enhancing the vitality of this area and the Town Centre as whole. This would result in employment retention, the optimisation of a brownfield site to provide a contribution towards local housing stock, an affordable housing contribution and the delivery of a new public square. All of these benefits are considered to outweigh the limited harm identified by Officers and as such the proposal would accord with paragraph 11 of the NPPF.

On balance therefore, the proposal is deemed to be acceptable and would be consistent with the overarching aims of the National Planning Policy Framework, The London Plan, and Hillingdon Local Plan.

- 9.3 The planning application is therefore recommended for approval, subject to the conditions set out in Appendix 1, the Section 106 Heads of Terms detailed in this report, and subject to the necessary Stage II referral to the Greater London Authority.

## **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@hillington.gov.uk](mailto:planning@hillington.gov.uk).

# **APPENDICES**

## **Planning Application**

**78696/APP/2024/867**

## 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:

UXB-CGL-Z0-XX-DR-A-060108-Rev-A; UXB-CGL-Z0-XX-DR-A-060109-Rev-A; UXB-CGL-Z0-XX-DR-A-061105-Rev-C; UXB-CGL-Z0-XX-DR-A-061106-Rev-C; UXB-CGL-Z1-ZZ-DR-A-062134; UXB-CGL-Z1-ZZ-DR-A-062135; UXB-CGL-Z2-XX-DR-A-062130-Rev-A; 5903-OOB-ZZ-00-D-L-000001-Rev-P07; 5903-OOB-ZZ-00-D-L-000040-Rev-P04; 5903-OOB-ZZ-00-D-L-000071-Rev-P05; UXB-CGL-Z0-RF-DR-A-000113-Rev-B; UXB-CGL-Z1-ZZ-DR-A-051104-Rev-C; UXB-CGL-Z0-B1-DR-A-0501B1-Rev-C; UXB-CGL-Z0-XX-DR-A-060112-Rev-B; UXB-CGL-Z0-XX-DR-A-060113-Rev-B; UXB-CGL-Z0-XX-DR-A-060114-Rev-B; UXB-CGL-Z0-XX-DR-A-060115-Rev-B; UXB-CGL-Z0-XX-DR-A-060125-Rev-A; UXB-CGL-Z0-XX-DR-A-062103-Rev-B; UXB-CGL-Z0-XX-DR-A-062104-Rev-A; UXB-CGL-Z0-ZZ-DR-A-000110-Rev-A; UXB-CGL-Z1-XX-DR-A-061121-Rev-A; UXB-CGL-Z1-XX-DR-A-062133; UXB-CGL-Z1-ZZ-DR-A-051101-Rev-A; UXB-CGL-Z1-ZZ-DR-A-051102-Rev-A; UXB-CGL-Z1-ZZ-DR-A-051103-Rev-A; UXB-CGL-Z2-00-DR-A-052100-Rev-B; UXB-CGL-Z2-01-DR-A-052101-Rev-A; UXB-CGL-Z2-08-DR-A-052108-Rev-A; UXB-CGL-Z2-XX-DR-A-062120-Rev-A; UXB-CGL-Z2-XX-DR-A-062122-Rev-B; UXB-CGL-Z2-XX-DR-A-062123-Rev-A; UXB-CGL-Z2-XX-DR-A-062132; UXB-CGL-Z2-ZZ-DR-A-052102-Rev-A; UXB-CGL-Z2-ZZ-DR-A-052109-Rev-A; 5903-OOB-ZZ-00-D-L-000010-Rev-P07; 5903-OOB-ZZ-00-D-L-000020-Rev-P03; 5903-OOB-ZZ-00-D-L-000030-Rev-P03; 5903-OOB-ZZ-08-D-L-000002-Rev-P04; 5903-OOB-ZZ-ZZ-D-L-000050-Rev-P04; 5903-OOB-ZZ-ZZ-D-L-000051-Rev-P03; 5903-OOB-ZZ-ZZ-D-L-000052-Rev-P01; UXB-CGL-Z2-09-DR-A-SK50007; UXB-CGL-Z0-XX-DR-A-062106; UXB-CGL-Z0-XX-DR-A-062105; UXB-CGL-Z0-XX-DR-A-062101; UXB-CGL-Z0-XX-DR-A-062102; UXB-CGL-Z0-ZZ-DR-A-000112; UXB-CGL-Z0-ZZ-DR-A-000114; UXB-CGL-Z2-ZZ-DR-A-052120; UXB-CGL-Z2-ZZ-DR-A-052121;

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

#### REASON

To ensure the development complies with the provisions of The London Plan (2021) and the

Local Plan Parts 1 (2012) and 2 (2020).

### 3. COM5 General compliance with supporting documentation

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

5903-OOB-XX-XX-RP-L-0005-Rev-P01 (Hard Landscape Materials Palette); TM52 Overheating Risk Assessment Report (Coliving and Hotel), prepared by Ridge, dated 28.10.24; TM54 Operational Energy Evaluation Report, reference 5023602-RDG-XX-XX-RP-ME-510000, prepared by Ridge, dated 28.10.24; Uxbridge Coliving Thermal Comfort Overheating Report, V1.0, prepared by Ridge, dated 28.10.24; Energy Strategy Report-Version 5, reference 5023602-RDG-XX-XX-RP-ME-510000, prepared by Ridge, dated 28.09.2024; 5903-OOB-XX-XX-RP-L-5300-Rev-P03 (Revised Landscape Design and Access Statement-Rev-P03); Material Samples, dated February 2025; Blue Roof Design-Rev-A, prepared by Bauder Ltd, dated 23.09.2024; Bauder - Blue Roof Ballasted System Specification; Operational Waste Management Plan, prepared by Caneparo Associates Limited, dated November 2024; Transport Assessment Addendum, reference N03-CC-Transport Addendum F2 (241127), prepared by Caneparo Associates, dated November 2024; Aviation Safeguarding Assessment, prepared by Alan Stratford and Associates Ltd, dated April 2024; Basement Structural Impact Assessment, reference 231022-EDGE-XX-XX-RP-S-0001\_Basement Structural Impact Assessment-P01, prepared by Edge Consulting Engineers, dated 02.05.2024; Internal Daylight and Overshadowing Report, Version V1, prepared by Point2, dated April 2024; Air Quality Assessment, reference J0830/1/F1, prepared by Air Quality Assessments Ltd, dated 26.03.2024; Biodiversity Net Gain Assessment, Issue-1.1, prepared by Arbtech, dated 22.03.2024; BREEAM Pre-Assessment-Version 1.0, Hotel and Co-Living, prepared by Ridge, dated 21.03.2024; Contamination Assessment, reference 11220G/AP/03, prepared by JPP Geotechnical & Environmental Ltd, dated 27.03.2023; Daylight, Sunlight, and Overshadowing Report-Version-V1, prepared by Point2, dated March 2024; Flood Risk Assessment and Drainage Strategy, reference 231022-EDGE-XX-XX-RP-C-0001\_Flood Risk Assessment-P02, prepared by Edge Consulting Engineers, dated 26.03.2024; Method Statement, prepared by John F Hunt Regeneration, dated 07.12.2023; Preliminary Ecological Appraisal and Preliminary Roost Assessment-Issue-2.1, prepared by Arbtech, dated 21.03.2024; Report Reference PJB9649/23358/V1.1 (Noise Impact Assessment), prepared by Spectrum Acoustic Consultants, dated 26.03.2024; Ventilation Strategy Report-Version 3.0, prepared by Ridge, dated 26.03.2024; Pedestrian Level Wind Desk-Based Assessment-Rev-B, reference RWDI #2404017, prepared by RWDI, dated 27.03.2024; SuDS Statement Addendum-Rev-A, prepared by EAS, dated 24.03.2025.

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

#### REASON

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

#### **4. NONSC GRC Cladding Material**

Prior to the commencement of any works on the facade or the supporting structure/substructure, detailed drawings setting out the approved GRC cladding shall be submitted to and approved in writing by the Local Planning Authority. These drawings shall include, but not be limited to:

- (i) Panel Arrangement: Detailed drawings showing the size of each GRC panel, the arrangement of panels on the facade, and the location of all joints.
- (ii) Joint Treatment and Fixing: Specifications for the treatment of joints and fixing detail to ensure they are inconspicuous and maintain the quality of appearance of the facade.
- (iii) Fabrication Method: Confirmation that the GRC panels will be prefabricated as larger elements to minimise the number of joints.
- (iv) Mock-ups and Samples: Provision of mock-ups or samples of the GRC cladding for visual inspection and approval.
- (v) Supporting Structure/Substructure: Detailed drawings and specifications of the structure/substructure supporting the GRC cladding to ensure compatibility and feasibility.
- (vi) Compliance with Standards: Evidence that the GRC cladding complies with relevant industry standards and guidelines (e.g. product data sheet or other similar).

The development shall be carried out in accordance with the approved details.

#### **REASON**

To ensure that the development presents a satisfactory appearance in accordance with Policy D3 of The London Plan (2021) and Policy DMHB 11 of the Local Plan Part 2 (2020).

#### **5. OM19 Construction Management Plan**

Prior to the commencement of development (including demolition, site clearance, and initial ground investigation works), a Construction Management Plan shall be submitted to, and approved in writing by the Local Planning Authority in consultation with Transport for London. The plan shall detail:

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



from Construction and Demolition SPG.

(x) Details of cranes and other tall construction equipment (including the details of obstacle lighting) in consultation with the Ministry of Defence (MoD).

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

#### REASON

To reduce the impact on air quality during construction, protect amenity, and ensure highways safety and to ensure that construction work and construction equipment on the site and adjoining land does not obstruct air traffic movements or otherwise impede the effective operation of air traffic navigation transmitter/receiver systems in compliance with Policies T7, GG3, and SI 1 of The London Plan (2021), The GLA's Control of Dust and Emissions during Construction and Demolition SPG, and Policy DMAV 1 of the Local Plan Part 2 (2020).

### **6. NONSC Cycle Parking**

Prior to the first occupation/use of the development hereby approved, at least 263 long-stay and 24 short-stay cycle parking spaces shall be installed in accordance with the approved plans and shall be made available for use. The 287 cycle parking spaces shall thereafter be permanently retained on site, maintained, and be kept available for use.

#### REASON

To ensure appropriate cycle parking provision in accordance with Policy T5 of The London Plan (2021) and Policies DMT 2 and DMT 5 of the Local Plan Part 2 (2020).

### **7. NONSC Cycle Lift**

The external door linking the cycle lift with the pocket park shall be no less than 1.2 metres wide. The lift shall be operational upon first occupation/use and thereafter be maintained and available for use throughout the lifetime of the development.

#### REASON

To ensure appropriate space is provided to access the basement cycle parking spaces and encourage a sustainable transport modal shift in accordance with Policy T4 of The London Plan (2021).

### **8. NONSC Residential Travel Plan**

Prior to the first occupation of the co-living development hereby approved, a full Residential Travel Plan shall be submitted to and approved in writing by the Local Planning Authority. The approved Plan shall thereafter be adhered to in perpetuity.

#### REASON

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

## **9. NONSC Hotel Travel Plan**

Prior to the first use of the hotel, a full Hotel Travel Plan shall be submitted to and approved in writing by the Local Planning Authority. The approved Plan shall thereafter be adhered to in perpetuity.

### **REASON**

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

## **10. NONSC Electric Vehicle Charging Points**

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

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

### **REASON**

To ensure an appropriate level of onsite electric vehicle charging facilities are provided in accordance with Policy T6.1 of The London Plan (2021).

## **11. NONSC Disabled Person Parking and Lease**

(i) Prior to the first occupation/use of the development hereby approved, nine disabled person car parking spaces shall be provided in accordance with the approved plans and made available for use. The nine disabled person parking spaces shall be available for use upon first occupation/use and thereafter be permanently retained on site and be kept available for use.

(ii) All car parking spaces shall be leased and not sold.

### **REASON**

To ensure an appropriate level of onsite disabled person parking is provided and to ensure residential and hotel car parking spaces shall be leased and not sold in accordance with Policy T6.1 of The London Plan (2021).

## **12. NONSC Car Park Design and Management**

Prior to the first occupation/use of the development hereby approved, a Car Parking Design and Management Plan shall be submitted to, and approved in writing by the Local Planning Authority. The approved Plan shall be adhered to throughout the lifetime of the development.

## REASON

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

### **13. NONSC Delivery and Servicing Plan**

Prior to the first occupation/use of the development hereby approved, a Delivery and Servicing Plan shall be submitted to, and approved in writing by the Local Planning Authority. The approved Plan shall be adhered to throughout the lifetime of the development.

## REASON

To ensure appropriate delivery and servicing arrangements in compliance with Policy T7 of The London Plan (2021).

### **14. NONSC Co-living Operational Management Plan**

(i) The co-living accommodation hereby approved shall permanently be retained as Sui Generis use (not used as self-contained homes) in perpetuity.

(ii) The co-living accommodation hereby approved shall be for rent (not sale) with minimum rental tenancy lengths of no less than three months.

(ii) The co-living accommodation hereby approved shall be under single management for the lifetime of the development.

(iv) Prior to the first occupation of the co-living accommodation, a revised Operational Management Plan shall be submitted to, and approved in writing by the Local Planning Authority. The Plan shall include the management approach and services; on-site management; resident services and facilities; tenancy management; amenity management; health and safety and security measures; access arrangements; and facilities management. The approved Plan shall be adhered to upon first use and thereafter for the lifetime of the development.

## REASON

To ensure that the co-living accommodation be retained as such, be under single management, rented with a minimum tenancy of no less than three months, and be appropriately managed and maintained to ensure the long-term quality of the accommodation in accordance with Policy H16 of The London Plan (2021) and Large-Scale Purpose-Built Shared Living London Plan Guidance (2024).

### **15. NONSC Unobstructed Ground Floor Glazing**

Ground floor glazing of the development hereby approved shall be transparent glass (not obscurely glazed) and the glass shall remain free of stickers, advertising, and obscuring above one metre from finished floor levels, nor shall products/shelves/visual obstruction be placed on glazing one metre above finished floor levels, unless otherwise agreed in writing

by the Local Planning Authority.

#### REASON

To manage the transparency of ground floor windows and ensure appropriate natural surveillance of public streets and the central public park to deliver a safe and secure environment in accordance with Policies D3, D8, and D11 of The London Plan (2021) and Policies DMHB 12 and DMHB 15 of the Local Plan Part 2 (2020).

### **16. NONSC Public Realm Management and Maintenance**

Prior to first occupation/use of the development hereby approved, a public realm management and maintenance plan shall be submitted to, and approved in writing by the Local Planning Authority. Thereafter, the approved details shall be adhered to in perpetuity.

#### REASON

To ensure appropriate management and maintenance arrangements are in place for the public realm, which maximise public access, provides a safe and secure environment, and minimise rules governing the space to those required for its safe management in accordance with the Public London Charter, Policies D3, D8, and D11 of The London Plan (2021), and Policies DMHB 12 and DMHB 15 of the Local Plan Part 2 (2020).

### **17. NONSC Landscape Management Plan**

Prior to first occupation/use of the development hereby approved, a Landscape Management Plan for a minimum period of five years from the implementation of final planting, shall be submitted to, and approved in writing by the Local Planning Authority. Thereafter, the development shall be managed and maintained strictly in accordance with the approved details.

#### REASON

To ensure landscaping and urban greening measures are appropriately maintained in accordance with Policy G5 of The London Plan (2021) and Policies DMHB 12 and DMHB 14 of the Local Plan Part 2 (2020).

### **18. NONSC Planting**

(i) Prior to the commencement of landscaping works, details of soil depth volume shall be submitted to and approved by the Local Planning Authority. The approved details shall be delivered during the implementation of landscaping works and thereafter shall be retained in perpetuity.

(ii) All planting, seeding, and turfing in the approved landscaping scheme shall be implemented in the nearest planting season (1 October to 28 February inclusive) following first occupation/use of the approved development. The new planting and landscape operations shall comply with the requirements specified in BS3998:2010 - 'British Standard Recommendations for Tree Work'. Thereafter, areas of amenity space shall be permanently

retained and any trees or other planting which die within a period of five years from the completion of development, are removed, or become seriously damaged or diseased shall be replaced in the next planting season with others of similar size and species in accordance with the details approved by the Local Planning Authority.

#### REASON

To ensure that the proposed development makes a satisfactory contribution to the enhancement of the visual amenities of the locality in accordance with Policies G5 and G7 of The London Plan (2021) and Policies DMHB 11, DMHB 12, and DMHB 14 of the Local Plan Part 2 (2020).

#### 19. NONSC **Urban Greening Factor**

(a) Approved Urban Greening Factor and landscaping measures (5903-OOB-ZZ-00-D-L-000071-Rev-P05) to achieve a minimum Urban Greening Factor score of 0.36 shall be implemented in the nearest planting season (1 October to 28 February inclusive) following first occupation/use of the approved development at the latest.

(b) Within six months of implementation of Urban Greening Factor measures, details of onsite green infrastructure shall be submitted to, and approved in writing by the Local Planning Authority to verify the UGF score of 0.36 has been attained.

The approved Urban Greening Factor measures to achieve a score of 0.36 shall permanently be maintained as such thereafter.

#### REASON

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

#### 20. NONSC **Ecology**

Within three months of first occupation/use of the development, photographic evidence and a post-development ecological field survey and assessment shall be submitted to, and approved in writing by the Local Planning Authority to demonstrate the delivery of the ecological enhancement and protection measures is in accordance with the Preliminary Ecological Appraisal and Preliminary Roost Assessment, Issue-2.1, prepared by Arbtech, dated 21.03.2024. Development shall accord with the approved details and retained for the lifetime of the development.

#### REASON

To ensure the development delivers appropriate habitats for biodiversity in accordance with Policies G1, G5, and G6, and of The London Plan (2021).

#### 21. NONSC **Biodiversity**

(i) Approved Biodiversity Net Gain measures (Biodiversity Net Gain Assessment, Issue-1.1,

prepared by Arbtech, dated 22.03.2024 and 5903-OOB-ZZ-00-D-L-000040-Rev-P04) shall be implemented in the nearest planting season (1 October to 28 February inclusive) following the first occupation/use of the approved development.

(ii) Prior to the first occupation/use of the development hereby permitted, a 30-year site Habitat Management Plan (HMP) shall be submitted to, and approved in writing by the Local Planning Authority. The HMP shall include:

- (a) Description and evaluation of the features to be managed;
- (b) Aims, objectives, and targets for management;
- (c) Description of the management operations necessary to achieving aims and objectives;
- (d) Prescriptions for management actions;
- (e) Preparation of a works schedule, including annual works schedule;
- (f) Details of the monitoring needed to measure the effectiveness of management;
- (g) Details of the timetable for each element of the monitoring programme; and
- (h) Details of the persons responsible for the implementation and monitoring.

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

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

#### REASON

To ensure the development delivers onsite biodiversity net gain and secures the protection and effective management of on-site habitat in accordance with Policy G6 of The London Plan (2021), Policy EM7 of the Local Plan Part 1 (2012), and Policies DME1 7 and DMHB 14 of the Local Plan Part 2 (2020).

## **22. NONSC External Lighting**

Prior to the first occupation/use of the development hereby approved, details of external lighting shall be submitted to, and approved in writing by the Local Planning Authority. Details shall include location, height, type, and direction of light sources and intensity of illumination and shall include measures to prevent glare and sky glow by correctly using, locating, aiming, and shielding luminaires and consider Guidance Note GN08/23 Bats and Artificial Lighting at Night (Institution of Lighting Professionals, 2023). The approved details shall be installed prior to the first occupation/use of the development and thereafter permanently maintained and retained.

#### REASON

To minimise intrusive lighting and reduce light pollution ensure legibility, promote safe routes and wayfinding between the development and local amenities, and contribute to the appearance of the area and ease of movement through the space in accordance with Policies D3 and D8 of The London Plan (2021) and DMHB 12 of the Local Plan Part 2

(2020).

### **23. NONSC Free Water Drinking Water**

The development hereby approved shall include the provision of at least one free drinking water fountain within the new public square. The water fountain shall be installed and operational upon first occupation/use and thereafter maintained and retained in perpetuity.

#### **REASON**

To ensure the provision and future management of free drinking water at appropriate locations in the new or redeveloped public realm in accordance with Policy D8 of The London Plan (2021).

### **24. NONSC Public Realm Seating and Art**

Prior to the first occupation/use of the development hereby approved, details of public realm seating and Public Art (indicatively illustrated on drawing reference 5903-OOB-XX-XX-RP-L-0005-Rev-P01 and 5903-OOB-XX-XX-RP-L-5300-Rev-P03) shall be submitted to, and approved in writing by the Local Planning Authority. The approved public realm seating and Public Art shall be installed prior to the first occupation/use and thereafter permanently maintained and retained.

#### **REASON**

To ensure the public realm is well-designed, attractive, and related to the local and historical context in accordance with Policy D8 of The London Plan (2021).

### **25. NONSC Wind Mitigation**

Prior to the first occupation/use of the development hereby approved, wind mitigation measures detailed in the Pedestrian Level Wind Desk-Based Assessment (Rev-B, reference RWDI #2404017, prepared by RWDI, dated 27.03.2024, shall be implemented and thereafter be maintained and functional and permanently retained for the lifetime of the development.

#### **REASON**

To prevent adverse impact on wind microclimate, in accordance with Policy D9 of the London Plan (2021).

### **26. NONSC Secured by Design Accreditation**

The development hereby approved shall achieve 'Secured by Design' accreditation awarded by the Hillingdon Metropolitan Police Crime Prevention Design Adviser (CPDA) on behalf of the Association of Chief Police Officers (ACPO). No part of the development hereby approved shall be occupied/used until accreditation has been achieved. Thereafter, the development shall be implemented and maintained in accordance with the details submitted to achieve 'Secured by Design' accreditation.

## REASON

To ensure the development provides a safe and secure environment in accordance with Policies D3 and D11 of The London Plan (2021) and Policy DMHB 15 of the Local Plan Part 2 (2020).

### **27. NONSC Safety, Security, and Resilience**

Prior to the commencement of development (excluding demolition, site clearance, and initial ground investigation works), the following shall be submitted to, and approved in writing by the Local Planning Authority in consultation with the Met Police:

(a) A Counter Terrorism Risk Assessment and Operational Requirement to include details of:

- (i) external laminate glazing
- (ii) access control system for the co-living accommodation and hotel
- (iii) co-living accommodation and hotel dynamic lockdown system
- (iv) detection and verification system
- (v) post and delivery location and design and development security measures

(b) A Vehicle Dynamics Assessment (VDA) and hostile vehicle mitigation (HVM) measures.

The applicant shall install approved measures prior to first occupation/use of the development and such measures shall thereafter be maintained and retained in perpetuity.

## REASON

To maximise building resilience and minimise potential physical risks in accordance with Policy D11 of The London Plan (2021) and Policy DMHB 15 of the Local Plan Part 2 (2020).

### **28. NONSC Fire Statement**

Prior to any above ground works (excluding demolition, site clearance, and initial ground investigation works) for the development hereby approved, a revised Fire Statement shall be submitted to, and approved in writing by, the Local Planning Authority. The statement shall include details of the dedicated evacuation lifts (with a protected lobby) and additional firefighting lifts, and an outline management plan (including how the evacuation lifts will be operated) and outline evacuation strategy (including details of alarm and detection arrangements and how the development would enable the safe and dignified emergency evacuation for all building users, such as people with a range of disabilities). Thereafter, the development shall be carried out and maintained in full accordance with the approved details.

## REASON

To ensure the safety of all building users in accordance with Policy D5 and D12 of The London Plan (2021).

### **29. NONSC Accessibility**



(i) Ten percent of the co-living units (32 units) shall be wheelchair-accessible, designed in accordance with Part M of the building regulations, and approved by an inclusive accessibility expert. The 32 wheelchair-accessible co-living units shall thereafter be retained in perpetuity.

(ii) Fifteen percent of the hotel bedrooms (24 hotel bedrooms) shall be accessible (or convertible in the future should demand arise) in accordance with the requirements of '19.2.1.2 of British Standard BS8300-2:2018 Design of an accessible and inclusive built environment. Buildings. Code of practice'.

(iii) Prior to the first use of the hotel hereby approved, a hotel Accessibility Management Plan shall be submitted to, and approved in writing by the Local Planning Authority outlining amongst other matters 'soft' measures (such as management, alarms, etc.) which may not be able to be addressed through design. The approved measures shall thereafter be adhered to throughout the life of the development.

(iv) Prior to first occupation/use of the development hereby approved, accessibility details, including drawings, to demonstrate that the wider site, including the public realm, external amenity, entrances, etc., are appropriately designed for disabled people and people with protected characteristics shall be submitted to, and approved in writing by the Local Planning Authority. Approved details shall be implemented prior to first occupation/use of the development and thereafter permanently retained as such.

#### REASON

To ensure appropriate levels of wheelchair accessible accommodation in accordance with Policies D5 and E10 of The London Plan (2021) and the Large-Scale Purpose-Built Shared Living London Plan Guidance (2024), Policy DME 6 of the Local Plan Part 2, and Accessible Hillingdon SPD.

### **30. NONSC Whole Life-Cycle Carbon Assessment**

(i) Prior to the commencement of development (excluding demolition, site clearance, and initial ground investigation works), a revised Whole Life-Cycle Carbon Assessment shall be submitted to, and approved in writing by the Local Planning Authority. The approved details shall thereafter be adhered to in perpetuity.

(ii) Prior to the first occupation/use of the development hereby approved, the post-construction tab of the GLA's Whole Life-Cycle Carbon Assessment template shall be completed in line with the GLA's Whole Life-Cycle Carbon Assessment Guidance. Together with any supporting information, it shall be submitted to, and approved in writing by the Local Planning Authority. The approved details shall thereafter be adhered to in perpetuity.

#### REASON

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

### **31. NONSC Circular Economy**

(i) Prior to the commencement of development (excluding demolition, site clearance, and initial ground investigation works), a revised Circular Economy Statement shall be submitted to, and approved in writing by the Local Planning Authority. The approved details shall thereafter be adhered to in perpetuity.

(ii) Prior to the commencement of development (excluding demolition, site clearance, and initial ground investigation works), a Pre-Redevelopment Audit and an Operational Waste Management Plan shall be submitted to, and approved in writing by the Local Planning Authority. The approved details shall thereafter be adhered to in perpetuity.

(iii) Prior to the first occupation/use of the development hereby approved, a post-construction monitoring report shall be completed in line with the GLA's Circular Economy Statement Guidance and submitted to, and approved in writing by the Local Planning Authority. The approved details shall thereafter be adhered to in perpetuity.

#### **REASON**

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

### **32. NONSC District Heating Network Connection**

Prior to the above-ground commencement of construction works, details regarding the future connection to the District Heating Network (DHN) shall be submitted to and approved in writing by the local planning authority.

Details shall include:

(i) Further detail of how the developer will ensure the performance of the DHN system will be safeguarded through later stages of design (e.g. value engineering proposals by installers), construction and commissioning.

(ii) Peak heat load calculations in accordance with CIBSE CP1 Heat Networks: Code of Practice for the UK (2020), taking account of diversification.

(iii) Detail of the pipe design, pipe sizes and lengths (taking account of flow and return temperatures and diversification), insulation and calculated heat loss from the pipes in Watts, demonstrating heat losses have been minimised together with analysis of stress/expansion.

(iv) A before and after floor plan showing how the plant room can accommodate a heat substation for future DHN connection. The heat substation shall be sized to meet the site's peak heat load. The drawings shall cover details of the phasing, including any plant that must be removed or relocated and access routes for installation of the heat substation.

(v) Details of the route for the primary pipework from the energy centre to the point of connection at the site boundary, including evidence that the point of connection is accessible by the area-wide DHN, detailed proposals for installation for the route that shall be coordinated with existing services, and plans and sections showing the route for three

100mm diameter communications ducts.

(vi) Details of the location for building entry, including dimensions, isolation points, coordination with existing services, and flushing/seals details.

(vii) Details of the location for the set down of a temporary plant to provide heat to the development in case of an interruption to the DHN supply, including confirmation that the structural load bearing of the temporary boiler location is adequate for the temporary plant and identify the area/route available for a flue.

(viii) Details of a future pipework route from the temporary boiler location to the plant room.

## REASON

To ensure the development reduces its impact on climate change in compliance with Policies SI2 and SI3 of The London Plan (2021), Policy EM1 of the Local Plan Part 1, and Policies DMEI 2 and DMEI 3 of the Local Plan Part 2.

### **33. NONSC Energy Strategy**

(a) Prior to first occupation/use of the development hereby approved, the development shall incorporate measures to achieve an overall reduction in regulated CO<sub>2</sub> emissions of at least 36 percent (equal to 45.8 tonnes of CO<sub>2</sub> per year) beyond Building Regulations Part L 2013. These CO<sub>2</sub> savings shall be achieved through the Lean, Clean, Green Energy Hierarchy as detailed in the approved Energy Strategy Report-Version 5, reference 5023602-RDG-XX-XX-RP-ME-510000, prepared by Ridge, dated 28.09.2024, including:

(i) Lean - passive design measures to achieve an annual reduction of at least 15 percent equating to at least 19.5 in regulated carbon dioxide (CO<sub>2</sub>) emissions over BR Part L 2013 for the non-residential development.

(ii) Green - renewable energy equipment including the incorporation of a photovoltaic array with a capacity of at least 65.2 kWp, and Air Source Heat Pumps to achieve an annual reduction of at least 20 percent, equating to 26.3 tonnes, in regulated carbon dioxide (CO<sub>2</sub>) emissions over Part L 2013.

(iii) Seen - heat and electric meters installed to monitor the performance of the PV and the carbon efficiency (COP) of the heat pumps, including the heat generation and the combined parasitic loads of the heat pumps.

(b) On completion of the installation of the low and zero-carbon equipment, copies of the MCS certificates and all relevant commissioning documentation shall be submitted to the Council.

(c) Within three months of first occupation/use of the co-living development, the relevant Energy Performance Certificate (EPC) and detailed SAP Worksheets showing clearly the TER and DER, and/or the Display Energy Certificates (DECs), accompanying Advisory Reports and detailed BRUKL modelling output reports showing clearly the TER and BER from the 'as built stage' following completion of the development, shall be submitted to, and approved by, the Local Authority to confirm compliance with the energy efficiency measures detailed in the approved Energy Strategy.

The development shall be carried out strictly in accordance with the approved details, and the approved measures shall be maintained in perpetuity.

#### REASON

In the interest of addressing climate change and to secure environmentally sustainable development in accordance with Policies SI2 and SI3 of The London Plan (2021).

### **34. NONSC BREEAM**

(a) Prior to first occupation/use of the development hereby approved, the development shall be registered with the Building Research Establishment (BRE) and achieve a BREEAM Rating 'Excellent', with a score of at least 78.45 percent for the co-living amenity block and 75.25 percent for the combined co-living and hotel amenity block based on the latest BREEAM NC Technical guidance).

(b) Within three months of first occupation/use, a BREEAM 'Post Construction Stage' Assessment and related certification, verified by the BRE, shall be submitted to, and approved in writing by the Local Planning Authority to confirm the stated standard has been achieved.

(c) The approved measures to achieve the BREEAM 'Excellent' standard shall be retained in working order in perpetuity.

#### REASON

In the interest of addressing climate change and to secure environmentally sustainable development in accordance with Policies SI2 and SI3 of The London Plan (2021).

### **35. NONSC Overheating and Cooling**

Prior to the first occupation/use of the development hereby approved, the development shall incorporate cooling measures in accordance with the relevant TM52 and TM59 guidance and as detailed in the TM52 Overheating Risk Assessment Report (Coliving and Hotel), prepared by Ridge, dated 28.10.24, and the Energy Strategy Report (V5, reference 5023602-RDG-XX-XX-RP-ME-510000, prepared by Ridge, dated 28.09.2024).

#### REASON

To reduce the potential for internal overheating and reliance on air conditioning systems in accordance with Policies D6 and Policy SI 4 of The London Plan (2021).

### **36. NONSC Non-Road Mobile Machinery**

All Non-Road Mobile Machinery (NRMM) of net power of 37kW and up to and including 560kW used during demolition, site preparation, and construction shall comply with the emission standards set out in Chapter 7 of the GLA's supplementary planning guidance 'Control of Dust and Emissions During Construction and Demolition' dated July 2014 (SPG), or subsequent guidance. Unless it complies with the standards set out in the SPG, no

NRMM shall be on site, at any time, whether in use or not, without the prior written consent of the Local Planning Authority. The developer shall keep an up-to-date list of all NRMM used during the demolition, site preparation and construction phases of the development on the online register at <https://nrmm.london/>."

#### REASON

To ensure compliance with Policy SI 1 and GG3 of The London Plan (2021), London's Low Emission Zone for non-road mobile machinery, the Mayor of London, London Local Air Quality Management Policy Guidance (2019), and The GLA's Control of Dust and Emissions during Construction and Demolition SPG.

### **37. NONSC Photovoltaic Panels**

The Photovoltaic Panels shall be installed and operational prior to first occupation/use of the development hereby approved, and thereafter shall be maintained in good working order in accordance with the manufacturer's instructions and cleaned at least annually unless self-cleaning panels are installed.

#### REASON

To ensure that the installed Photovoltaic Panels generate renewable energy at their full potential in accordance with Policy SI 2 of The London Plan (2021).

### **38. NONSC Water Efficiency**

The development hereby approved shall minimise the use of mains water in line with the Optional Requirement of the Building Regulations (residential development), achieving mains water consumption of 105 litres or less per head per day (excluding allowance of up to five litres for external water consumption), achieve at least the BREEAM excellent standard for the 'Wat 01' water category or equivalent (commercial development), and incorporate measures such as smart metering, water saving, and recycling measures, including retrofitting.

#### REASON

To help to achieve lower water consumption rates and to maximise futureproofing in accordance with Policy SI 5 of The London Plan (2021).

### **39. NONSC Noise Impacts on the Development**

For the lifetime of the development hereby permitted the noise level shall not exceed 35 dB LAeq 16 hrs between 0700 and 2300 and 30 dB LAeq 8 hrs, between 2300 and 0700, measured inside any room of any permitted co-living accommodation whilst achieving acceptable internal living conditions with respect to ventilation and temperature.

#### REASON

To protect the residential amenity of co-living occupants in accordance with Policies D3, D13, and D14 of The London Plan (2021), Policy EM8 of the Local Plan Part 1 (2012), and

Policy DMHB 11 of the Local Plan Part 2 (2020) and regarding the guidance set out in 'Guidance on Sound Insulation and Noise Reduction for Buildings' British Standard Institution BS8233: 2014.'

#### **40. NONSC Noise Impacts on Surrounds**

For the lifetime of the development hereby permitted the rating level (LAr) of noise caused by its 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, in accordance with 'Methods for rating and assessing industrial and commercial sound' British Standards Institution BS4142 2014.'

#### **REASON**

To protect the residential amenity of neighbouring occupants with windows open for the purposes of ventilation and cooling in accordance with Policies D3, D13, and D14 of The London Plan (2021), Policy EM8 of the Local Plan Part 1 (2012), and Policy DMHB 11 of the Local Plan Part 2 (2020).

#### **41. NONSC Anti-Vibration Mounts**

Prior to first occupation/use of the development hereby approved, anti-vibration measures shall be installed to ensure that machinery, plant/equipment, extract/ventilation systems and ducting are mounted with proprietary anti-vibration isolators and fan motors are vibration isolated from the casing and adequately silenced. The anti-vibration measures shall permanently be retained thereafter.

#### **REASON**

To protect the residential amenity in accordance with Policies D3, D13, and D14 of The London Plan (2021), Policy EM8 of the Local Plan Part 1 (2012), and Policy DMHB 11 of the Local Plan Part 2 (2020).

#### **42. NONSC Extraction and Odour Control**

Prior to first occupation/use of the development hereby approved, details of the installation, operation, and maintenance of the odour abatement equipment and extract system, including the height of the extract duct and vertical discharge outlet without cowl at least one metre above the eaves of the main building shall be submitted to, and approved in writing by the Local Planning Authority. The approved details shall be implemented prior to the first use of kitchen facilities and thereafter shall permanently be retained.

#### **REASON**

To protect residential amenity from potential noise and odour harm in accordance with Policy D13 of The London Plan (2021) and Policies DMHB 11 and DMTC 4 of the Local Plan Part 2

(2020).

#### **43. NONSC Hours of Use (retail)**

The retail units hereby approved shall not be used except between 0700 hours and 2200 hours Mondays to Saturdays and 0900 hours to 1800 hours on Sundays and Bank Holidays.

#### **REASON**

To protect the residential amenity of the occupiers of nearby residential properties in accordance with Policies D3, SD7, D13, and D14 of The London Plan (2021) and Policy DMHB 11 of the Local Plan Part 2 (2020).

#### **44. NONSC Land Contamination**

(i) Prior to the commencement of development hereby approved (excluding demolition, site clearance, and initial ground investigation works), a scheme to deal with unacceptable contamination, (including asbestos materials detected within the soil), shall have been submitted to, and approved in writing 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 LPA 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 suitably qualified and accredited consultant/contractor 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 shall 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 the commencement development (excluding demolition, site clearance, and initial ground investigation works), 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 LPA.

#### REASON

To ensure that risks from land contamination are minimised and that 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 Local Plan Part 2 (2020).

#### **45. NONSC Co-Living Use**

The co-living development hereby approved shall be used as a co-living scheme only and for no other purpose or any use cited in any provision of the Town and Country Planning (General Permitted Development) Order 2015 (As Amended) (or any subsequent order revoking and re-enacting that Order with or without modifications) relevant to uses falling within Use Class Sui Generis.

Co-living amenity spaces (co-work, gym, cinema, laundry, flexible space, roof terrace) shall only be used by residents and their guests unless otherwise agreed in writing by the Local Planning Authority.

#### REASON

To ensure that the Council manages the quality, impacts, and provision of any change of use thereby safeguarding amenities of the occupants, occupiers of neighbouring properties, and transport capacity in accordance with Policies GG2, D14, T4, and T7 of The London Plan (2021).

#### **46. NONSC Hotel Use**

The hotel hereby approved shall be used solely as a hotel and associated ancillary uses (Use Class C1) and shall not be used as separate residential units or for any other purpose. No hotel bedroom shall be rented to an individual for a period of more than 90 days per calendar year. Prior to the first use of the hotel, a management plan detailing the booking system shall be submitted to, and approved in writing by the Local Planning Authority. The plan shall include:

- (i) the maximum permitted stay; and
- (ii) a system for keeping a register of customer bookings and a means by which the Local Planning Authority can check the register to ensure that the maximum permitted stays are



enforced.

The hotel shall be operated in accordance with the approved management plan in perpetuity.

#### REASON

To ensure the hotel is used as proposed and not incorporated into the co-living accommodation or used for residential purposes, in accordance with Policies E10 and D6 of The London Plan (2021) and Policies DME 5 and DMHB 16 of the Local Plan Part 2 (2020).

#### **47. NONSC Co-Living Facilities**

The shared co-living facilities hereby approved, including the gymnasium, laundry, cinema room, co-work space, ground-floor amenity space, shall be for use by the residents of the co-living development and their guests only. These facilities shall be available for use on first occupation of the co-living development and thereafter permanently retained as such.

#### REASON

To ensure appropriate communal amenity facilities and services for co-living residents and to avoid parking and highways impacts in compliance with Policy H16 of The London Plan (2021), Policies DMT 1 and DMT 2 of the Local Plan Part 2 (2020), and the Large-Scale Purpose-Built Shared Living London Plan Guidance (2024).

#### **48. NONSC Bird Hazard Management Plan**

Prior to the commencement of development, a Bird Hazard Management Plan (BHMP) shall be submitted to and approved in writing by the Local Planning Authority in consultation with the Ministry of Defence (MoD).

The Bird Hazard Management Plan shall contain, but not be limited to:

- a. An assessment of the various bird species found in the vicinity of the site, to include species data and numbers;
- b. Details of layout of the solar panels, and roof proofing measures designed to prevent access to, and successful breeding by, large gulls on the roof spaces and on, under or around the PV panels;
- c. Schedule for inspection of the roof spaces by a suitably qualified individual (to include details of roof access), details of the methods used to disturb/disperse birds, and a method statement for recording the results of the disturbance/dispersal activity; and
- d. Details of the waste management, specifically the disposal of food waste, within the open green spaces and on the living rooftop terrace.

The development shall be carried out and managed strictly per the approved details, and there shall be no variation without the express written consent of the Local Planning Authority in consultation with the MoD.

#### REASON

To limit the site's potential to attract and support populations of bird species that may cause detriment to aviation safety in accordance with the requirements of Policy DMAV 1 of the Local Plan Part 2 (2020).

#### **49. NONSC Basement Monitoring**

The condition of nearby buildings shall be monitored throughout the construction process and works shall cease immediately if impacts exceed those detailed in the Basement Structural Impact Assessment, reference 231022-EDGE-XX-XX-RP-S-0001\_ Basement Structural Impact Assessment-P01, prepared by Edge Consulting Engineers, dated 02.05.2024.

A post-completion condition survey (carried out by a suitably qualified structural engineer) of the approved development and nearby buildings shall be submitted to and approved in writing by the local planning authority within six months of completion.

#### REASON

To ensure the development does not cause harm to the built and natural environment and local amenity and does not result in flooding or ground instability in accordance with Policy D10 of The London Plan (2021) and Policy DMHD 3 of the Local Plan Part 2 (2020).

#### **50. NONSC Restriction PD Boundary Treatment**

Notwithstanding the provisions of Class A of the Town and Country Planning (General Permitted Development) Order 2015 (as amended) (or any subsequent order revoking and re-enacting that Order with or without modifications), no other gate, fence, wall or means of enclosure shall be installed or constructed other than those illustrated on approved drawings.

#### REASON

To ensure the pedestrian passageways and pocket park remain publicly accessible in accordance with Policies D8, GG3, and T2 of The London Plan (2021) and Policy DMHB 12 of the Local Plan Part 2 (2020).

#### **51. NONSC Digital Connectivity Infrastructure**

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

#### REASON

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

## 52. NONSC Sustainable Urban Drainage

Prior to the commencement of development hereby approved (except for demolition, ground and enabling work), a scheme for the provision of sustainable water management shall be submitted to and approved in writing by the Local Planning Authority in consultation with the relevant stakeholders. The scheme shall clearly demonstrate how it manages water and demonstrate ways of controlling the surface water on-site by providing information on:

### (a) Sustainable Drainage features:

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

(c) 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 the proposed drainage components.

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

**REASON**

To ensure that surface water run off is controlled and the development does not increase flood risk, in compliance with the National Planning Policy Framework (2024), Planning Practice Guidance (Flood Risk and Coastal Change (2014), Policies SI 12 and SI 13 of The London Plan (2021), Policy EM6 of the Hillingdon Local Plan Part 1 (2012), and Policies DMEI 9 and DMEI 10 of the Hillingdon Local Plan Part 2 (2020).

**53. NONSC Phase 2 Bat Survey**

Prior to the commencement of development (including demolition, site clearance, and initial ground investigation works) a Phase 2 Bat Survey shall be undertaken between May and September and details shall be submitted to and approved by the Local Planning Authority. If bats are found to be present onsite, bat mitigation details shall be submitted to and approved by the Local Planning Authority prior to the commencement of development (including demolition, site clearance, and initial ground investigation works). Approved mitigation measures shall be implemented during the demolition/construction programme and permanently retained thereafter.

**REASON**

To protect bats and ensure any harm is appropriately mitigated in accordance with Policy DMEI 7 of the Hillingdon Local Plan Part 2 (2020).

**54. NONSC Detailed CLP**

Prior to the commencement of development (including demolition, site clearance, and initial ground investigation works) a Detailed Construction Logistics Plan (CLP) shall be submitted to and approved by the Local Planning Authority. The approved CLP shall be implemented and monitored throughout the demolition and construction programme.

**REASON**

To protect amenity and ensure highways safety in compliance with Policy T7 of The London Plan (2021).

**55. NONSC Co-Living Studios and Hotel Rooms**

The Co-Living development hereby approved shall contain 320 studios and the hotel hereby approved shall contain 162 hotel guest bedrooms in accordance with the approved plans. Co-Living studios or hotel guest bedrooms shall not be subdivided and no additional Co-Living studios or hotel guest bedrooms shall be created without the prior written approval from the Local Planning Authority.

**REASON**

To ensure no additional Co-Living studios or hotel guest bedrooms are created without

appropriate planning assessment in accordance with Policies E10, H16, and D6 of The London Plan (2021), Large-Scale Purpose-Built Shared Living London Plan Guidance (2024), and Policies DME 5 and DMHB 16 of the Local Plan Part 2 (2020).

## **56. NONSC Retail Fit-Out**

Prior to the commencement of retail unit development (excluding demolition, site clearance, and initial ground investigation works), details of retail unit/s fit-out shall be submitted to and approved by the Local Planning Authority. Approved details shall be implemented during construction, fitted-out retail units shall be available for use prior to first occupation/use of the hotel and Co-Living development hereby approved, and the approved fit-out shall thereafter be retained in perpetuity.

### **REASON**

To support the of town centres' vitality in accordance with Polices E9 and SD6 of The London Plan (2021) and Policies DMTC 1 and DMTC 2 of the 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. I15 Control of Environmental Nuisance from Construction Work**

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

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

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

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

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

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

**3. 143 Keeping Highways and Pavements free from mud etc**

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

**4. 170 LBH worked applicant in a positive & proactive (Granting)**

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

**5.**

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 formed the bases for the guidelines published by the WHO in 1999 and 2009 the former being 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.

**6.**

The demolition of the existing buildings and the construction of the permitted development has the potential to disturb occupiers of nearby premises. The Council would, if necessary, use its powers under Section 60 of the Control of Pollution Act 1974, with reference to BS5228 parts 1 and 2, to avoid significant noise and vibration effects on occupiers of those premises.

## 153 Compulsory Informative (2)

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

DMAV 1	Safe Operation of Airports
DMCI 2	New Community Infrastructure
DMCI 3	Public Open Space Provision
DMCI 4	Open Spaces in New Development
DMCI 5	Childrens Play Area
DMCI 7	Planning Obligations and Community Infrastructure Levy
DME 5	Hotels and Visitor Accommodation
DME 6	Accessible Hotels and Visitor Accommodation
DMEI 1	Living Walls and Roofs and Onsite Vegetation
DMEI 10	Water Management, Efficiency and Quality
DMEI 11	Protection of Ground Water Resources
DMEI 12	Development of Land Affected by Contamination
DMEI 13	Importation of Material
DMEI 14	Air Quality
DMEI 2	Reducing Carbon Emissions
DMEI 3	Decentralised Energy
DMEI 7	Biodiversity Protection and Enhancement
DMEI 9	Management of Flood Risk
DMH 2	Housing Mix
DMH 7	Provision of Affordable Housing
DMHB 1	Heritage Assets
DMHB 10	High Buildings and Structures
DMHB 11	Design of New Development
DMHB 12	Streets and Public Realm
DMHB 13	Shopfronts
DMHB 13A	Advertisements and Shop Signage
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
DMHB 19	Play Space
DMHB 2	Listed Buildings
DMHB 4	Conservation Areas
DMHB 7	Archaeological Priority Areas and archaeological Priority Zones
DMHD 3	Basement Development
DMIN 4	Re-use and Recycling of Aggregates
DMT 1	Managing Transport Impacts
DMT 2	Highways Impacts
DMT 4	Public Transport
DMT 5	Pedestrians and Cyclists
DMT 6	Vehicle Parking
DMTC 1	Town Centre Development
DMTC 2	Primary and Secondary Shopping Areas
LPP D1	(2021) London's form, character and capacity for growth
LPP D10	(2021) Basement development
LPP D11	(2021) Safety, security and resilience to emergency
LPP D12	(2021) Fire safety
LPP D13	(2021) Agent of change
LPP D14	(2021) Noise
LPP D2	(2021) Infrastructure requirements for sustainable densities
LPP D3	(2021) Optimising site capacity through the design-led approach
LPP D4	(2021) Delivering good design
LPP D5	(2021) Inclusive design
LPP D6	(2021) Housing quality and standards
LPP D7	(2021) Accessible housing
LPP D8	(2021) Public realm
LPP D9	(2021) Tall buildings
LPP DF1	(2021) Delivery of the Plan and Planning Obligations
LPP E10	(2021) Visitor infrastructure
LPP E11	(2021) Skills and opportunities for all
LPP E2	(2021) Providing suitable business space
LPP E9	(2021) Retail, markets and hot food takeaways
LPP G1	(2021) Green infrastructure
LPP G4	(2021) Open space
LPP G5	(2021) Urban greening



LPP G6	(2021) Biodiversity and access to nature
LPP G7	(2021) Trees and woodlands
LPP GG1	(2021) Building strong and inclusive communities
LPP GG2	(2021) Making the best use of land
LPP GG3	(2021) Creating a healthy city
LPP GG4	(2021) Delivering the homes Londoners needs
LPP GG5	(2021) Growing a good economy
LPP GG6	(2021) Increasing efficiency and resilience
LPP H1	(2021) Increasing housing supply
LPP H10	(2021) Housing size mix
LPP H16	(2021) Large-scale purpose-built shared living
LPP H4	(2021) Delivering affordable housing
LPP H5	(2021) Threshold approach to applications
LPP H6	(2021) Affordable housing tenure
LPP H7	(2021) Monitoring of affordable housing
LPP HC1	(2021) Heritage conservation and growth
LPP S4	(2021) Play and informal recreation
LPP S6	(2021) Public toilets
LPP SD6	(2021) Town centres and high streets
LPP SD7	(2021) Town centres: development principles and Development Plan Documents
LPP SD8	(2021) Town centre network
LPP SD9	(2021) Town centres: Local partnerships and implementation
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 SI7	(2021) Reducing waste and supporting the circular economy
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 T6.1	(2021) Residential parking
LPP T6.3	(2021) Retail parking
LPP T6.4	(2021) Hotel and leisure use parking
LPP T6.5	(2021) Non-residential disabled persons parking
LPP T7	(2021) Deliveries, servicing and construction
LPP T9	(2021) Funding transport infrastructure through planning
NPPF11 -24	NPPF11 2024 - Making effective use of land
NPPF12 -24	NPPF12 2024 - Achieving well-designed places
NPPF14 -24	NPPF14 2024 - Meeting the challenge of climate change, flood and coastal change
NPPF15 -24	NPPF15 2024 - Conserving and enhancing the natural environment
NPPF16 -24	NPPF16 2024 - Conserving and enhancing the historic environment
NPPF2 -24	NPPF2 2024 - Achieving sustainable development
NPPF4 -24	NPPF4 2024 - Decision making
NPPF5 -24	NPPF5 2024 - Delivering a sufficient supply of homes
NPPF6 -24	NPPF6 2024 - Building a strong, competitive economy
NPPF7 -24	NPPF7 2024 - Ensuring the vitality of town centres
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.E4	(2012) Uxbridge
PT1.E5	(2012) Town and Local Centres
PT1.E7	(2012) Raising Skills
PT1.EM1	(2012) Climate Change Adaptation and Mitigation
PT1.EM4	(2012) Open Space and Informal Recreation
PT1.EM5	(2012) Sport and Leisure
PT1.EM6	(2012) Flood Risk Management
PT1.EM7	(2012) Biodiversity and Geological Conservation
PT1.EM8	(2012) Land, Water, Air and Noise
PT1.EM11	(2012) Sustainable Waste Management
PT1.CI1	(2012) Community Infrastructure Provision
PT1.H1	(2012) Housing Growth
PT1.H2	(2012) Affordable Housing
PT1.HE1	(2012) Heritage

#### Part 2 Policies:

NPPF2 -24	NPPF2 2024 - Achieving sustainable development
NPPF4 -24	NPPF4 2024 - Decision making
NPPF5 -24	NPPF5 2024 - Delivering a sufficient supply of homes
NPPF6 -24	NPPF6 2024 - Building a strong, competitive economy

NPPF7 -24	NPPF7 2024 - Ensuring the vitality of town centres
NPPF8 -24	NPPF8 2024 - Promoting healthy and safe communities
NPPF9 -24	NPPF9 2024 - Promoting sustainable transport
NPPF11 -24	NPPF11 2024 - Making effective use of land
NPPF12 -24	NPPF12 2024 - Achieving well-designed places
NPPF14 -24	NPPF14 2024 - Meeting the challenge of climate change, flood and coastal change
NPPF15 -24	NPPF15 2024 - Conserving and enhancing the natural environment
NPPF16 -24	NPPF16 2024 - Conserving and enhancing the historic environment
DME 5	Hotels and Visitor Accommodation
DME 6	Accessible Hotels and Visitor Accommodation
DMT 1	Managing Transport Impacts
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DMEI 3	Decentralised Energy
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DMEI 9	Management of Flood Risk
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LPP GG5	(2021) Growing a good economy
LPP GG6	(2021) Increasing efficiency and resilience
LPP SD6	(2021) Town centres and high streets
LPP SD7	(2021) Town centres: development principles and Development Plan Documents
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LPP T6.5	(2021) Non-residential disabled persons parking
LPP T7	(2021) Deliveries, servicing and construction
LPP T9	(2021) Funding transport infrastructure through planning
LPP DF1	(2021) Delivery of the Plan and Planning Obligations

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

<b>Case Officer: Emilie Bateman</b>	<b>6039/APP/2024/3226</b>
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Date Application Valid:	<b>09.12.2024</b>	Statutory / Agreed Determination Deadline:	<b>11.04.2025</b>
Application Type:	<b>S73</b>	Ward:	<b>Ruislip</b>

**Applicant: Mr J Norton**

**Site Address: 18 St Catherines Road, Ruislip**

**Proposal: Variation of Condition 2 (Accordance with Approved Plans), Conditions 3 (Tree Protection) and 5 (Landscaping) of planning permission ref. 6039/APP/2021/3465 dated 03.03.2022 (Removal of derelict scout hut and storage unit to facilitate the erection of a replacement single storey scout hut building). The minor material amendments include changes to accessibility (with external ramp and disabled parking), hard and soft landscaping and external fittings; minor change to the building’s overall positioning on the site; and fenestration changes on front elevation plan with repositioning of fire exit door.**

**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 has a financial liability)**



## **Summary of Recommendation:**

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

### **1 Executive Summary**

- 1.1 Planning permission is sought to vary Condition 2 (Accordance with Approved Plans), Condition 3 (Tree Protection) and Condition 5 (Landscaping) of planning permission ref. 6039/APP/2021/3465 dated 03.03.2022. This permission granted the removal of the derelict scout hut and storage unit to facilitate the erection of a replacement single storey scout hut building.
- 1.2 The proposed minor material amendments involve the installation of an access ramp and a dedicated disabled parking bay on-site to provide better accessibility to the scout building. Minor alterations also include the repositioning of the emergency access door on the same elevation. There is also proposed a slight re-positioning of the building on the site which would not impact the street scene or neighbours' amenity. The tree protection and landscaping conditions (3 and 5) have previously been discharged. To take into account the proposed amendments, these details have been updated and included in this application.
- 1.3 The freehold of the application site is owned by the London Borough of Hillingdon. Therefore, whilst the Council is not the applicant, for transparency and in accordance with the Council's scheme of delegation, the application is referred to the Planning Committee for determination.
- 1.4 The amendments proposed are minor in nature with the design of the building remaining largely as originally approved. The scale and height of the proposed building would also remain unchanged. The scouting facility has been established on site for a substantial number of years and the replacement hut would continue to respect the residential character of the area. In addition, the impact on residential amenity was fully assessed and would not give rise to any undue impacts. As per the original permission, a condition has been re-applied on the hours of operation to protect the amenity of nearby residents.
- 1.5 The Highways Authority, Trees Officer, Waste Officer and Access Officer have raised no objections to the proposal. No representations have been received from neighbouring residents. The proposed minor material amendments to the planning permission are considered acceptable and comply with the Development Plan.
- 1.6 It should be noted that during this application assessment the proposal description has been modified. This was to include the alterations to the siting of the fire exit door and repositioning of the building on site, which were not captured in the initial proposal description. Consequently, re-consultation has been carried out. At the time of publication and the committee meeting, the re-

**Hillingdon Planning Committee – 9<sup>th</sup> April 2025**

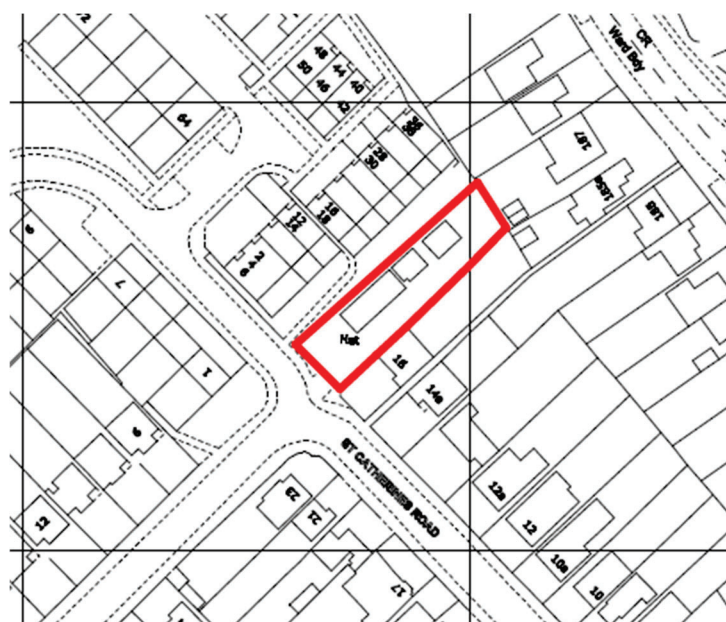
**PART 1 – Members, Public & Press**

consultation period would not have expired (expires 09.03.25). Any comments received prior to the planning committee will be reported in the addendum report and/or at the meeting. Should any materially significant comments be subsequently received by the end of the re-consultation period, then the application will be referred back to the planning committee for consideration. Otherwise, the planning application is recommended for approval subject to the conditions set out in Appendix 1.

## 2 The Site and Locality

- 2.1 The application site is located at the intersection of Bury Avenue, Standale Grove, and St Catherines Road. It has a total area of 662.90 square metres, of which 168.75 square metres was occupied by four pre-existing single-storey storage units. The scout hut has since been demolished to implement the planning permission and comply with Condition 1.
- 2.2 The surrounding area is predominantly residential, comprising mainly two-storey dwellings of varied architectural designs. The pre-existing buildings on-site were constructed primarily of timber with brick bases and tiled roofs.
- 2.3 An impermeable concrete path extends from the front access into the site, providing access to all four pre-existing buildings. The site is well screened from neighbouring properties and from St Catherines Road by mature trees and dense vegetation.
- 2.4 The site does not lie within a Conservation Area nor are there Listed Buildings within the vicinity of the application site. The site does not contain any protected trees and is located within a Critical Drainage Area.

**Figure 1: Location Plan**



**Figure 2: Street View Image of the Application Site. The scout hut seen in this image is now demolished to accord with Condition 1 of the permission.**



**Figure 3: Street view in the context of the wider neighbouring properties. The pre-existing scout hut can be seen in this image.**



### **3 Proposal**

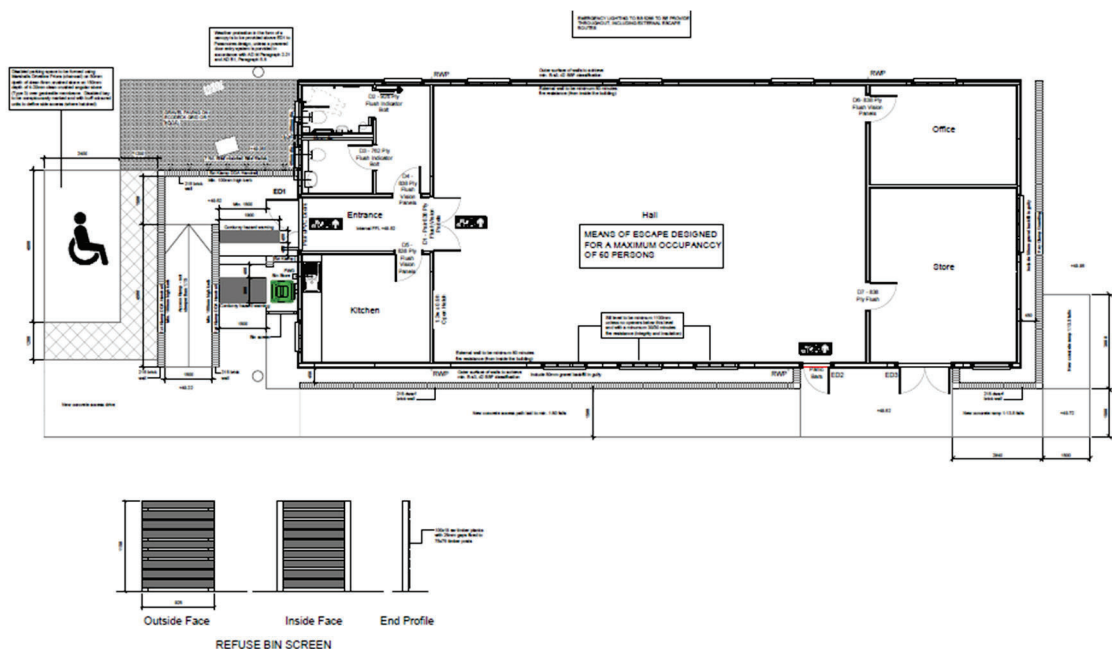
- 3.1 Variation of Condition 2 (Accordance with Approved Plans), Conditions 3 (Tree Protection) and 5 (Landscaping) of planning permission ref. 6039/APP/2021/3465 dated 03-03-2022 (Removal of derelict scout hut and storage unit to facilitate the erection of a replacement single storey scout hut building).

**Hillingdon Planning Committee – 9<sup>th</sup> April 2025**

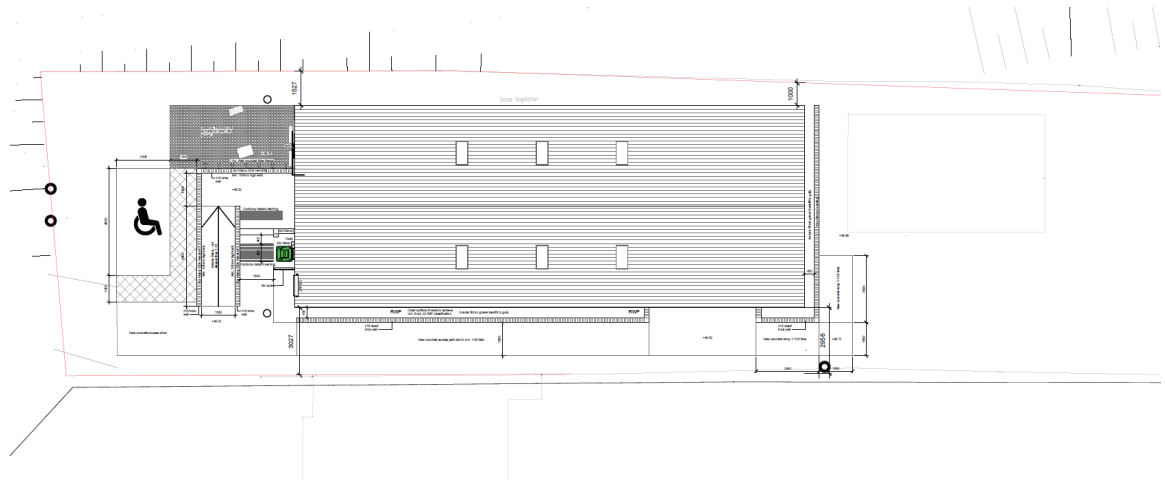
**PART 1 – Members, Public & Press**

- 3.2 The proposed minor material amendments include:
- Changes to accessibility (with external ramp and disabled parking), hard and soft landscaping and external fittings.
  - Minor change to the building's overall positioning on the site.
  - Fenestration changes on front elevation plan with repositioning of fire exit door.
- 3.3 Inclusive access arrangements are now included in the variation of the permission. A ramped entrance measuring 1.5m wide would provide access for all. This ramp would have a brick support structure with a DDS handrail system (maximum height 1.3m). In front of the proposed ramp, there would be onsite disabled parking. Internally, the scout hut would now include a wheelchair accessible toilet.
- 3.4 The layout plan incorporates hard and soft landscaping changes which have been included within a previous details application and include a dwarf wall and access path alongside providing an access route from the emergency exit door.
- 3.5 During the course the assessment, it was also noted a minor positioning change of the building itself. To the front towards the southern boundary with No. 16 St Catherines Road, the edge of the building was originally 3.727m away from this neighbour's boundary. This would be reduced to 3.027m. As the building would be brought closer to the boundary, a second period of consultation has been undertaken.

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



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

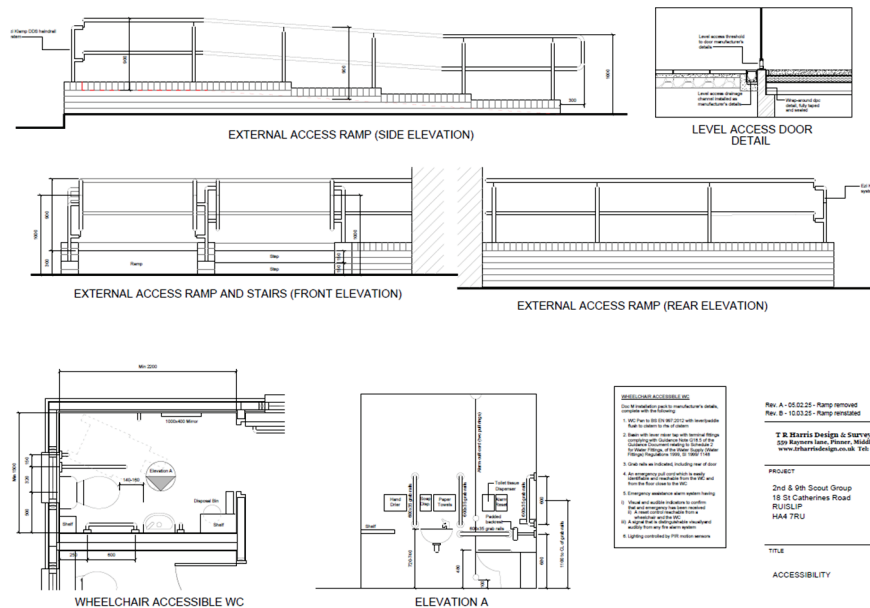


**Figure 6: Proposed Elevations** (please note – larger version of plan can be found in the Committee Plan Pack)





**Figure 7: External Access Ramp to be situated to the front of the building and accessible toilet**



## 4 Relevant Planning History

- 4.1 A list of the relevant planning history related to the property can be found in Appendix 2. Two planning permissions have been granted to demolish and replace the scout hall in 2019 and 2022. This variation pertains to the 2022 planning permission.
- 4.2 Planning permission was granted under the parent application for the removal of the derelict scout hut and storage unit to facilitate the erection of a replacement single storey scout hut building (ref: 6039/APP/2021/3465).
- 4.3 The commencement of the original had taken place within the 3-year time frame required by Condition 1 of the planning permission, with the demolition of the existing scout hut occurring on 11<sup>th</sup> March 2025.
- 4.4 The details associated with the Tree Protection Measures and Landscaping of this original approval have also been discharged on the 21<sup>st</sup> of February 2025 (6039/APP/2025/392). The details discharged have not altered with exception of the installation of the ramp to the front of the building.

## 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 Twenty-nine neighbouring properties and the Ruislip Residents Association were consulted on 13 January 2025.
- 6.2 Due to an amended proposal description a 14-day re-consultation took place on the 26 March 2025. This period of consultation expires on the 9 April 2025. At the time of publication of the committee reports, no representations have been received in response to public consultation. Any comments received prior to the planning committee will be reported in the addendum report and/or at the meeting. 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**

<b>Consultee and Summary of Comments</b>	<b>Planning Officer Response</b>
<b>Highways</b>  Given the provision of a suitably located disabled compliant parking bay, no objections.	Noted.
<b>Access Officer</b>  Details of this Variation of Condition have been reviewed with no concerns from an accessibility perspective.	Noted.
<b>Waste Officer</b>  No comments or objections	Noted.
<b>Landscape/Tree Officer</b>  The marginal area of ramp within the Root Protection Area is acceptable, subject to the Tree Protection Plan.	Noted.

## 7 Planning Assessment

### Principle of Development

- 7.1 The principle of demolition and replacement of the Scout Hut at the application site was established through the granting of planning permission reference 6039/APP/2021/3465. The original permission had commenced before the 13 March 2025 and as such minor material amendments to this planning permission

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can be considered. It must be pointed out that the changes proposed do not make any changes to the overall size and scale of the approved scout hut.

*Scope of the Consideration of this Case Under Section 73 of the Town and Country Planning Act*

- 7.2 Section 73 of the Town and Country Planning Act 1990 concerns 'Determination of applications to develop land without compliance with conditions previously attached.' It is colloquially known as 'varying' or 'amending' conditions. Section 73 applications also involve consideration of the conditions subject to which planning permission should be granted. Where an application under S73 is granted, the effect is the issue of a fresh grant of permission and the notice shall list all conditions pertaining to it. The application cannot be used to vary the time limit for implementation.
- 7.3 It is important to note that when assessing S73 applications the previously granted planning permission is a significant material consideration, which impacts heavily on the assessment of the proposal. If the original application has been implemented, or if the permission has not yet expired, the applicant may go ahead and complete the original approved scheme if they wish. In this case, the applicant could develop the site in accordance with the permission granted in March 2022 (ref. 6039/APP/2021/3465), and this fall-back position is a material consideration to which significant weight must be given. As discussed, the approved development has commenced on site through the demolition.
- 7.4 Alterations to planning policy and other material considerations since the original grant of planning permission are relevant and need to be considered. However, these must be considered in light of the matters discussed in the previous paragraphs and the applicant's ability to complete the originally approved development.
- 7.5 The amendments submitted seek to alter conditions 2 (Accordance with Approved Plans), 3 (Tree Protection) and 5 (Landscaping) of the planning permission. The scout hut itself would not fundamentally change in overall design with a minor positioning change to the southern corner of the site. This change is modest and considered minor to the scheme as a whole. The other key change from the original approval is the inclusion of an external ramp to ensure accessibility for all. The waste storage area would also be relocated away from the boundary with the neighbouring property and the hard and soft landscaping would be altered due to the ramp provision.
- 7.6 These changes are considered minor material amendments that can be addressed through the Section 73 process. As such the principle of the development is considered acceptable. The proposed building remains essentially the same.

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

- 7.7 The impact of the proposal on the street scene was fully assessed under planning permission ref. 6039/APP/2021/3465. The assessment is shared below for ease of reference and is relevant in this instance considering the minor amendments:
- 7.8 *“The application site is located within St Catherines Road and on the edge of Standale Grove both of which consist of two storey terraced and semi detached/detached properties. The surrounding properties are characterised by main tiled pitched roofs and constructed of a mixture brick and or render. The adjacent properties to the immediate southeast, fronting St Catherines Road, have their upper floors within their roof space and the small modern properties to the northwest have very shallow roofs and short rear gardens; thus, they are all quite modest in scale.*
- 7.9 *The proposed scout hut building and store would be constructed from timber with a tiled roof. The footprint and scale of the buildings would sit comfortably within the streetscene. Furthermore, the building has been set back appropriately to create a more uniformed building line with the adjacent properties. It is considered that the proposal would not represent an incongruous addition to the streetscene and would comply with the overarching [policies]”. (extracted from the original planning report ref. 6039/APP/2021/3465).*

### *Amendments considered under this S73 Application*

- 7.10 The proposed ramp would be situated to the front of the building extending approximately 6.2m along this elevation. It would have a projection of approximately 4.5 metres out from the front wall which provides sufficient space for a ramp and external step. Whilst the new access arrangement would be partially visible from the street scene, it would remain modest in overall height. It is worth pointing out that the site is also largely screened by the existing vegetation to the front. The building and proposed ramp would also be set back a sufficient distance from the street to not cause any significant visual impact on the wider local character.
- 7.11 Furthermore, the proposed accessibility arrangement would generally visually blend into the larger building within the background. In general, the materials would be acceptable with brick and safety rails sympathetic to the main building. Additionally, the ramp would provide public benefits by improving accessibility.
- 7.12 The repositioning of the building would not impact the street character given the setback from the highway. As noted earlier in Section 3 of the report, the building would be approximately 0.7m closer to the southern boundary with No.16 St Catherines Road. The building would still however be set in a minimum of 3m from this side boundary. Vegetation would remain on the boundary and overall, this slight variation in the position is considered acceptable along the street scene.

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- 7.13 The proposal also has included some changes to the landscaping. Limited detail on the landscaping had been provided within the original permission (ref. 6039/APP/2021/3465). However, a planning condition was attached (condition 5 - landscaping) which required these details prior to commencement. These details have been discharged on the 21 February 2025 (ref. 6039/APP/2025/392).
- 7.14 Under the original approved application, the site included two car parking spaces onsite and the bin store over on the southern boundary. One of the car parking spaces would be sacrificed to accommodate the proposed disabled parking space and new access ramp. The bin store is also proposed to be repositioned closer to the building with a gravel paving area situated towards the northern side of the building. Whilst limited soft landscaping was secured, the existing trees along the site boundary were protected. This ensures that the site would continue to have a leafy appearance along the street. The proposed re-siting of the fire exit door on the elevation would have a negligible impact.
- 7.15 Overall, the design changes proposed from the original planning permission granted are modest and would not unduly impact on the overall character, appearance or design quality of the development. The development would be in accordance with 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

- 7.16 Policies DMH 5, 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.
- 7.17 The impact of the proposal on residential amenity was fully assessed under planning permission ref. 6039/APP/2021/3465. A summary of the assessment is shared below for ease of reference and is relevant in this instance considering the minor amendments:
- 7.18 *“The site is located within a predominantly residential area, bordered by housing on St Catherines Road, Bury Street, and Standale Grove. The proposed development is set back from neighbouring properties, maintaining appropriate separation and reducing visual impact.*
- 7.19 *The building features a pitched roof, with its highest point in the centre of the site and lower heights near the boundaries. While larger in footprint than the existing structures, screening from a 2-metre-high fence and mature trees would mitigate concerns of overbearing impact, overshadowing, or overlooking. The design also angles the bulk of the building towards the site’s centre, further reducing its visibility from neighbouring properties.*

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- 7.20 *The structure will provide storage for a scout group and a local charity. Given its use, location, and scale, it is not expected to harm residential amenity. However, to prevent disturbance, a condition will restrict use beyond 22:30 PM. Subject to this condition, the proposal aligns with Policy DMHB11 of the Hillingdon Local Plan (2020).” (extracted from original planning report ref. 6039/APP/2021/3465).*

*Amendments considered under this S73 Application*

- 7.21 The minor changes proposed under the current s73 application would not cause any additional harm to neighbours’ amenity over and above the original assessment. The site is largely screened along the boundaries with the neighbouring properties. The location of the new access route would be predominantly focussed to the street-facing elevation of the building rather than along the sides of the site. Whilst there is a pathway leading from the emergency exit of the hall, this would be screened from the neighbours by the existing landscaping.
- 7.22 In terms of the slight repositioning of the building towards the southern boundary, this would continue to be set in 3m from this neighbour’s boundary. The repositioning would be approximately 0.7m closer to this boundary than what was previously approved. This would not cause harm to the residents of No. 16 St Catherines Road given the existing landscaping and the distance between the building and the curtilage. There would be no adverse impact on daylight sunlight, outlook or sense of enclosure. As the use has been established on site, it is not considered that noise would be over and above the normal expectation within a residential setting. As was discussed in the paragraphs above, the condition on the original planning permission restricting hours of use at night would ensure that the building is not operating late at night when adjoining residents are more likely to be resting or sleeping. This condition is re-applied to this recommendation and is not proposed to be amended.
- 7.23 Having regard to the above and subject to conditions, it is considered that the proposal would not cause undue harm to the living conditions of neighbouring occupiers in accordance with Policies DMHD 1 and DMHB 11 of the Hillingdon Local Plan: Part Two - Development Management Policies (2020).

Highways and Parking

- 7.24 Policies T4, T6, T6.2 of the London Plan (2021), DMT 1 and DMT 2 of the Hillingdon Local Plan: Part 2 (2020) are relevant to the proposed development. These policies can be read in full in the Committee Report Part 3 - Policy Appendix, and in summary, seek to deliver development which is sustainable in transport terms and safeguards highway and pedestrian safety.
- 7.25 Policy DMT 6 states '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 the variance would not lead to a deleterious impact on street parking provision, congestion or local amenity.'

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Similarly, the London Plan (2021) seeks to provide adequate parking for new residential development and to avoid harm to highways networks.

7.26 The impact of the proposal on the highways and parking was fully assessed under planning permission ref. 6039/APP/2021/3465. The original highway comments assessment is shared below for ease of reference.

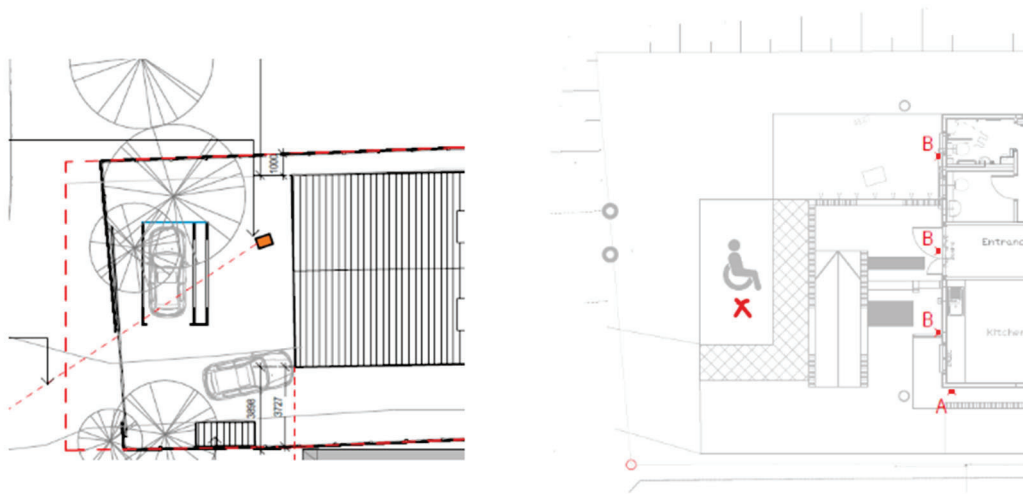
7.27 *“It is noted that at the appraisal stage of the 2019 permission (6039/APP/2018/4478), there was no specific issue raised with regard to highway related implications pertaining to generated parking levels or traffic generation. It was considered that the proposed activities of the enlarged Scout Hut provision, which consisted of weekday evening gatherings related to Beavers, Cubs and Scouts arranged with projected patronage not exceeding 24 persons per session, would not detrimentally impact on the local residential community. This conclusion was based on predicted drop-off/pick-up mode of attendance causing minimal short-term on-street parking demand which, as highlighted earlier, can be catered for due to the relatively low level of on-street parking levels in the locality.*

7.28 *A precedent has therefore been set by the former permission and although this current application raises the established threshold from 24 to ‘up to 40’ scouts attending at any one time, it is still considered that measurable highway/parking related issues are unlikely to result due to the above highlighted reasoning. Based on the original consent, which is a material planning consideration, it is anticipated that the Planning Inspectorate would take a similar view if a related refusal reason was put forward and appealed thereafter.”* (Highway Comments from planning permission ref. 6039/APP/2021/3465).

*Amendments considered under this S73 Application*

7.29 The key change under the current s73 application in highways terms is the alteration of the parking to provide a disabled parking bay. Figure 8 below shows the original approved parking on the left-hand side and the revised parking submitted under the current s73 application on the right-hand side with the parking marked with a red x. Onsite parking originally approved showed space for 2 onsite vehicles. With the inclusion of a fully compliant disabled parking bay, this would be reduced to 1 onsite parking bay.

**Figure 8: Shows original parking approved 6039/APP/2021/3465 on the left and the revised parking under current S73 on the right (please note both plans are different scales 1:200 and 1:100 respectfully).**



- 7.30 The Highways Officer has been consulted on this amendment and is satisfied that the scheme would not lead to any highway safety or car parking pressures. Given the provision of a suitably located disabled compliant parking bay, it would also ensure that there is an onsite parking bay for disabled persons which is welcomed.
- 7.31 The application has been reviewed by the Highways 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 Plan Policies DMT 1, DMT 2 and DMT 6 and Policies T4 and T6 of the London Plan (2021).

#### Accessibility

- 7.32 A fundamental part of this s73 application is the proposed accessibility improvements from the original planning permission. These improvements include the provision of an onsite disabled carparking space, accessible ramp and wheelchair accessible toilet.
- 7.33 The proposal has been reviewed by the Council's Accessibility Officer and no concerns are raised. The application seeks to improve the accessibility of the new scout hut in line with Equality requirements. The inclusion of a ramp up to the entrance door and disabled parking is therefore welcomed and would ensure that the scout hall facility is accessible to all.

#### Trees and Landscaping

- 7.34 Policy DMHB 14 advises that all development will be expected to retain or enhance existing landscaping, trees, biodiversity or other features of merit.

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- 7.35 It is noted that the full application secured details of landscaping by condition 5. Condition 5 has been discharged under permission ref. 6039/APP/2025/392. However, due to the proposed amendments with the inclusion of the accessible entrance, these details have been updated. The Trees Officer has also been consulted regarding the proposed changes. It is acknowledged that a marginal area of ramp would be within the Root Protection Area. However, the Trees Officer concluded that this would be acceptable and would not cause detrimental harm to the tree in question.
- 7.36 Notwithstanding the above, the application would still require tree protection measures which would be secured by a compliance condition (condition 3). These details have been reviewed by the Trees Officer who is satisfied with the overall content.
- 7.37 Overall, the proposed development would comply with Policy DMHB 14 of the Hillingdon Local Plan, Part 2 (2020) and condition 3 has been amended to ensure that the approved details are built out and maintained accordingly.

#### Biodiversity Net gain

- 7.38 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.
- 7.39 Where the original permission which the section 73 relates to, was granted before 12 February 2024, BNG does not apply. The original application was granted on 13 March 2022. Therefore, the BNG requirements are not applicable.

## **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. The proposal would improve accessibility to the scout hall.

## Local Finance Considerations and CIL

- 8.3 The Council adopted its own Community Infrastructure Levy (CIL) on 1st August 2014. The Hillingdon CIL charge is in addition to the Mayoral CIL charge of £60 per square metre. CIL rates are index linked. The proposal involves the erection of the building for a community use that is exempt from Hillingdon CIL charges and therefore is not CIL liable if planning permission is granted.

## **9 Conclusion / Planning Balance**

- 9.1 Overall, the changes to the access arrangements, positioning changes and the landscaping of the site are considered minor material amendments that would not adversely impact the overall design, neighbouring amenity, parking pressures or the wider landscaping of the site. The addition of the access ramp to the front of the approved scout hut would be in line with policy requirements. The additional tree and landscaping details are acceptable. The development would be acceptable in highway and amenity terms.
- 9.2 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](mailto:planning@hillingdon.gov.uk).

# **APPENDICES**

## **Planning Application**

**6039/APP/2024/3226**

## 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 13 March 2022.

#### 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 drawing numbers:

AB001 Site Location Plan  
23/18SCR/101D - Site Plan - General Layout  
23/18SCR/02C - General Arrangements  
23/18SCR/03B - Accessibility  
52- 69249-SHEET1 Rev A  
52-69249-SHEET2 Rev B  
52-69249-SHEET 3 Rev B

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. COM8 Tree Protection

The development should be carried out in accordance with the Arboricultural Report and Tree Protection Plan prepared by Ralph Parks Limited (received on 10-03-25).

#### 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)

#### 4. 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.

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

The hard and soft landscaping and maintenance shall be carried out in accordance with the details approved under planning permission reference 6039/APP/2025/392 dated 21 February 2025 and any additional layout changes approved under this planning permission specified in the following drawings/documents:

23/18SCR/101B, 23/18SCR/02C and 23/18SCR/03B

Planting and Maintenance Schedule dated October 2024, including drawing no. 18/SC/2711/2

043125-00019 Lighting Layout Proposal External Lighting

043125-00019 Isolines Drawing - 1 Lux Minimum External Lighting

BW79\_X023\_D74T\_EN

043125-00019 R0

S651\_X799\_004\_I19B\_EN

S659\_X799\_004\_I23B\_EN

Cover Letter 'Supporting Info for conditions'

The landscaping shall be maintained in full accordance with the approved details.

#### REASON

To ensure that the proposed development will preserve and enhance the visual amenities of

the locality and provide adequate facilities in compliance with policies DMHB 11, DMHB 14, DMEI 1 and DMT 6 of the Hillingdon Local Plan Part 2 (2020).

## **6. COM22 Operating Hours**

The premises shall not be used except between:-

09:00 to 22:30, Mondays - Fridays

09:00 to 20:00 Saturdays, Sundays, Public or Bank Holidays.

### **REASON**

To safeguard the residential amenity of the occupiers of adjoining and nearby properties in accordance with policy DMHB 11 of the Hillingdon Local Plan Part 2 (2020).

## **Informatives**

### **1. 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.

## Appendix 2: Relevant Planning History

- 6039/APP/2018/4478      18 St Catherines Road Ruislip  
Demolition of four existing storage buildings and erection of single storey scout hut building and separate storage unit to the rear  
**Decision:** 26-04-2019      Approved
- 6039/APP/2021/3465      2nd/9th Ruislip Scout Group 18 St Catherines Road Ruislip  
Removal of derelict scout hut and storage unit to facilitate the erection of a replacement single storey scout hut building.  
**Decision:** 13-03-2022      Approved
- 6039/APP/2024/1642      2nd/9th Ruislip Scout Group 18 St Catherines Road Ruislip  
Details pursuant to the discharge of Conditions 3 (Construction Work) and 5 (Landscaping) of planning permission ref: 6039/APP/2021/3465 dated 13-03-2022 for Removal of derelict scout hut and storage unit to facilitate the erection of a replacement single storey scout hut building.  
**Decision:** 20-12-2024      Refused
- 6039/APP/2025/392      2nd/9th Ruislip Scout Group 18 St Catherines Road Ruislip  
Details pursuant to the discharge of Conditions 3 (Tree Protection) and 5 (Landscaping) of planning permission ref: 6039/APP/2021/3465 dated 13-03-2022 for Removal of derelict scout hut and storage unit to facilitate the erection of a replacement single storey scout hut building.  
**Decision:** 21-02-2025      Approved

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

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

Part 1 Policies:

PT1.BE1           (2012) Built Environment

Part 2 Policies:

DMHB 11           Design of New Development

DMHB 12           Streets and Public Realm

DMHB 14           Trees and Landscaping

DMT 2             Highways Impacts

DMT 6             Vehicle Parking

LPP D4            (2021) Delivering good design

LPP D8            (2021) Public realm



# Planning Committee Report Part 3:

## Planning Policy Appendix - Frequently Cited Policies



## Frequently Cited Planning Policies

### Abbreviations

LP – London Plan (2021)

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

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

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

	<b>LP2 DMHB 2: Listed Buildings</b>	<b>22</b>
	<b>LP2 DMHB 3: Locally Listed Buildings</b>	<b>22</b>
	<b>LP2 DMHB 4: Conservation Areas</b>	<b>23</b>
	<b>LP2 DMHB 5: Areas of Special Local Character</b>	<b>23</b>
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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-contained<sup>3</sup> housing, including affordable housing, will be resisted unless the housing is replaced with at least equivalent residential floorspace.

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

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

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

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

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

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

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

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

A) In all parts of the Borough

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

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

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

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

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

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

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

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

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

A) In accordance with national policy:

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

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

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

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

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

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

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

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

The design-led approach

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

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

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

#### D) Development proposals should:

##### Form and layout

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

##### Experience

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

##### Quality and character

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

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

## **LP D5: Inclusive Design**

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

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

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

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

## **LP D7: Accessible Housing**

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

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

## **LP D8: Public Realm**

Development Plans and development proposals should:

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

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

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

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

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

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

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

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

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

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

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



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

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

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

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

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

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

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

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

B) All major development proposals should be submitted with a Fire Statement, which is an independent fire strategy, produced by a third party, suitably qualified assessor.

The statement should detail how the development proposal will function in terms of:

1. the building's construction: methods, products and materials used, including manufacturers' details

2. the means of escape for all building users: suitably designed stair cores, escape for building users who are disabled or require level access, and associated evacuation strategy approach
3. features which reduce the risk to life: fire alarm systems, passive and active fire safety measures and associated management and maintenance plans
4. access for fire service personnel and equipment: how this will be achieved in an evacuation situation, water supplies, provision and positioning of equipment, firefighting lifts, stairs and lobbies, any fire suppression and smoke ventilation systems proposed, and the ongoing maintenance and monitoring of these
5. how provision will be made within the curtilage of the site to enable fire appliances to gain access to the building
6. ensuring that any potential future modifications to the building will take into account and not compromise the base build fire safety/protection measures.

### **LP HC1: Heritage Conservation and Growth**

A) Boroughs should, in consultation with Historic England, local communities and other statutory and relevant organisations, develop evidence that demonstrates a clear understanding of London's historic environment. This evidence should be used for identifying, understanding, conserving, and enhancing the historic environment and heritage assets, and improving access to, and interpretation of, the heritage assets, landscapes and archaeology within their area.

B) Development Plans and strategies should demonstrate a clear understanding of the historic environment and the heritage values of sites or areas and their relationship with their surroundings. This knowledge should be used to inform the effective integration of London's heritage in regenerative change by:

1. setting out a clear vision that recognises and embeds the role of heritage in place-making
2. utilising the heritage significance of a site or area in the planning and design process
3. integrating the conservation and enhancement of heritage assets and their settings with innovative and creative contextual architectural responses that contribute to their significance and sense of place
4. delivering positive benefits that conserve and enhance the historic environment, as well as contributing to the economic viability, accessibility and environmental quality of a place, and to social wellbeing.

C) Development proposals affecting heritage assets, and their settings, should conserve their significance, by being sympathetic to the assets' significance and appreciation within their surroundings. The cumulative impacts of incremental change from development on heritage assets and their settings should also be actively managed. Development proposals should avoid harm and identify enhancement opportunities by integrating heritage considerations early on in the design process.

D) Development proposals should identify assets of archaeological significance and use this information to avoid harm or minimise it through design and appropriate mitigation. Where applicable, development should make provision for the protection of significant archaeological assets and landscapes. The protection of undesignated heritage assets of archaeological interest equivalent to a scheduled monument should be given equivalent weight to designated heritage assets.

E) Where heritage assets have been identified as being At Risk, boroughs should identify specific opportunities for them to contribute to regeneration and place-making, and they should set out strategies for their repair and re-use.

### **LP G7: Trees and Woodlands**

A) London's urban forest and woodlands should be protected and maintained, and new trees and woodlands should be planted in appropriate locations in order to increase the extent of London's urban forest – the area of London under the canopy of trees.

B) In their Development Plans, boroughs should:

1. protect 'veteran' trees and ancient woodland where these are not already part of a protected site<sup>139</sup>
2. identify opportunities for tree planting in strategic locations.

C) Development proposals should ensure that, wherever possible, existing trees of value are retained.<sup>140</sup> If planning permission is granted that necessitates the removal of trees there should be adequate replacement based on the existing value of the benefits of the trees removed, determined by, for example, i-tree or CAVAT or another appropriate valuation system. The planting of additional trees should generally be included in new developments – particularly large-canopied species which provide a wider range of benefits because of the larger surface area of their canopy.

### **LP 1 BE1: Built Environment**

The Council will require all new development to improve and maintain the quality of the built environment in order to create successful and sustainable neighbourhoods, where people enjoy living and working and that serve the long-term needs of all residents. All new developments should:

1. Achieve a high quality of design in all new buildings, alterations, extensions and the public realm which enhances the local distinctiveness of the area, contributes to community cohesion and a sense of place;
2. Be designed to be appropriate to the identity and context of Hillingdon's buildings, townscapes, landscapes and views, and make a positive contribution to the local

area in terms of layout, form, scale and materials and seek to protect the amenity of surrounding land and buildings, particularly residential properties;

3. Be designed to include “Lifetime Homes” principles so that they can be readily adapted to meet the needs of those with disabilities and the elderly, 10% of these should be wheelchair accessible or easily adaptable to wheelchair accessibility encouraging places of work and leisure, streets, neighbourhoods, parks and open spaces to be designed to meet the needs of the community at all stages of people’s lives;

4. In the case of 10 dwellings or over, achieve a satisfactory assessment rating in terms of the latest Building for Life standards (as amended or replaced from time to time);

5. Improve areas of poorer environmental quality, including within the areas of relative disadvantage of Hayes, Yiewsley and West Drayton. All regeneration schemes should ensure that they are appropriate to their historic context, make use of heritage assets and reinforce their significance;

6. Incorporate a clear network of routes that are easy to understand, inclusive, safe, secure and connect positively with interchanges, public transport, community facilities and services;

7. Improve the quality of the public realm and provide for public and private spaces that are attractive, safe, functional, diverse, sustainable, accessible to all, respect the local character and landscape, integrate with the development, enhance and protect biodiversity through the inclusion of living walls, roofs and areas for wildlife, encourage physical activity and where appropriate introduce public art;

8. Create safe and secure environments that reduce crime and fear of crime, anti-social behaviour and risks from fire and arson having regard to Secure by Design standards and address resilience to terrorism in major development proposals;

9. Not result in the inappropriate development of gardens and green spaces that erode the character and biodiversity of suburban areas and increase the risk of flooding through the loss of permeable areas;

10. Maximise the opportunities for all new homes to contribute to tackling and adapting to climate change and reducing emissions of local air quality pollutants. The Council will require all new development to achieve reductions in carbon dioxide emission in line with the London Plan targets through energy efficient design and effective use of low and zero carbon technologies. Where the required reduction from on-site renewable energy is not feasible within major developments, contributions off-site will be sought. The Council will seek to merge a suite of sustainable design goals, such as the use of SUDS, water efficiency, lifetime homes, and energy efficiency into a requirement measured against the Code for Sustainable

Homes and BREEAM. These will be set out within the Hillingdon Local Plan: Part 2- Development Management Policies Local Development Document (LDD). All developments should be designed to make the most efficient use of natural resources whilst safeguarding historic assets, their settings and local amenity and include sustainable design and construction techniques to increase the re-use and recycling of construction, demolition and excavation waste and reduce the amount disposed to landfill;

11. In the case of tall buildings, not adversely affect their surroundings including the local character, cause harm to the significance of heritage assets or impact on important views. Appropriate locations for tall buildings will be defined on a Character Study and may include parts of Uxbridge and Hayes subject to considering the Obstacle Limitation Surfaces for Heathrow Airport. Outside of Uxbridge and Hayes town centres, tall buildings will not be supported. The height of all buildings should be based upon an understanding of the local character and be appropriate to the positive qualities of the surrounding townscape. Support will be given for proposals that are consistent with local strategies, guidelines, supplementary planning documents and Hillingdon Local Plan: Part 2- Development Management Policies.

### **LP2 DMHB 1: Heritage Assets**

A) The Council will expect development proposals to avoid harm to the historic environment. Development that has an effect on heritage assets will only be supported where:

- i) it sustains and enhances the significance of the heritage asset and puts them into viable uses consistent with their conservation;
- ii) it will not lead to a loss of significance or harm to an asset, unless it can be demonstrated that it will provide public benefit that would outweigh the harm or loss, in accordance with the NPPF;
- iii) it makes a positive contribution to the local character and distinctiveness of the area;
- iv) any extensions or alterations are designed in sympathy, without detracting from or competing with the heritage asset;
- v) the proposal would relate appropriately in terms of siting, style, scale, massing, height, design and materials;
- vi) buildings and structures within the curtilage of a heritage asset, or in close proximity to it, do not compromise its setting; and
- vii) opportunities are taken to conserve or enhance the setting, so that the significance of the asset can be appreciated more readily.

B) Development proposals affecting designated heritage assets need to take account of the effects of climate change and renewable energy without impacting negatively on the heritage asset. The Council may require an alternative solution which will protect the asset yet meet the sustainability objectives of the Local Plan.

C) The Council will seek to secure the repair and reuse of Listed Buildings and monuments and improvements to Conservation Areas on the Heritage at Risk Register, through negotiations with owners, the provision of advice and guidance, the use of appropriate legal action, and through bids for external funding for improvement works.

## **LP2 DMHB 2: Listed Buildings**

A) Applications for Listed Building Consent and planning permission to alter, extend, or change the use of a statutorily Listed Building will only be permitted if they are considered to retain its significance and value and are appropriate in terms of the fabric, historic integrity, spatial quality and layout of the building. Any additions or alterations to a Listed Building should be sympathetic in terms of scale, proportion, detailed design, materials and workmanship.

B) Applications should include a Heritage Statement that demonstrates a clear understanding of the importance of the building and the impact of the proposals on its significance.

C) The substantial harm to or total loss of significance of a statutory Listed Building will only be permitted in exceptional circumstances when the nature of the heritage asset prevents all reasonable use of the building, no viable use can be found through marketing, grant-funding or charitable or public ownership and the loss is outweighed by bringing the site back into use. In such circumstances, full archaeological recording of the building will be required.

D) Planning permission will not be granted for proposals which are considered detrimental to the setting of a Listed Building.

## **LP2 DMHB 3: Locally Listed Buildings**

A) There is a general presumption in favour of the retention of buildings, structures and features included in the Local List. The Council will take into account the effect of a proposal on the building's significance and the scale of any harm of loss when considering planning applications, including those for major alterations and extensions. Proposals will be permitted where they retain the significance, appearance, character or setting of a Locally Listed Building.

B) Applications should include a Heritage Statement that demonstrates a clear understanding of the importance of the structure and the impact of the proposals on the significance of the Locally Listed Building.

C) Replacement will only be considered if it can be demonstrated that the community benefits of such a proposal significantly outweigh those of retaining the Locally Listed Building.

## **LP2 DMHB 4: Conservation Areas**

New development, including alterations and extensions to existing buildings, within a Conservation Area or on its fringes, will be expected to preserve or enhance the character or appearance of the area. It should sustain and enhance its significance and make a positive contribution to local character and distinctiveness. In order to achieve this, the Council will:

- A) Require proposals for new development, including any signage or advertisement, to be of a high quality contextual design. Proposals should exploit opportunities to restore any lost features and/or introduce new ones that would enhance the character and appearance of the Conservation Area.
- B) Resist the loss of buildings, historic street patterns, important views, landscape and open spaces or other features that make a positive contribution to the character or appearance of the Conservation Area; any such loss will need to be supported with a robust justification.
- C) Proposals will be required to support the implementation of improvement actions set out in relevant Conservation Area Appraisals and Management Plans.

## **LP2 DMHB 5: Areas of Special Local Character**

- A) Within Areas of Special Local Character, new development should reflect the character of the area and its original layout. Alterations should respect the established scale, building lines, height, design and materials of the area.
- B) Extensions to dwellings should be subservient to, and respect the architectural style of the original buildings and allow sufficient space for appropriate landscaping, particularly between, and in front of, buildings.
- C) The replacement of buildings which positively contribute to the character and local importance of Areas of Special Local Character will normally be resisted.

## **LP2 DMHB 11: Design of New Development**

- A) All development, including extensions, alterations and new buildings will be required to be designed to the highest standards and, incorporate principles of good design including:
  - i) harmonising with the local context by taking into account the surrounding:
    - scale of development, considering the height, mass and bulk of adjacent structures;
    - building plot sizes and widths, plot coverage and established street patterns;
    - building lines and setbacks, rooflines, streetscape rhythm, for example, gaps between structures and other streetscape elements, such as degree of enclosure;
    - architectural composition and quality of detailing;
    - local topography, views both from and to the site; and

- impact on neighbouring open spaces and their environment.
- ii) ensuring the use of high quality building materials and finishes;
- iii) ensuring that the internal design and layout of development maximises sustainability and is adaptable to different activities;
- iv) protecting features of positive value within and adjacent to the site, including the safeguarding of heritage assets, designated and un-designated, and their settings; and
- v) landscaping and tree planting to protect and enhance amenity, biodiversity and green infrastructure.

B) Development proposals should not adversely impact on the amenity, daylight and sunlight of adjacent properties and open space.

C) Development will be required to ensure that the design safeguards the satisfactory re-development of any adjoining sites which have development potential. In the case of proposals for major development sites, the Council will expect developers to prepare master plans and design codes and to agree these with the Council before developing detailed designs.

D) Development proposals should make sufficient provision for well designed internal and external storage space for general, recycling and organic waste, with suitable access for collection. External bins should be located and screened to avoid nuisance and adverse visual impacts to occupiers and neighbours.

## **LP2 DMHB 12: Streets and Public Realm**

A) Development should be well integrated with the surrounding area and accessible. It should:

- i) improve legibility and promote routes and wayfinding between the development and local amenities;
- ii) ensure public realm design takes account of the established townscape character and quality of the surrounding area;
- iii) include landscaping treatment that is suitable for the location, serves a purpose, contributes to local green infrastructure, the appearance of the area and ease of movement through the space;
- iv) provide safe and direct pedestrian and cycle movement through the space;
- v) incorporate appropriate and robust hard landscaping, using good quality materials, undertaken to a high standard;
- vi) where appropriate, include the installation of public art; and
- vii) deliver proposals which incorporate the principles of inclusive design. Proposals for gated developments will be resisted.

B) Public realm improvements will be sought from developments located close to transport interchanges and community facilities to ensure easy access between different transport modes and into local community facilities.



## **LP2 DMHB 14: Trees and Landscaping**

A) All developments will be expected to retain or enhance existing landscaping, trees, biodiversity or other natural features of merit.

B) Development proposals will be required to provide a landscape scheme that includes hard and soft landscaping appropriate to the character of the area, which supports and enhances biodiversity and amenity particularly in areas deficient in green infrastructure.

C) Where space for ground level planting is limited, such as high rise buildings, the inclusion of living walls and roofs will be expected where feasible.

D) Planning applications for proposals that would affect existing trees will be required to provide an accurate tree survey showing the location, height, spread and species of trees. Where the tree survey identifies trees of merit, tree root protection areas and an arboricultural method statement will be required to show how the trees will be protected. Where trees are to be removed, proposals for replanting of new trees on-site must be provided or include contributions to offsite provision.

## **LP2 DMHB 15: Planning for Safer Places**

The Council will require all new development to ensure safe and attractive public and private spaces by referring to the Council's latest guidance on Secured by Design principles. Where relevant, these should be included in the Design and Access Statement. Development will be required to comprise good design and create inclusive environments whilst improving safety and security by incorporating the following specific measures:

- i) providing entrances in visible, safe and accessible locations;
- ii) maximising natural surveillance;
- iii) ensuring adequate defensible space is provided;
- iv) providing clear delineations between public and private spaces; and
- v) providing appropriate lighting and CCTV.

## **LP D13: Agent of Change**

A) The Agent of Change principle places the responsibility for mitigating impacts from existing noise and other nuisance-generating activities or uses on the proposed new noise-sensitive development. Boroughs should ensure that Development Plans and planning decisions reflect the Agent of Change principle and take account of existing noise and other nuisance-generating uses in a sensitive manner when new development is proposed nearby.

B) Development should be designed to ensure that established noise and other nuisance-generating uses remain viable and can continue or grow without unreasonable restrictions being placed on them.

C) New noise and other nuisance-generating development proposed close to residential and other noise-sensitive uses should put in place measures to mitigate and manage any noise impacts for neighbouring residents and businesses.

D) Development proposals should manage noise and other potential nuisances by:

1. ensuring good design mitigates and minimises existing and potential nuisances generated by existing uses and activities located in the area
2. exploring mitigation measures early in the design stage, with necessary and appropriate provisions including ongoing and future management of mitigation measures secured through planning obligations
3. separating new noise-sensitive development where possible from existing noise-generating businesses and uses through distance, screening, internal layout, sound-proofing, insulation and other acoustic design measures.

E) Boroughs should not normally permit development proposals that have not clearly demonstrated how noise and other nuisances will be mitigated and managed.

#### **LP D14: Noise**

A) In order to reduce, manage and mitigate noise to improve health and quality of life, residential and other non-aviation development proposals should manage noise by:

1. avoiding significant adverse noise impacts on health and quality of life
2. reflecting the Agent of Change principle as set out in Policy D13 Agent of Change
3. mitigating and minimising the existing and potential adverse impacts of noise on, from, within, as a result of, or in the vicinity of new development without placing unreasonable restrictions on existing noise-generating uses
4. improving and enhancing the acoustic environment and promoting appropriate
5. separating new noise-sensitive development from major noise sources (such as road, rail, air transport and some types of industrial use) through the use of distance, screening, layout, orientation, uses and materials – in preference to sole reliance on sound insulation
6. where it is not possible to achieve separation of noise-sensitive development and noise sources without undue impact on other sustainable development objectives, then any potential adverse effects should be controlled and mitigated through applying good acoustic design principles
7. promoting new technologies and improved practices to reduce noise at source, and on the transmission path from source to receiver.

B) Boroughs, and others with relevant responsibilities, should identify and nominate new Quiet Areas and protect existing Quiet Areas in line with the procedure in Defra's Noise Action Plan for Agglomerations.

## **LP SI 2: Minimising Greenhouse Gas Emissions**

A) Major development should be net zero-carbon.<sup>151</sup> This means reducing greenhouse gas emissions in operation and minimising both annual and peak energy demand in accordance with the following energy hierarchy:

1. be lean: use less energy and manage demand during operation
2. be clean: exploit local energy resources (such as secondary heat) and supply energy efficiently and cleanly
3. be green: maximise opportunities for renewable energy by producing, storing and using renewable energy on-site
4. be seen: monitor, verify and report on energy performance.

B) Major development proposals should include a detailed energy strategy to demonstrate how the zero-carbon target will be met within the framework of the energy hierarchy.

C) A minimum on-site reduction of at least 35 per cent beyond Building Regulations<sup>152</sup> is required for major development. Residential development should achieve 10 per cent, and non-residential development should achieve 15 per cent through energy efficiency measures. Where it is clearly demonstrated that the zero-carbon target cannot be fully achieved on-site, any shortfall should be provided, in agreement with the borough, either:

1. through a cash in lieu contribution to the borough's carbon offset fund, or
2. off-site provided that an alternative proposal is identified and delivery is certain.

D) Boroughs must establish and administer a carbon offset fund. Offset fund payments must be ring-fenced to implement projects that deliver carbon reductions. The operation of offset funds should be monitored and reported on annually.

E) Major development proposals should calculate and minimise carbon emissions from any other part of the development, including plant or equipment, that are not covered by Building Regulations, i.e. unregulated emissions.

F) Development proposals referable to the Mayor should calculate whole life-cycle carbon emissions through a nationally recognised Whole Life-Cycle Carbon Assessment and demonstrate actions taken to reduce life-cycle carbon emissions.

## **LP SI 12: Flood Risk Management**

A) Current and expected flood risk from all sources (as defined in paragraph 9.2.12) across London should be managed in a sustainable and cost-effective way in collaboration with the Environment Agency, the Lead Local Flood Authorities, developers and infrastructure providers.

B) Development Plans should use the Mayor's Regional Flood Risk Appraisal and their Strategic Flood Risk Assessment as well as Local Flood Risk Management

Strategies, where necessary, to identify areas where particular and cumulative flood risk issues exist and develop actions and policy approaches aimed at reducing these risks. Boroughs should cooperate and jointly address cross-boundary flood risk issues including with authorities outside London.

C) Development proposals should ensure that flood risk is minimised and mitigated, and that residual risk is addressed. This should include, where possible, making space for water and aiming for development to be set back from the banks of watercourses.

D) Developments Plans and development proposals should contribute to the delivery of the measures set out in Thames Estuary 2100 Plan. The Mayor will work with the Environment Agency and relevant local planning authorities, including authorities outside London, to safeguard an appropriate location for a new Thames Barrier.

E) Development proposals for utility services should be designed to remain operational under flood conditions and buildings should be designed for quick recovery following a flood.

F) Development proposals adjacent to flood defences will be required to protect the integrity of flood defences and allow access for future maintenance and upgrading. Unless exceptional circumstances are demonstrated for not doing so, development proposals should be set back from flood defences to allow for any foreseeable future maintenance and upgrades in a sustainable and cost-effective way.

G) Natural flood management methods should be employed in development proposals due to their multiple benefits including increasing flood storage and creating recreational areas and habitat.

### **LP SI 13: Sustainable Drainage**

A) Lead Local Flood Authorities should identify – through their Local Flood Risk Management Strategies and Surface Water Management Plans – areas where there are particular surface water management issues and aim to reduce these risks. Increases in surface water run-off outside these areas also need to be identified and addressed.

B) Development proposals should aim to achieve greenfield run-off rates and ensure that surface water run-off is managed as close to its source as possible. There should also be a preference for green over grey features, in line with the following drainage hierarchy:

1. rainwater use as a resource (for example rainwater harvesting, blue roofs for irrigation)
2. rainwater infiltration to ground at or close to source
3. rainwater attenuation in green infrastructure features for gradual release (for example green roofs, rain gardens)

4. rainwater discharge direct to a watercourse (unless not appropriate)
5. controlled rainwater discharge to a surface water sewer or drain
6. controlled rainwater discharge to a combined sewer.

C) Development proposals for impermeable surfacing should normally be resisted unless they can be shown to be unavoidable, including on small surfaces such as front gardens and driveways.

D) Drainage should be designed and implemented in ways that promote multiple benefits including increased water use efficiency, improved water quality, and enhanced biodiversity, urban greening, amenity and recreation.

### **LP1 EM6: Flood Risk Management**

The Council will require new development to be directed away from Flood Zones 2 and 3 in accordance with the principles of the National Planning Policy Framework (NPPF).

The subsequent Hillingdon Local Plan: Part 2 -Site Specific Allocations LDD will be subjected to the Sequential Test in accordance with the NPPF. Sites will only be allocated within Flood Zones 2 or 3 where there are overriding issues that outweigh flood risk. In these instances, policy criteria will be set requiring future applicants of these sites to demonstrate that flood risk can be suitably mitigated.

The Council will require all development across the borough to use sustainable urban drainage systems (SUDS) unless demonstrated that it is not viable. The Council will encourage SUDS to be linked to water efficiency methods. The Council may require developer contributions to guarantee the long term maintenance and performance of SUDS is to an appropriate standard.

### **LP1 EM8: Land, Water, Air and Noise**

#### **Water Quality**

The Council will seek to safeguard and improve all water quality, both ground and surface. Principal Aquifers, and Source Protection Zones will be given priority along with the:

- River Colne
- Grand Union Canal
- River Pinn
- Yeading Brook
- Porter Land Brook
- River Crane
- Ruislip Lido

## Air Quality

All development should not cause deterioration in the local air quality levels and should ensure the protection of both existing and new sensitive receptors.

All major development within the Air Quality Management Area (AQMA) should demonstrate air quality neutrality (no worsening of impacts) where appropriate; actively contribute to the promotion of sustainable transport measures such as vehicle charging points and the increased provision for vehicles with cleaner transport fuels; deliver increased planting through soft landscaping and living walls and roofs; and provide a management plan for ensuring air quality impacts can be kept to a minimum.

The Council seeks to reduce the levels of pollutants referred to in the Government's National Air Quality Strategy and will have regard to the Mayor's Air Quality Strategy. London Boroughs should also take account of the findings of the Air Quality Review and Assessments and Actions plans, in particular where Air Quality Management Areas have been designated.

The Council has a network of Air Quality Monitoring stations but recognises that this can be widened to improve understanding of air quality impacts. The Council may therefore require new major development in an AQMA to fund additional air quality monitoring stations to assist in managing air quality improvements.

## Noise

The Council will investigate Hillingdon's target areas identified in the Defra Noise Action Plans, promote the maximum possible reduction in noise levels and will minimise the number of people potentially affected.

The Council will seek to identify and protect Quiet Areas in accordance with Government Policy on sustainable development and other Local Plan policies.

The Council will seek to ensure that noise sensitive development and noise generating development are only permitted if noise impacts can be adequately controlled and mitigated.

## Land Contamination

The Council will expect proposals for development on contaminated land to provide mitigation strategies that reduce the impacts on surrounding land uses. Major development proposals will be expected to demonstrate a sustainable approach to remediation that includes techniques to reduce the need to landfill.

## Water Resources

The Council will require that all new development demonstrates the incorporation of water efficiency measures within new development to reduce the rising demand on potable water. All new development must incorporate water recycling and collection facilities unless it can be demonstrated it is not appropriate. For residential

developments, the Council will require applicants to demonstrate that water consumption will not surpass 105 litres per person per day.

## **LP2 DMEI 2: Reducing Carbon Emissions**

- A) All developments are required to make the fullest contribution to minimising carbon dioxide emissions in accordance with London Plan targets.
- B) All major development proposals must be accompanied by an energy assessment showing how these reductions will be achieved.
- C) Proposals that fail to take reasonable steps to achieve the required savings will be resisted. However, where it is clearly demonstrated that the targets for carbon emissions cannot be met onsite, the Council may approve the application and seek an off-site contribution to make up for the shortfall.

## **LP2 DMEI 9: Management of Flood Risk**

- A) Development proposals in Flood Zones 2 and 3a will be required to demonstrate that there are no suitable sites available in areas of lower flood risk. Where no appropriate sites are available, development should be located on the areas of lowest flood risk within the site. Flood defences should provide protection for the lifetime of the development. Finished floor levels should reflect the Environment Agency's latest guidance on climate change.
- B) Development proposals in these areas will be required to submit an appropriate level Flood Risk Assessment (FRA) to demonstrate that the development is resilient to all sources of flooding.
- C) Development in Flood Zone 3b will be refused in principle unless identified as an appropriate development in Flood Risk Planning Policy Guidance. Development for appropriate uses in Flood Zone 3b will only be approved if accompanied by an appropriate FRA that demonstrates the development will be resistant and resilient to flooding and suitable warning and evacuation methods are in place.
- D) Developments may be required to make contributions (through legal agreements) to previously identified flood improvement works that will benefit the development site.
- E) Proposals that fail to make appropriate provision for flood risk mitigation, or which would increase the risk or consequences of flooding, will be refused.

## **LP2 DMEI 10: Water Management, Efficiency, and Quality**

- A) Applications for all new build developments (not conversions, change of use, or refurbishment) are required to include a drainage assessment demonstrating that

appropriate sustainable drainage systems (SuDS) have been incorporated in accordance with the London Plan Hierarchy (Policy 5.13: Sustainable drainage).

B) All major new build developments, as well as minor developments in Critical Drainage Areas or an area identified at risk from surface water flooding must be designed to reduce surface water run-off rates to no higher than the pre-development greenfield run-off rate in a 1:100 year storm scenario, plus an appropriate allowance for climate change for the worst storm duration. The assessment is required regardless of the changes in impermeable areas and the fact that a site has an existing high run-off rate will not constitute justification.

C) Rain Gardens and non householder development should be designed to reduce surface water run-off rates to Greenfield run-off rates.

D) Schemes for the use of SuDS must be accompanied by adequate arrangements for the management and maintenance of the measures used, with appropriate contributions made to the Council where necessary.

E) Proposals that would fail to make adequate provision for the control and reduction of surface water run-off rates will be refused.

F) Developments should be drained by a SuDS system and must include appropriate methods to avoid pollution of the water environment. Preference should be given to utilising the drainage options in the SuDS hierarchy which remove the key pollutants that hinder improving water quality in Hillingdon. Major development should adopt a 'treatment train' approach where water flows through different SuDS to ensure resilience in the system. Water Efficiency

G) All new development proposals (including refurbishments and conversions) will be required to include water efficiency measures, including the collection and reuse of rain water and grey water.

H) All new residential development should demonstrate water usage rates of no more than 105 litres/person/day.

I) It is expected that major development proposals will provide an integrated approach to surface water run-off attenuation, water collection, recycling and reuse. Water and Wastewater Infrastructure

J) All new development proposals will be required to demonstrate that there is sufficient capacity in the water and wastewater infrastructure network to support the proposed development. Where there is a capacity constraint the local planning authority will require the developer to provide a detailed water and/or drainage strategy to inform what infrastructure is required, where, when and how it will be delivered.



## **LP2 DMEI 12: Development of Land Affected by Contamination**

A) Proposals for development on potentially contaminated sites will be expected to be accompanied by at least an initial study of the likely contaminants. The Council will support planning permission for any development of land which is affected by contamination where it can be demonstrated that contamination issues have been adequately assessed and the site can be safely remediated so that the development can be made suitable for the proposed use.

B) Conditions will be imposed where planning permission is given for development on land affected by contamination to ensure all the necessary remedial works are implemented, prior to commencement of development.

C) Where initial studies reveal potentially harmful levels of contamination, either to human health or controlled waters and other environmental features, full intrusive ground investigations and remediation proposals will be expected prior to any approvals.

D) In some instances, where remedial works relate to an agreed set of measures such as the management of ongoing remedial systems, or remediation of adjoining or other affected land, a S106 planning obligation will be sought.

## **LP2 DMEI 14: Air Quality**

A) Development proposals should demonstrate appropriate reductions in emissions to sustain compliance with and contribute towards meeting EU limit values and national air quality objectives for pollutants.

B) Development proposals should, as a minimum:

i) be at least “air quality neutral”;

ii) include sufficient mitigation to ensure there is no unacceptable risk from air pollution to sensitive receptors, both existing and new; and

iii) actively contribute towards the improvement of air quality, especially within the Air Quality Management Area.

## **TP T4: Assessing and Mitigating Transport Impacts**

A) Development Plans and development proposals should reflect and be integrated with current and planned transport access, capacity and connectivity.

B) When required in accordance with national or local guidance, transport assessments/statements should be submitted with development proposals to ensure that impacts on the capacity of the transport network (including impacts on pedestrians and the cycle network), at the local, network-wide and strategic level, are fully assessed. Transport assessments should focus on embedding the Healthy Streets Approach within, and in the vicinity of, new development. Travel Plans,

Parking Design and Management Plans, Construction Logistics Plans and Delivery and Servicing Plans will be required having regard to Transport for London guidance.

C) Where appropriate, mitigation, either through direct provision of public transport, walking and cycling facilities and highways improvements or through financial contributions, will be required to address adverse transport impacts that are identified.

D) Where the ability to absorb increased travel demand through active travel modes has been exhausted, existing public transport capacity is insufficient to allow for the travel generated by proposed developments, and no firm plans and funding exist for an increase in capacity to cater for the increased demand, planning permission will be contingent on the provision of necessary public transport and active travel infrastructure.

E) The cumulative impacts of development on public transport and the road network capacity including walking and cycling, as well as associated effects on public health, should be taken into account and mitigated.

F) Development proposals should not increase road danger.

#### **LP T5: Cycling**

A) Development Plans and development proposals should help remove barriers to cycling and create a healthy environment in which people choose to cycle. This will be achieved through:

1. supporting the delivery of a London-wide network of cycle routes, with new routes and improved infrastructure
2. securing the provision of appropriate levels of cycle parking which should be fit for purpose, secure and well-located. Developments should provide cycle parking at least in accordance with the minimum standards set out in Table 10.2 and Figure 10.3, ensuring that a minimum of two short-stay and two long-stay cycle parking spaces are provided where the application of the minimum standards would result in a lower provision.

B) Cycle parking should be designed and laid out in accordance with the guidance contained in the London Cycling Design Standards. Development proposals should demonstrate how cycle parking facilities will cater for larger cycles, including adapted cycles for disabled people.

C) Development Plans requiring more generous provision of cycle parking based on local evidence will be supported.

D) Where it is not possible to provide suitable short-stay cycle parking off the public highway, the borough should work with stakeholders to identify an appropriate on-street location for the required provision. This may mean the reallocation of space

from other uses such as on-street car parking. Alternatively, in town centres, adding the required provision to general town centre cycle parking is also acceptable. In such cases, a commuted sum should be paid to the local authority to secure provision.

E) Where it is not possible to provide adequate cycle parking within residential developments, boroughs must work with developers to propose alternative solutions which meet the objectives of the standards. These may include options such as providing spaces in secure, conveniently-located, on-street parking facilities such as bicycle hangers.

F) Where the use class of a development is not fixed at the point of application, the highest potential applicable cycle parking standard should be applied.

### **LP T6: Car Parking**

A) Car parking should be restricted in line with levels of existing and future public transport accessibility and connectivity.

B) Car-free development should be the starting point for all development proposals in places that are (or are planned to be) well-connected by public transport, with developments elsewhere designed to provide the minimum necessary parking ('car-lite'). Car-free development has no general parking but should still provide disabled persons parking in line with Part E of this policy.

C) An absence of local on-street parking controls should not be a barrier to new development, and boroughs should look to implement these controls wherever necessary to allow existing residents to maintain safe and efficient use of their streets.

D) The maximum car parking standards set out in Policy T6 .1 Residential parking to Policy T6 .5 Non-residential disabled persons parking should be applied to development proposals and used to set local standards within Development Plans.

E) Appropriate disabled persons parking for Blue Badge holders should be provided as set out in Policy T6 .1 Residential parking to Policy T6 .5 Non-residential disabled persons parking.

F) Where provided, each motorcycle parking space should count towards the maximum for car parking spaces at all use classes.

G) Where car parking is provided in new developments, provision should be made for infrastructure for electric or other Ultra-Low Emission vehicles in line with Policy T6 .1 Residential parking, Policy T6 .2 Office Parking, Policy T6 .3 Retail parking, and Policy T6 .4 Hotel and leisure uses parking.

All operational parking should make this provision, including offering rapid charging. New or re-provided petrol filling stations should provide rapid charging hubs and/or hydrogen refuelling facilities.

H) Where electric vehicle charging points are provided on-street, physical infrastructure should not negatively affect pedestrian amenity and should ideally be located off the footway. Where charging points are located on the footway, it must remain accessible to all those using it including disabled people.

I) Adequate provision should be made for efficient deliveries and servicing and emergency access.

J) A Parking Design and Management Plan should be submitted alongside all applications which include car parking provision, indicating how the car parking will be designed and managed, with reference to Transport for London guidance on parking management and parking design.

K) Boroughs that have adopted or wish to adopt more restrictive general or operational parking policies are supported, including borough-wide or other area-based car-free policies. Outer London boroughs wishing to adopt minimum residential parking standards through a Development Plan Document (within the maximum standards set out in Policy T6 .1 Residential parking) must only do so for parts of London that are PTAL 0-1. Inner London boroughs should not adopt minimum standards. Minimum standards are not appropriate for non-residential use classes in any part of London.

L) Where sites are redeveloped, parking provision should reflect the current approach and not be re-provided at previous levels where this exceeds the standards set out in this policy. Some flexibility may be applied where retail sites are redeveloped outside of town centres in areas which are not well served by public transport, particularly in outer London.

### **LP T6.1: Residential Parking**

A) New residential development should not exceed the maximum parking standards set out in Table 10.3. These standards are a hierarchy with the more restrictive standard applying when a site falls into more than one category.

B) Parking spaces within communal car parking facilities (including basements) should be leased rather than sold.

C) All residential car parking spaces must provide infrastructure for electric or Ultra-Low Emission vehicles. At least 20 per cent of spaces should have active charging facilities, with passive provision for all remaining spaces.

D) Outside of the CAZ, and to cater for infrequent trips, car club spaces may be considered appropriate in lieu of private parking. Any car club spaces should have active charging facilities.

E) Large-scale purpose-built shared living, student accommodation and other sui generis residential uses should be car-free.

F) The provision of car parking should not be a reason for reducing the level of affordable housing in a proposed development.

G) Disabled persons parking should be provided for new residential developments. Residential development proposals delivering ten or more units must, as a minimum:

1. ensure that for three per cent of dwellings, at least one designated disabled persons parking bay per dwelling is available from the outset
2. demonstrate as part of the Parking Design and Management Plan, how an additional seven per cent of dwellings could be provided with one designated disabled persons parking space per dwelling in future upon request as soon as existing provision is insufficient. This should be secured at the planning stage.

H) All disabled persons parking bays associated with residential development must:

1. be for residents' use only (whether M4(2) or M4(3) dwellings)
2. not be allocated to specific dwellings, unless provided within the curtilage of the dwelling
3. be funded by the payment of a commuted sum by the applicant, if provided on-street (this includes a requirement to fund provision of electric vehicle charging infrastructure)
4. count towards the maximum parking provision for the development
5. be designed in accordance with the design guidance in BS8300vol.1
6. be located to minimise the distance between disabled persons parking bays and the dwelling or the relevant block entrance or lift core, and the route should be preferably level or where this is not possible, should be gently sloping (1:60-1:20) on a suitable firm ground surface.

## **LP2 DMT 1: Managing Transport Impacts**

A) Development proposals will be required to meet the transport needs of the development and address its transport impacts in a sustainable manner. In order for developments to be acceptable they are required to:

- i) be accessible by public transport, walking and cycling either from the catchment area that it is likely to draw its employees, customers or visitors from and/or the services and facilities necessary to support the development;
- ii) maximise safe, convenient and inclusive accessibility to, and from within developments for pedestrians, cyclists and public transport users;
- iii) provide equal access for all people, including inclusive access for disabled people;
- iv) adequately address delivery, servicing and drop-off requirements; and

v) have no significant adverse transport or associated air quality and noise impacts on the local and wider environment, particularly on the strategic road network.

B) Development proposals will be required to undertake a satisfactory Transport Assessment and Travel Plan if they meet or exceed the appropriate thresholds. All major developments<sup>11</sup> that fall below these thresholds will be required to produce a satisfactory Transport Statement and Local Level Travel Plan. All these plans should demonstrate how any potential impacts will be mitigated and how such measures will be implemented.

## **LP2 DMT 2: Highways Impacts**

Development proposals must ensure that:

- i) safe and efficient vehicular access to the highway network is provided to the Council's standards;
- ii) they do not contribute to the deterioration of air quality, noise or local amenity or safety of all road users and residents;
- iii) safe, secure and convenient access and facilities for cyclists and pedestrian are satisfactorily accommodated in the design of highway and traffic management schemes;
- iv) impacts on local amenity and congestion are minimised by routing through traffic by the most direct means to the strategic road network, avoiding local distributor and access roads; and
- v) there are suitable mitigation measures to address any traffic impacts in terms of capacity and functions of existing and committed roads, including along roads or through junctions which are at capacity.

## **LP2 Policy DMT 5: Pedestrians and Cyclists**

A) Development proposals will be required to ensure that safe, direct and inclusive access for pedestrians and cyclists is provided on the site connecting it to the wider network, including:

- i) the retention and, where appropriate, enhancement of any existing pedestrian and cycle routes;
- ii) the provision of a high quality and safe public realm or interface with the public realm, which facilitates convenient and direct access to the site for pedestrian and cyclists;
- iii) the provision of well signposted, attractive pedestrian and cycle routes separated from vehicular traffic where possible; and
- iv) the provision of cycle parking and changing facilities in accordance with Appendix C, Table 1 or, in agreement with Council.

B) Development proposals located next to or along the Blue Ribbon Network will be required to enhance and facilitate inclusive, safe and secure pedestrian and cycle access to the network. Development proposals, by virtue of their design, will be

required to complement and enhance local amenity and include passive surveillance to the network.

### **LP2 DMT 6: Vehicle Parking**

A) Development proposals must comply with the parking standards outlined in Appendix C Table 1 in order to facilitate sustainable development and address issues relating to congestion and amenity. The Council may agree to vary these requirements when:

- i) the variance would not lead to a deleterious impact on street parking provision, congestion or local amenity; and/or
- ii) a transport appraisal and travel plan has been approved and parking provision is in accordance with its recommendations.

B) All car parks provided for new development will be required to contain conveniently located reserved spaces for wheelchair users and those with restricted mobility in accordance with the Council's Accessible Hillingdon SPD.

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# Hillingdon Planning Committee

Wednesday 9th April 2025



**HILLINGDON**  
LONDON

[www.hillingdon.gov.uk](http://www.hillingdon.gov.uk)

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

**Address:** 18 & 20 WILMAR CLOSE HAYES  
**Development:** Change of use of 2no. outbuildings to granny annexes  
**LBH Ref Nos:** 67410/APP/2024/2641

DRAW IT  
Architectural Technician/Consultant

Mr. Money Qadri

Agent

#/3/WDS/OTR  
Herts.

Mobile: 07949 035 715

draw\_it@hotmail.com

(S-1/B/O)

COUNCIL REF/#: 18/20/...

5m 10m 15m 20m 25m 30m 35m 40m

NOTE: - 1. SCALE BAR,  
PROPOSED 1:500, on A-4.  
SITE PLAN WITH POSITIONS OF THE  
OUTBUILDINGS - CLEARLY SHOWN  
IN THE BOTH GARDENS.  
HAYES END ROAD HERE



LOCATION PLAN (1:1250)

PLANNING PORTAL REF/#

PP.

OWNER:-  
MR. SUTY  
BHARRICH

H/18-20,  
WILMER  
CLOSE,  
HAYES  
MIDDX:-  
LONDON  
UB4 8ET.

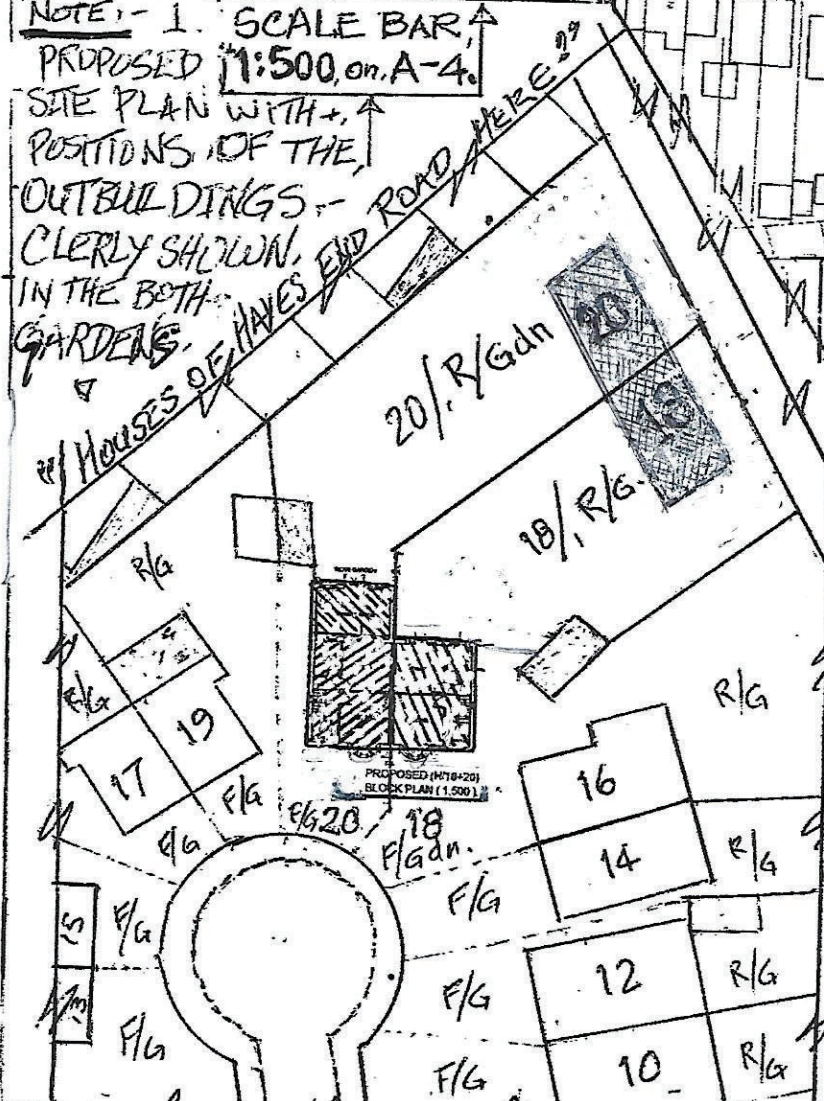
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AS  
SHOWN

DATE:-  
25/09/2024

DWG#-  
S/18+20/A-4

SHT# (S-1/B/O,  
OF, S-3/B/O.

REVISED  
DATE  
03/10/24



EXISTING SITE PLAN (1:500)

(RETROSPECTIVE)

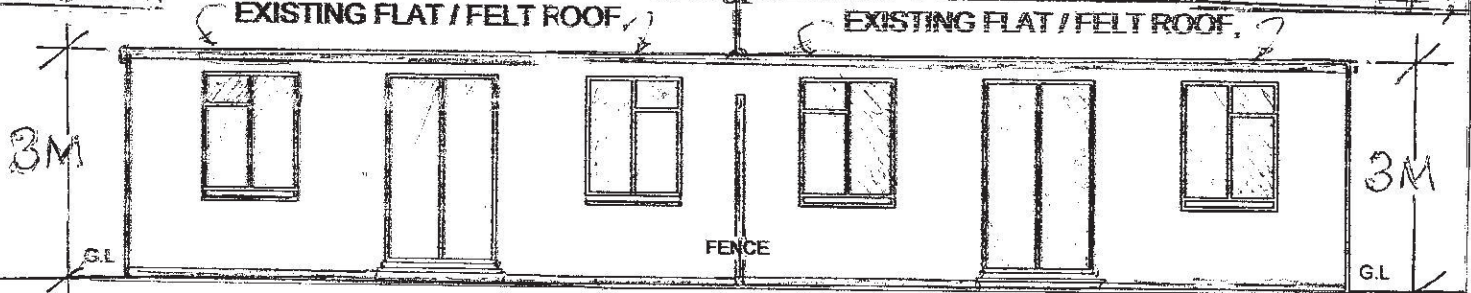
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Metres

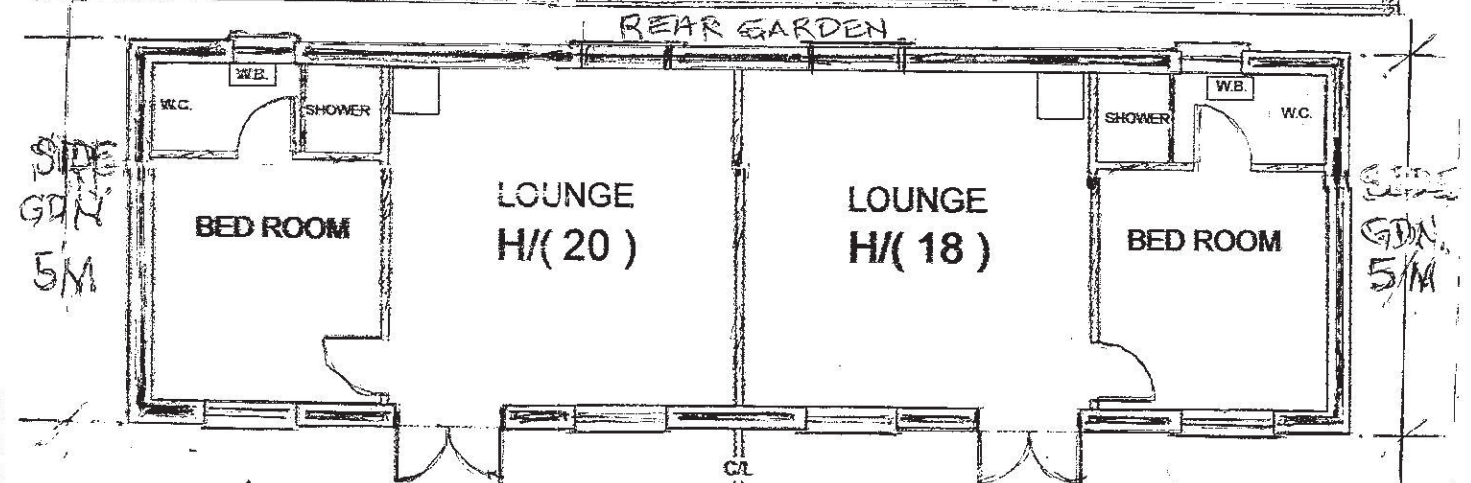
Plan Produced for: MR. SUTY BHARRICH

Date Produced: 02 May 2023

DATE: 03/10/24 PLANNING PORTAL REF/ #- PP- COUNCIL REF/ #- (S-230)



(RETROSPECTIVE) EXISTING FRONT ELEV. OF (H/20), AND (H/18), SCALE: (1;100).



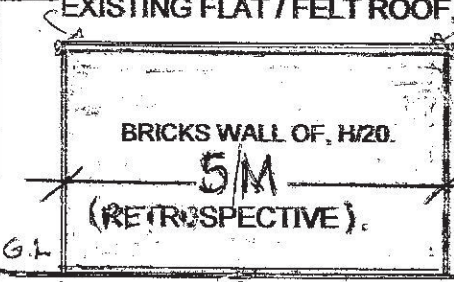
(RETROSPECTIVE) EXISTING ANNEXES PLAN FOR AS AN-OUTBUILDINGS AT REAR GARDENS, (1;100)

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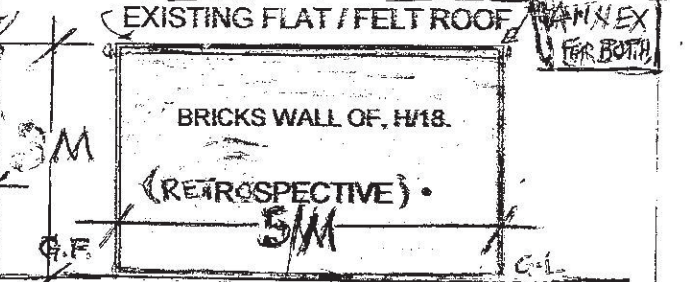
SCALE AS SHOWN  
 OWNER:- MR. SUTY BHARRICH OF H/18+20, WILMER CLOSE, HAYES, MIDDX;- LONDON, UB4 8ET.  
 DWG#:- S/18+20/A-4  
 DRAWN BY: S. I. PANI  
 REVISED DATE:

NOTE:- THESE OUTBUILDING OF BOTH H/18 & 20 ALREADY APPROVED BY CLD/UPD. PROPOSED WITH REF/ #. 67410/APP/2023/182 BEEN DECISION BY DATE 29/07/23, WITH LOFT CONVERSION BUILT LATER, NOW THESE EXISTING GYM/GAME TO BE CHANGED INTO 2 ANNEX FOR BOTH.

**DRAW IT**  
 Architectural Technician/Consultant  
 MR. MONEY QADR Agent  
 H/3, WDS, OTR  
 Mobile: 07949 035 715  
 Email: draw\_it@hotmail.com



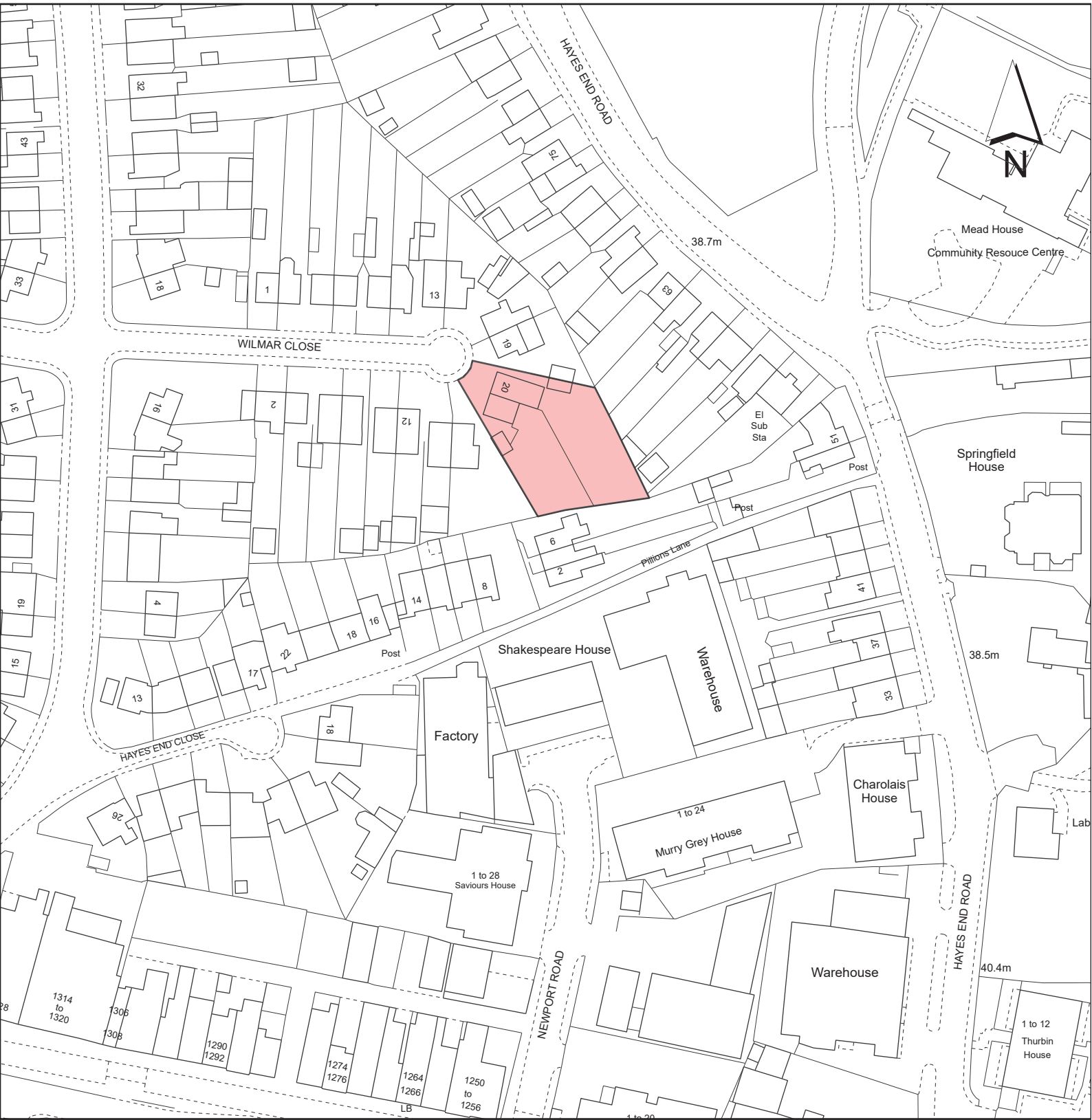
EXISTING SIDE ELEV. OF, H/20, (1;100)





EXISTING SIDE ELEV. OF, H/18, (1;100)



(RETROSPECTIVE) EXISTING REAR ELEV. OF (H/20), AND (H/18), SCALE: (1;100)



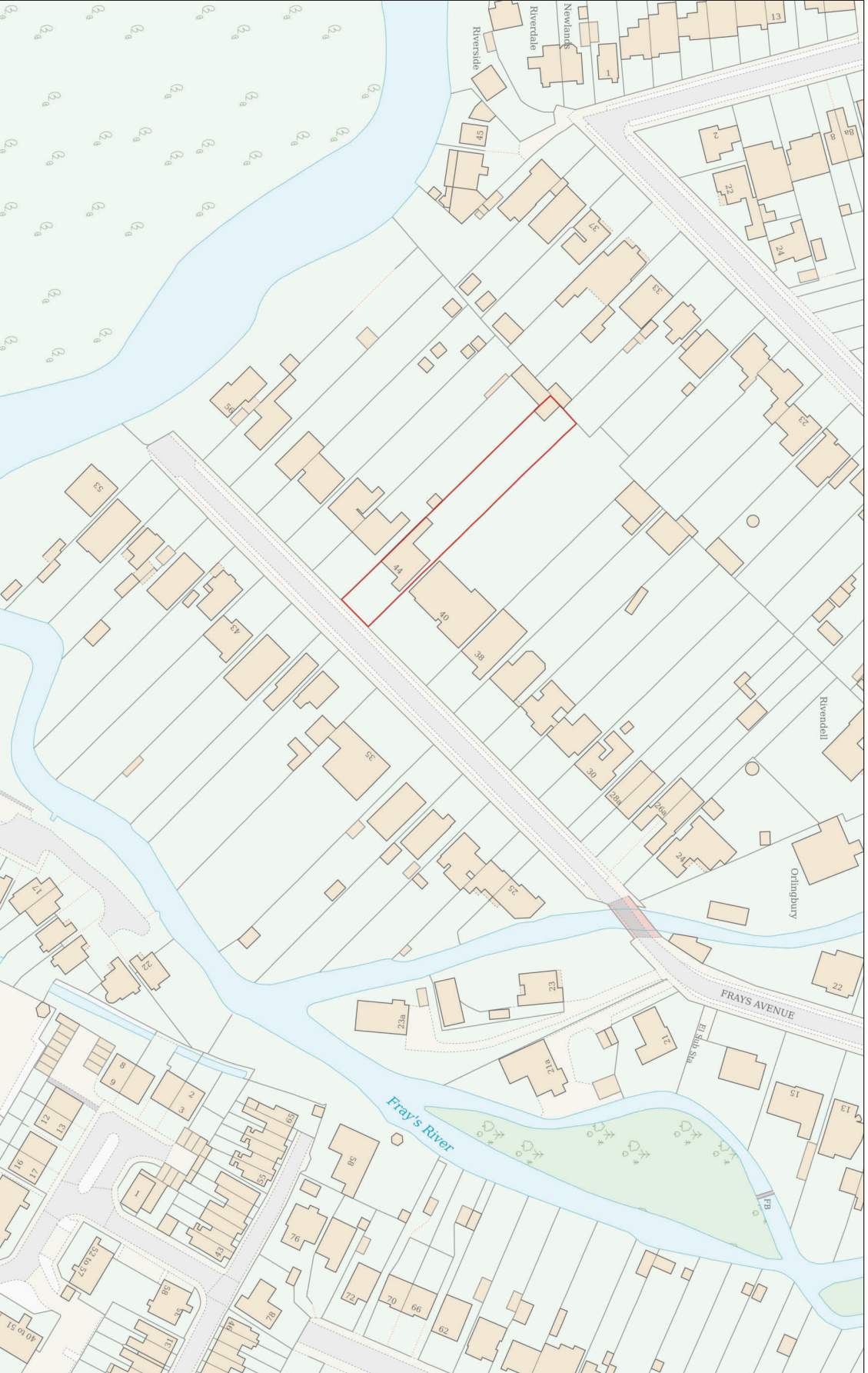
<b>KEY :</b>  Site Boundary	<b>ADDRESS :</b> 18 & 20 Wilmar Close		<b>LONDON BOROUGH OF HILLINGDON</b>  <b>RESIDENTS SERVICES</b> <b>PLANNING SECTION</b>
<b>DISCLAIMER :</b> For identification purposes only This copy has been made by or with the authority of the Head of Committee Services pursuant to section 47 of the Copyright, Designs and Patents Act 1988 (the Act). Unless the Act provides a relevant exception to copyright  © Crown copyright and database rights 2024 Ordnance Survey AC0000810857	<b>PLANNING APPLICATION REFERENCE :</b> 67410/APP/2024/2641	<b>SCALE :</b> 1:1,250	<b>CIVIC CENTRE, UXBRIDGE, UB8 1UW</b>   <b>HILLINGDON</b> LONDON
	<b>PLANNING COMMITTEE :</b>	<b>DATE :</b> 09/04/2025	

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

**Address:** 44 FRAYS AVENUE WEST DRAYTON  
**Development:** Demolition and reconstruction of new build family home.  
**LBH Ref Nos:** 35220/APP/2024/3046

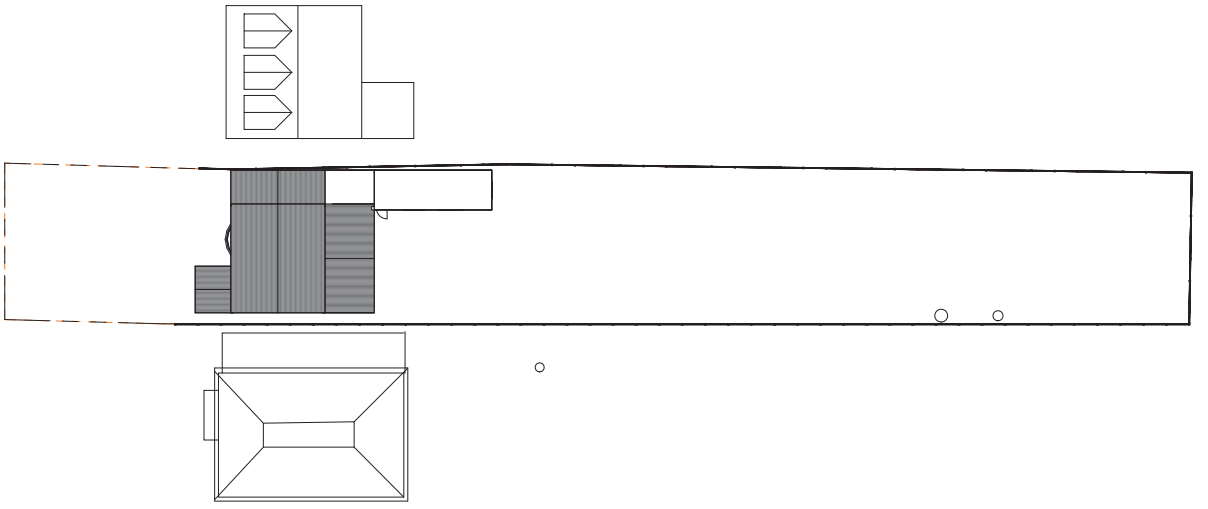
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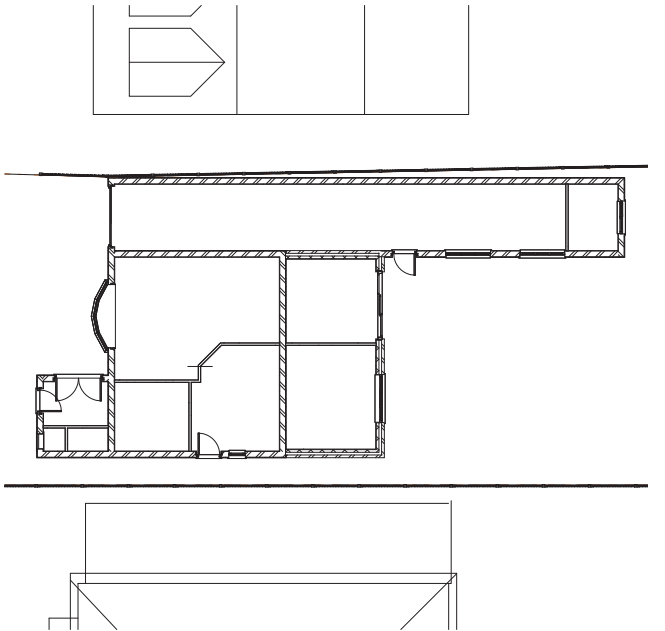


Planning Portal Reference: PP-13569715v1

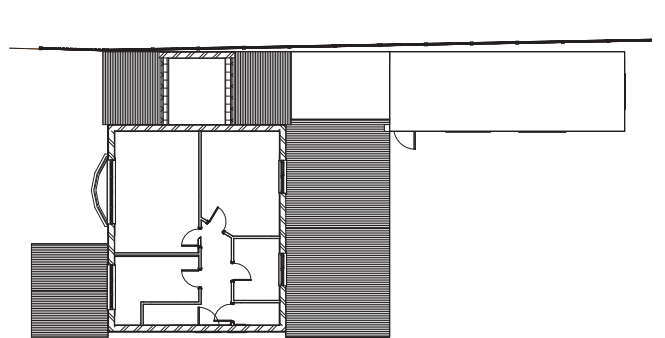




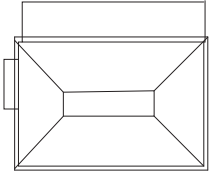
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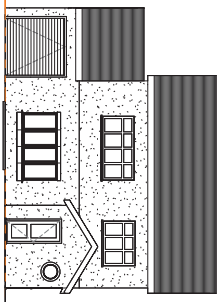
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1:100



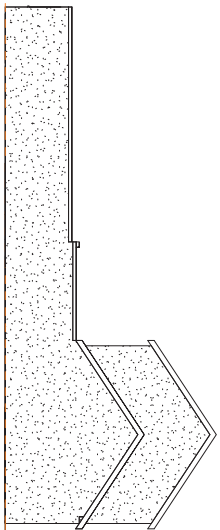
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1:100



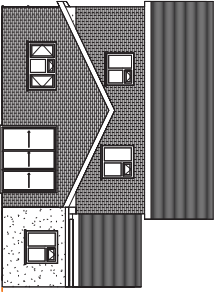
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5 Left Elevation  
1:100



7 Right Elevation  
1:100



6 Rear Elevation  
1:100

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3. All elevations are shown from the north side of the building.  
4. All elevations are shown from the north side of the building.  
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9. All elevations are shown from the north side of the building.  
10. All elevations are shown from the north side of the building.



Design | Project Management | Build  
info@originhomes.com  
www.originhomes.com

MAHRI  
44 Frays Avenue, West Droyin UB7 7AG

Existing

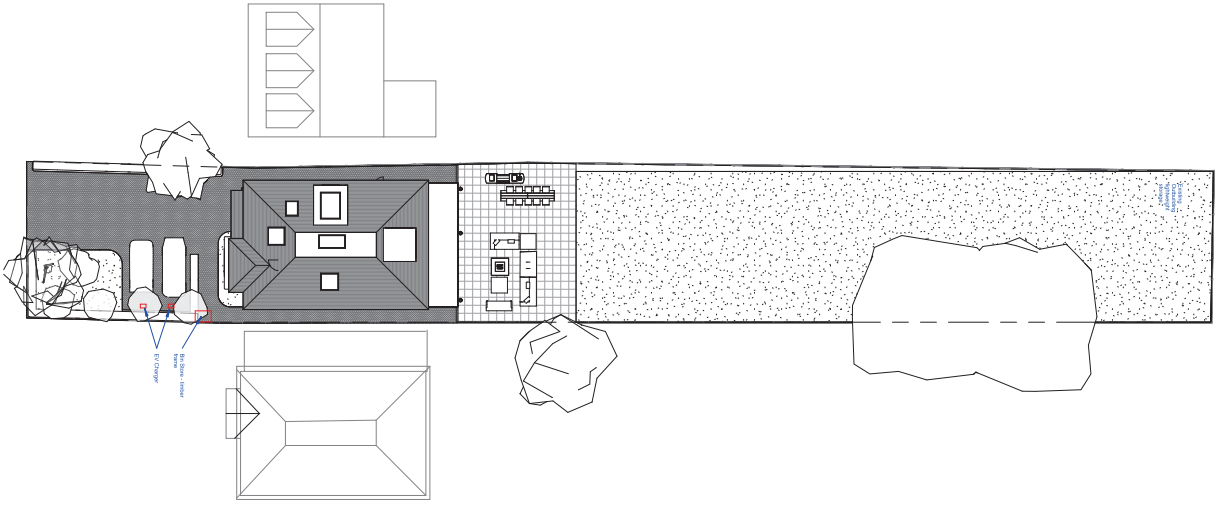
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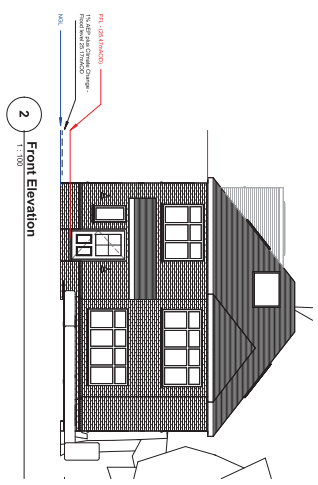
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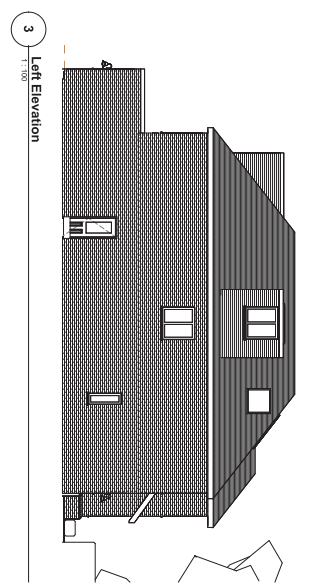




1 Site Plan  
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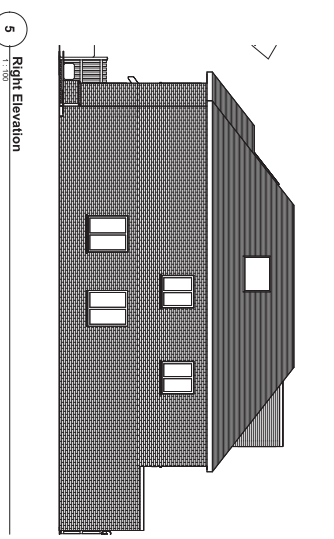
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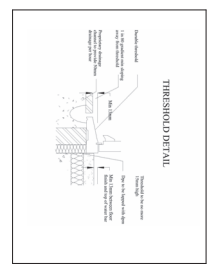
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4 Rear Elevation  
1:100



5 Right Elevation  
1:100



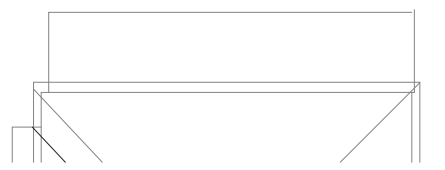
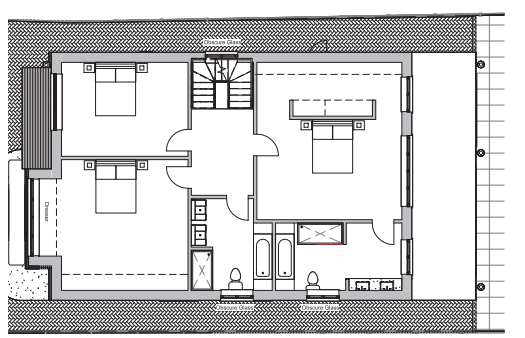
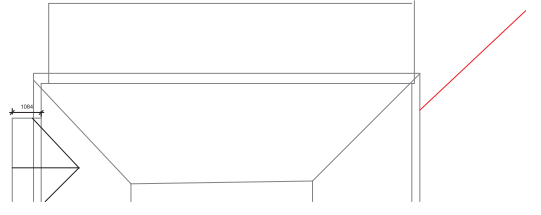
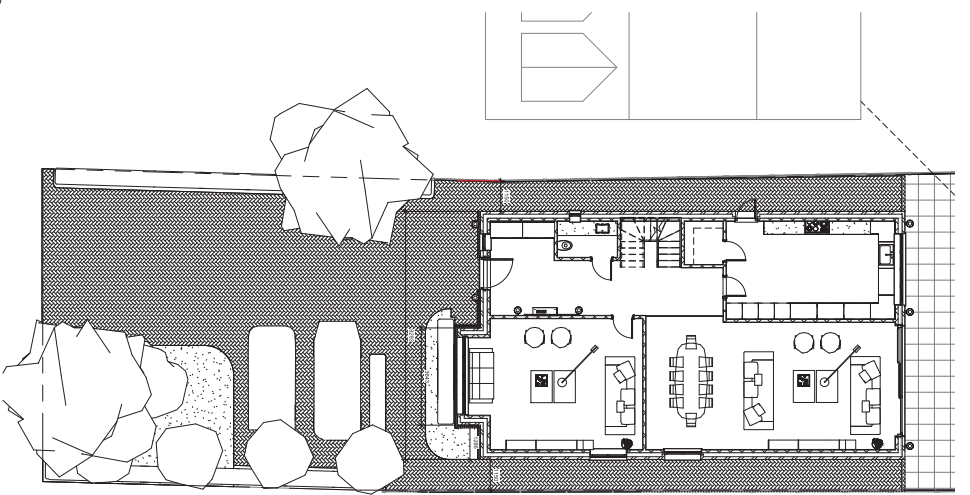
**ORIGIN**  
CUSTOM HOMES

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[info@originhomes.com](mailto:info@originhomes.com)  
[www.originhomes.com](http://www.originhomes.com)

MAHRI	44 Frays Avenue, West Dayton UB7 7AG
Proposed	A102
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	4
	5
	20
	25

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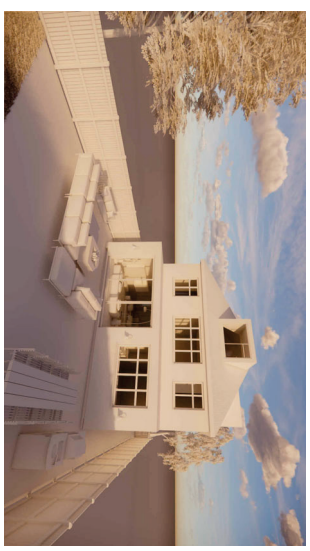


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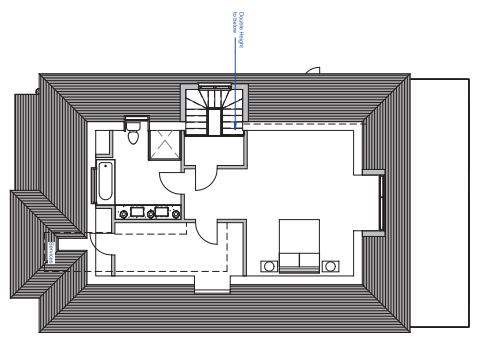
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6 Rear Perspective  
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3 Second Floor  
1:100



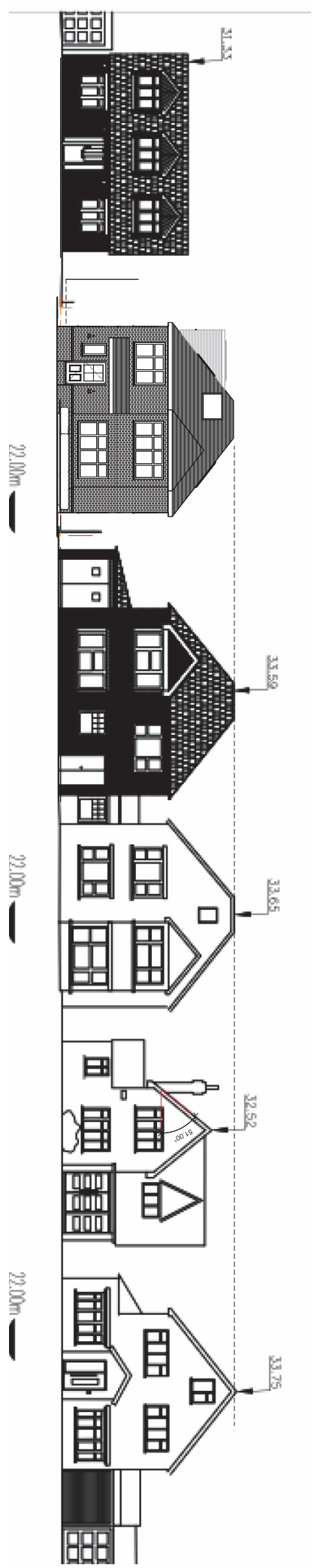
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[info@drigin.com](mailto:info@drigin.com)  
[www.drigin.com](http://www.drigin.com)

MAHRT  
 44 Frays Avenue, West Dayton UB7 7AG

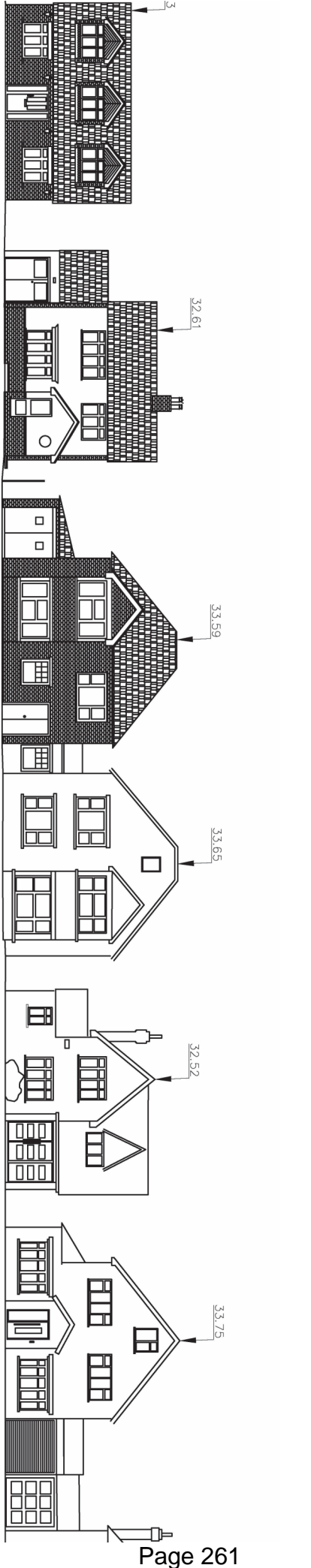
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1 Street Scene Elevation Proposed

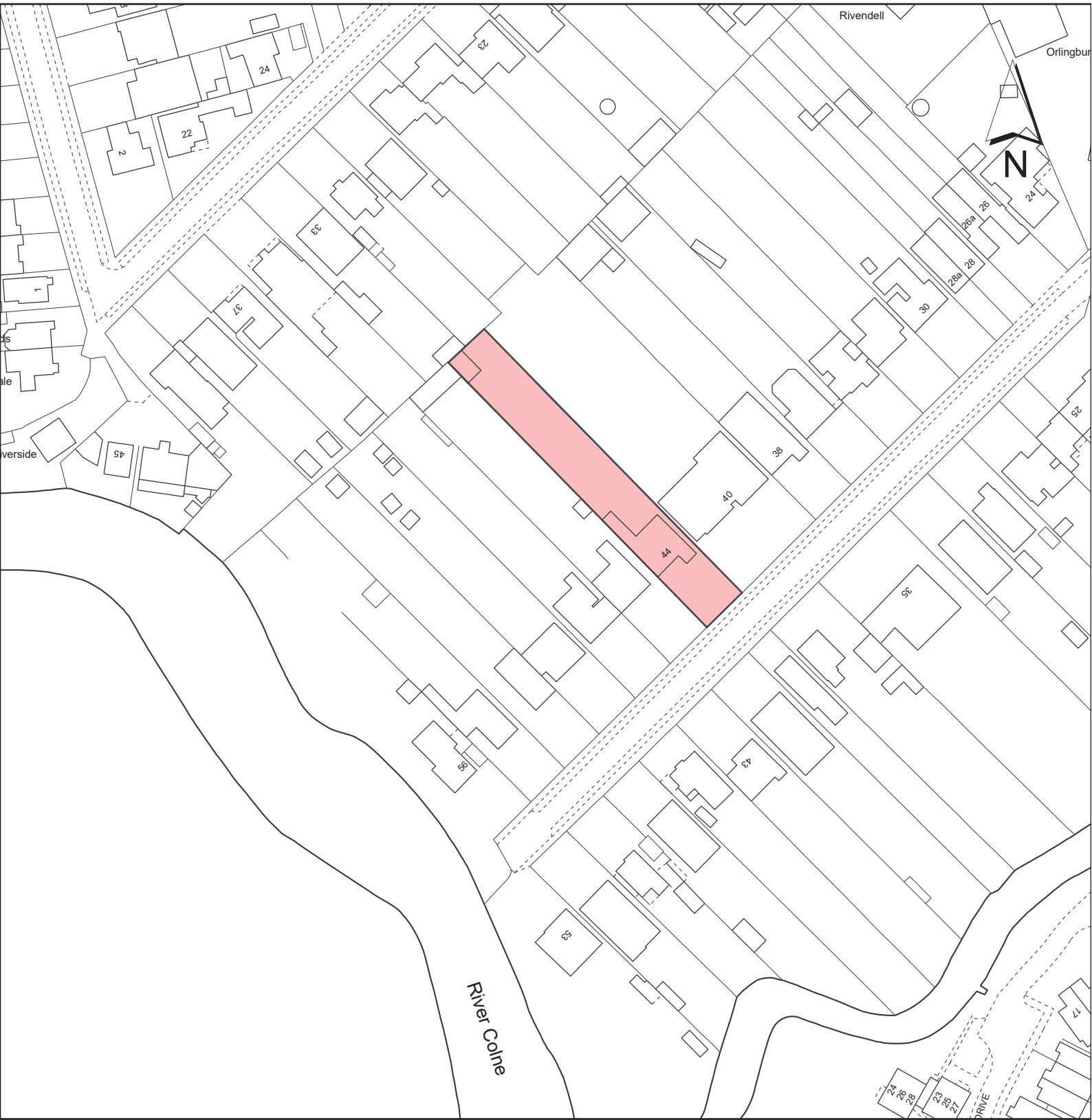




2 Street Scene Elevation Existing



Design | Project Management | Build  
 44 Frays Avenue, West Droyin UB7 7AG  
 www.oriingroup.co.uk

MAHRT	
44 Frays Avenue, West Droyin UB7 7AG	
Street Scene	
21/09/2025 10:43:19 AM	A104
Scale (mm - A1)	
1:50	1
1:100	2
1:200	3
1:300	4
1:400	5
1:500	6
1:600	7
1:700	8
1:800	9
1:900	10
1:1000	11
1:1200	12
1:1500	13
1:2000	14
1:2500	15
1:3000	16
1:4000	17
1:5000	18
1:6000	19
1:7000	20
1:8000	21
1:9000	22
1:10000	23
1:12000	24
1:15000	25
1:20000	26
1:25000	27
1:30000	28
1:40000	29
1:50000	30



<b>KEY :</b>  Site Boundary	<b>ADDRESS :</b> 44 Frays Avenue		<b>LONDON BOROUGH OF HILLINGDON</b> <b>RESIDENTS SERVICES</b> <b>PLANNING SECTION</b>
<b>DISCLAIMER :</b> For identification purposes only This copy has been made by or with the authority of the Head of Committee Services pursuant to section 47 of the Copyright, Designs and Patents Act 1988 (the Act). Unless the Act provides a relevant exception to copyright © Crown copyright and database rights 2024 Ordnance Survey AC0000810857	<b>PLANNING APPLICATION REFERENCE :</b> 35220/APP/2024/3046	<b>SCALE :</b> 1:1,250	<b>CIVIC CENTRE, UXBRIDGE, UB8 1UW</b>
	<b>PLANNING COMMITTEE :</b> Page 262	<b>DATE :</b> 09/04/2025	

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

**Address:**

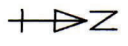
10 FRAYS AVENUE WEST DRAYTON

**Development:**

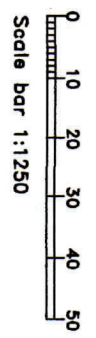
Erection of a single storey rear extension, amendments to side extension roof, extension to existing loft conversion including extension of roof to the rear and formation of crown roof, enlargement of rear dormer window, and installation of 2no. side facing roof lights, and addition of render and insulation to external walls (amended description)

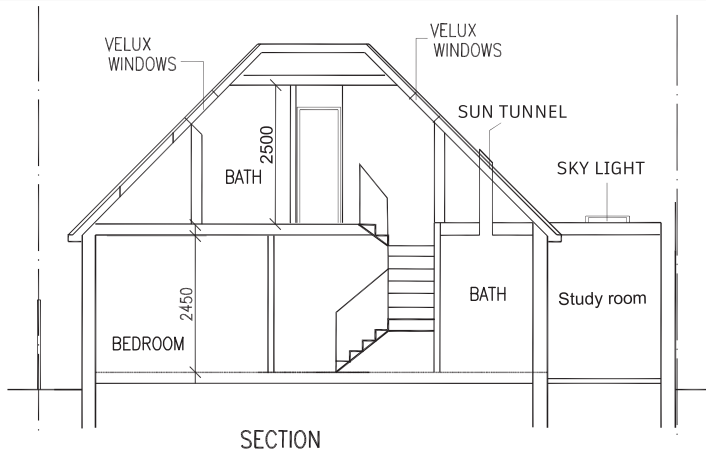
**LBH Ref Nos:**

5235/APP/2025/188

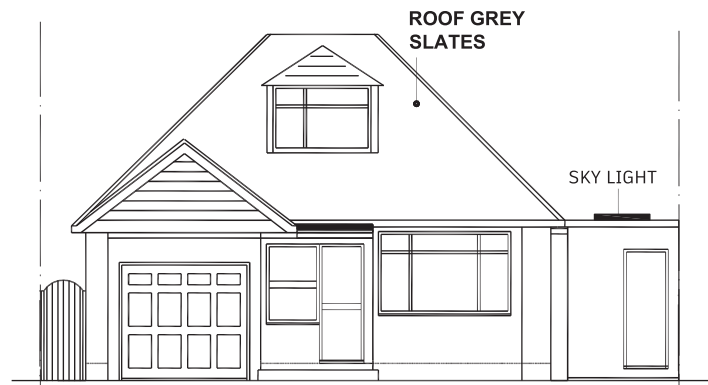


LOCATION PLAN  
 10 FRAYS AVENUE  
 WEST DRAYTON  
 MIDDLESEX UB7 7AF  
 SCALE 1:1250





SECTION



PROPOSED FRONT ELEVATION



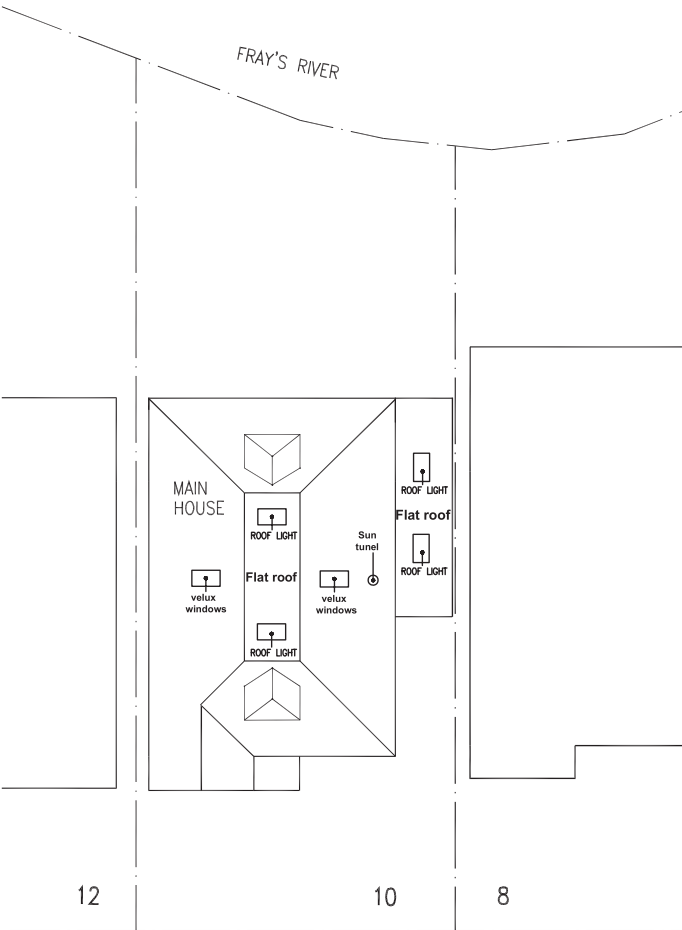
EXISTING FRONT ELEVATION



PROPOSED REAR ELEVATION

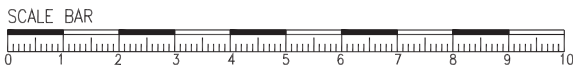


EXISTING REAR ELEVATION



SITE PLAN  
SCALE:1/200

FRAYS AVENUE



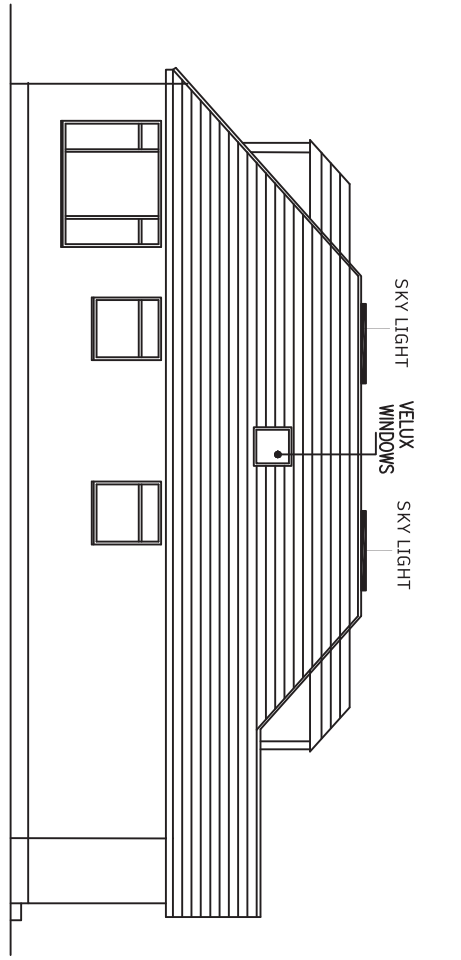
Project  
**PROPOSED PART REAR EXTENSION,  
 CREATING PITCHED ROOF WITH A FLAT TOP,  
 CREATE A HABITABLE LOFT SPACE,  
 10 FRAYS AVENUE, WEST DRAYTON, UB7 7LH**  
 Page 265

Drawing  
**Front & Back Elevations,  
 Section & Site Plan**

Scale  
 1/100,200@A3

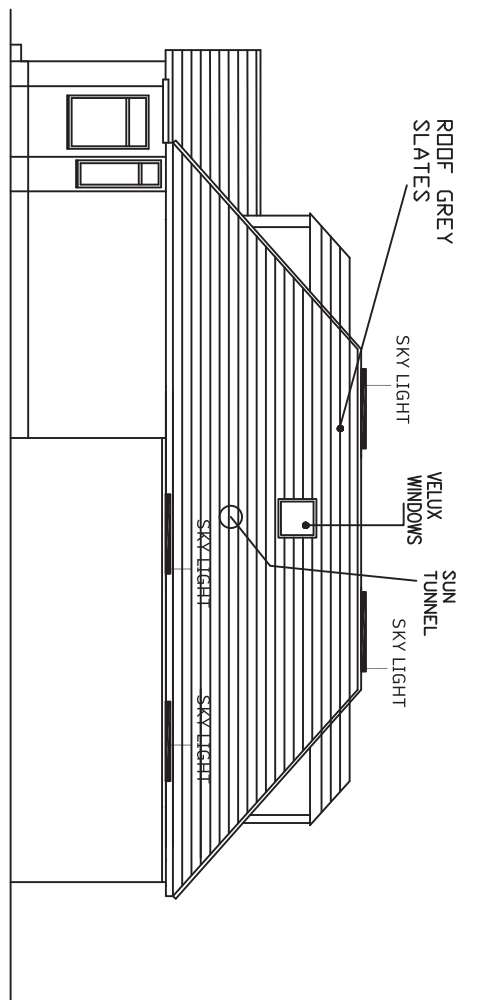
Date  
**January 2025**  
 Drawn

Drawing No.  
**001 / Rev D**

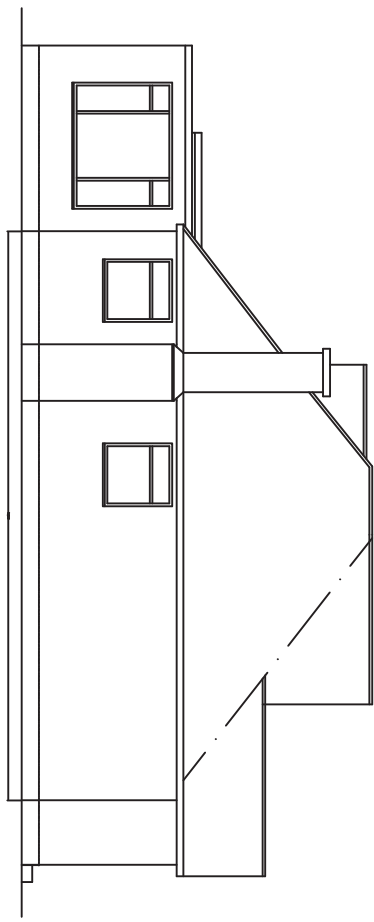


SIDE ELEVATION

PROPOSED

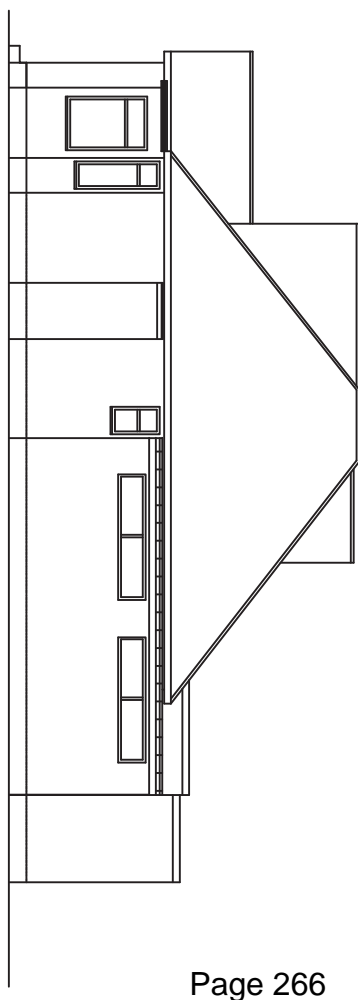


SIDE ELEVATION

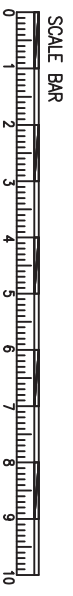


SIDE ELEVATION

EXISTING



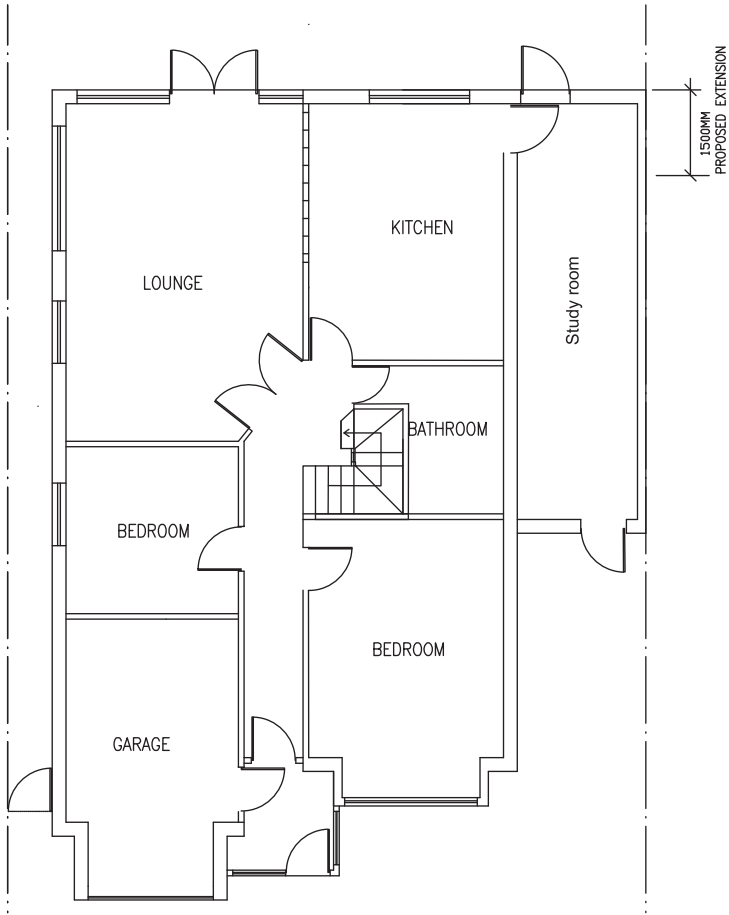
SIDE ELEVATION



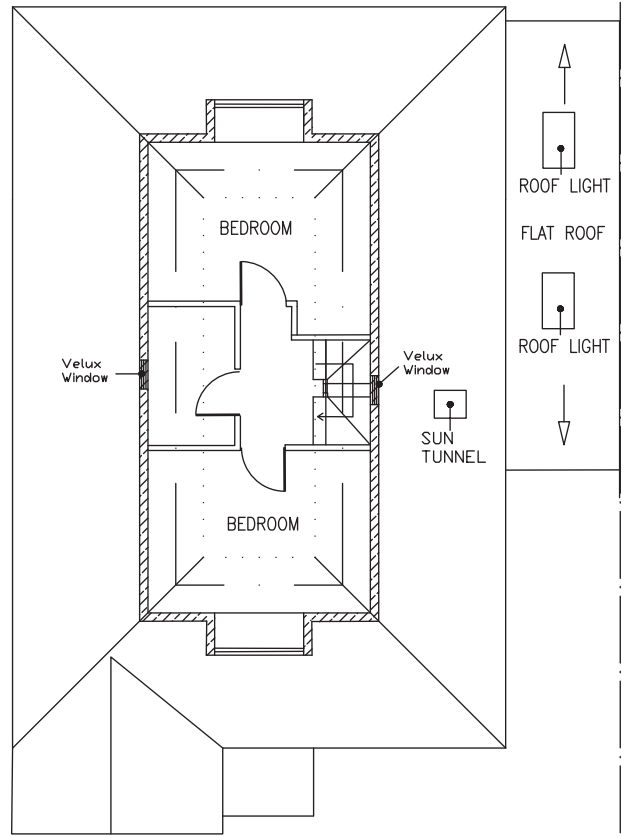
Project  
PROPOSED PART REAR EXTENSION,  
CREATING PITCHED ROOF WITH A FLAT TOP,  
CREATE A HABITABLE LOFT SPACE,  
10 FRAYS AVENUE, WEST DRAVTON, UB7 7LH

Drawing  
Side Elevations  
Scale  
1/100@A3  
Date  
January 2025  
Drawing No.  
002 / Rev D

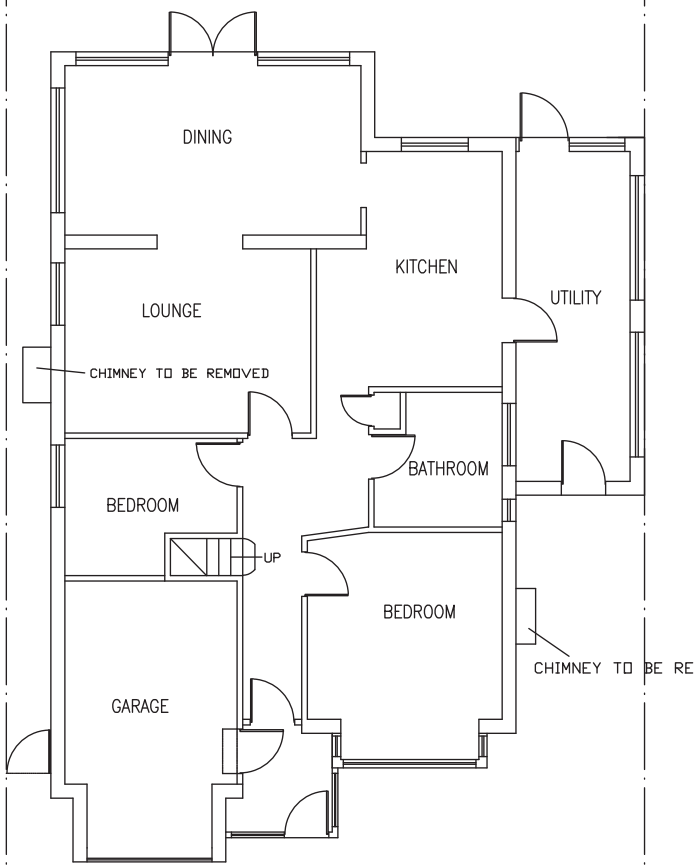
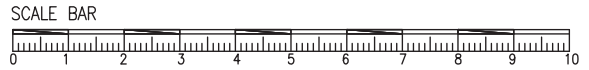




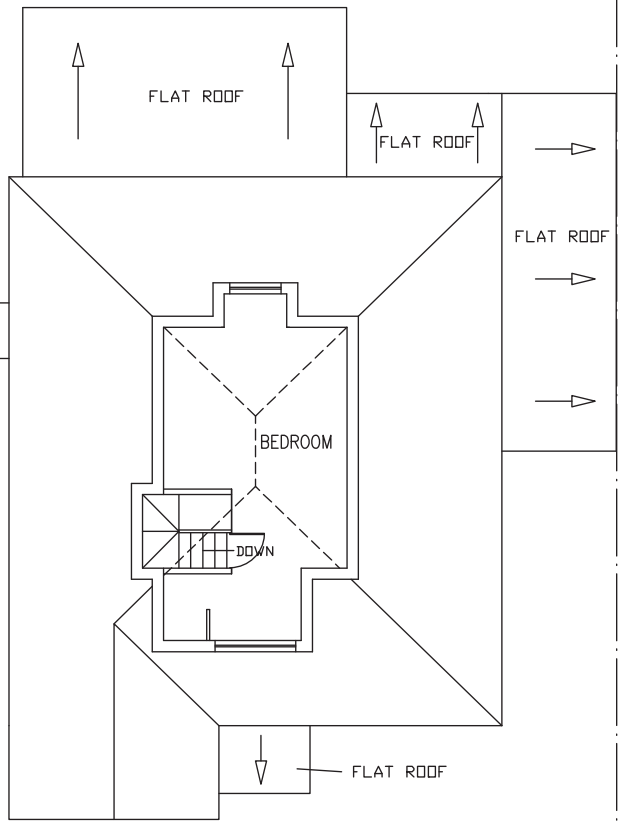
GROUND FLOOR PLAN PROPOSED



LOFT FLOOR PLAN



GROUND FLOOR PLAN EXISTING

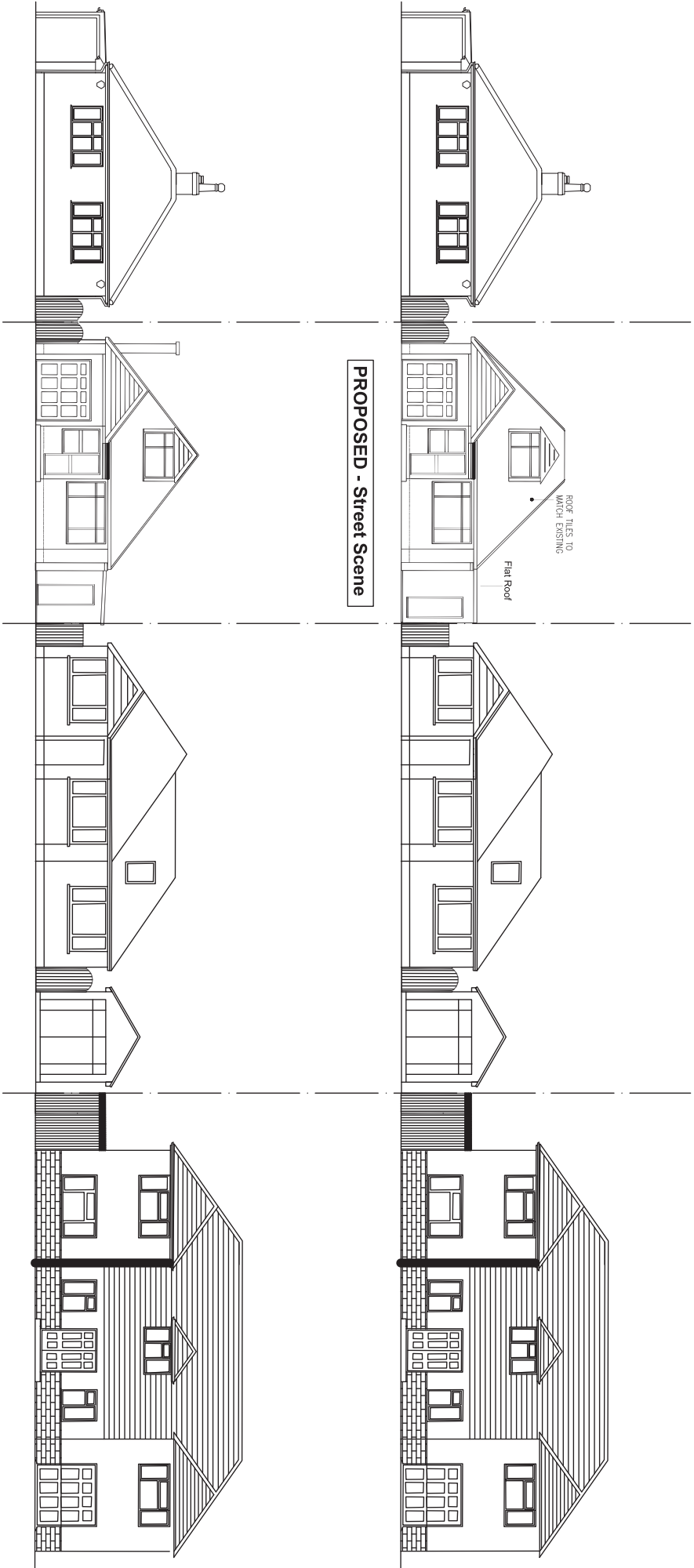


LOFT FLOOR PLAN

Project  
**PROPOSED PART REAR EXTENSION,  
 CREATING PITCHED ROOF WITH A FLAT TOP,  
 CREATE A HABITABLE LOFT SPACE,  
 10 FRAYS AVENUE, WEST PRAYTON, UB7 7LH**

Drawing  
**FLOOR PLANS**

Scale 1/100 @A3	Date March 2025 Drawn	Drawing No. 003 / Rev C
--------------------	-----------------------------	----------------------------

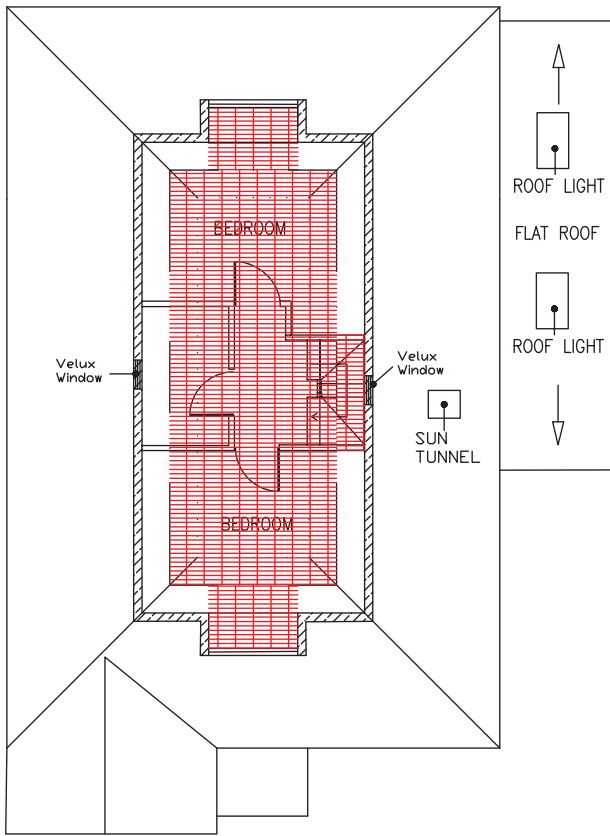


**PROPOSED - Street Scene**

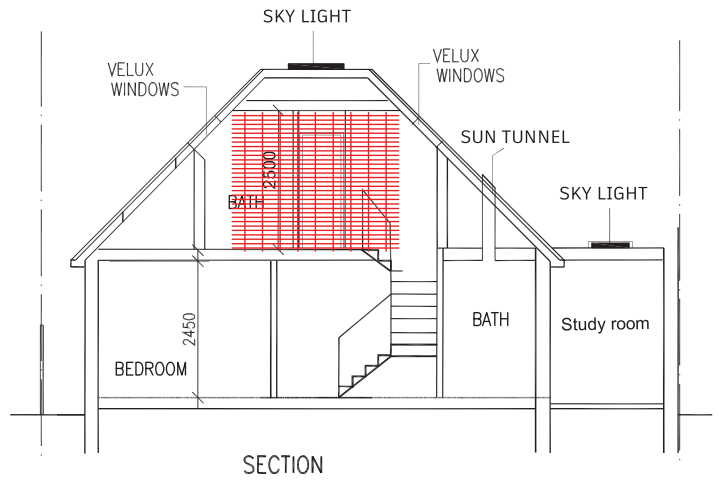
**EXISTING - Street Scene**



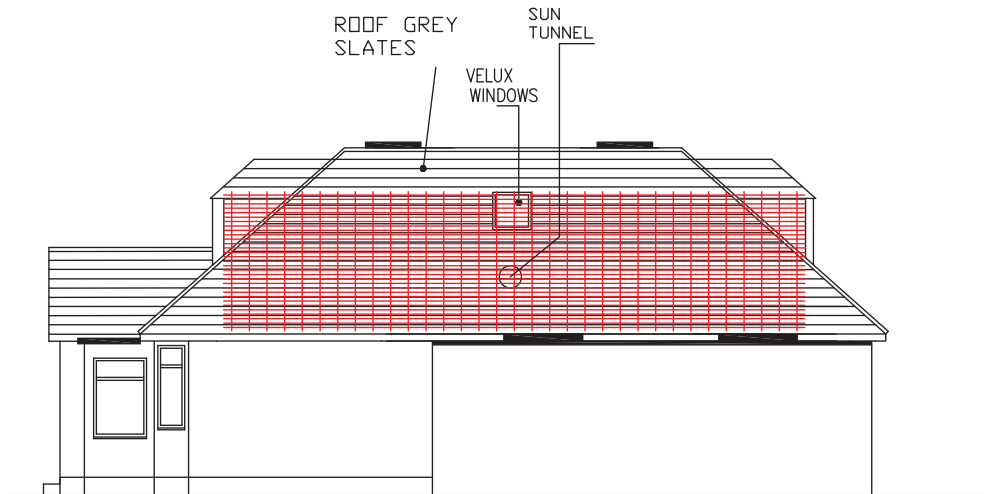
<b>Project</b>			
PROPOSED PART REAR EXTENSION, CREATING PITCHED ROOF WITH A FLAT TOP, CREATE A HABITABLE LOFT SPACE, 10 FRAVYS AVENUE, WEST DRAVTON, UB7 7LH			
<b>Drawing</b>		Street Scene (Existing & Proposed)	
Scale	1 / 100 @ A3	Date	March 2025
Drawing No.	004 / Rev A		



LOFT FLOOR PLAN

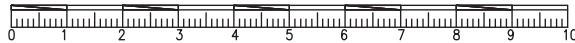


SECTION



SIDE ELEVATION

SCALE BAR



Project  
 PROPOSED PART REAR EXTENSION,  
 CREATING PITCHED ROOF WITH A FLAT TOP,  
 CREATE A HABITABLE LOFT SPACE,  
 10 FRAYS AVENUE WESTRAYTON, UB7 7LH



Drawing  
 Floor Plan & Section of loft area where floor to ceiling height is 2.5m

Scale  
 1/100 @A3

Date  
 March 2025  
 Drawn

Drawing No.  
 005 / Rev B



<b>KEY :</b>  Site Boundary	<b>ADDRESS :</b> 10 Frays Avenue		<b>LONDON BOROUGH OF HILLINGDON</b>  <b>RESIDENTS SERVICES</b> <b>PLANNING SECTION</b>
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<b>PLANNING COMMITTEE :</b> Page 270		<b>DATE :</b> 09/04/2025	

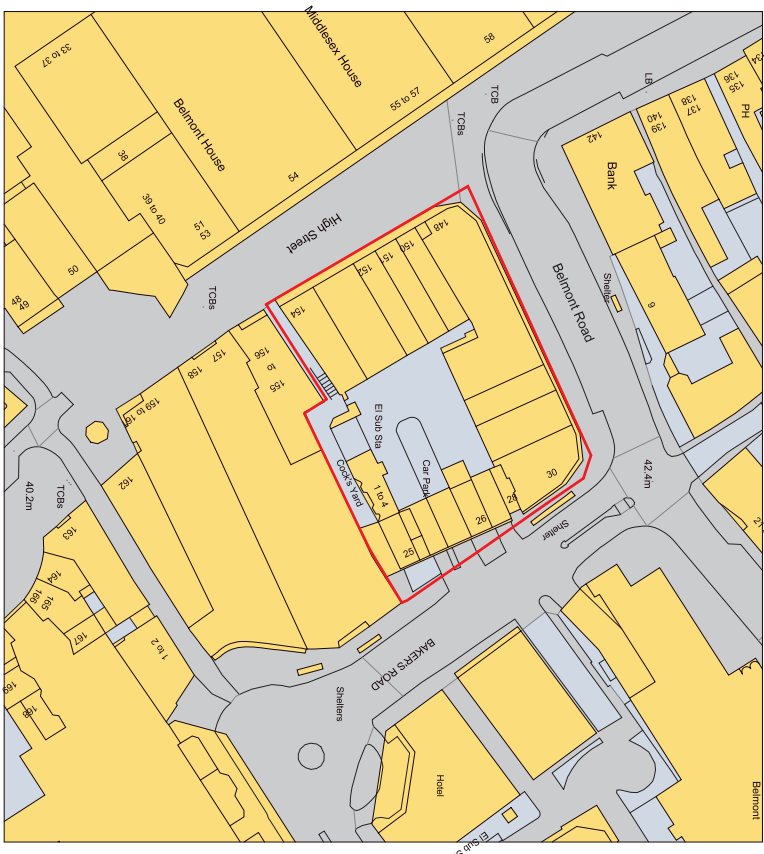
**Report of the Head of Development Management and Building Control**

**Address:** 148 – 154 High Street, Uxbridge

**Development:** Demolition of existing buildings and construction of a mixed-use development comprising a hotel (Use Class C1), residential co-living accommodation (Class Sui Generis), and commercial floorspace (Use Class E) and ancillary work, including public realm improvements, a new pocket park, basement parking, and associated infrastructure.

**LBH Ref Nos:** 78696/APP/2024/867





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Project: 2024.03.10 - Planning/Name Rev: 2/24 By: Description

148-154 Uxbridge High Street, UB8 3JY, Hillingdon

Drawing Title: SITE LOCATION PLAN

Project Status: PLANNING

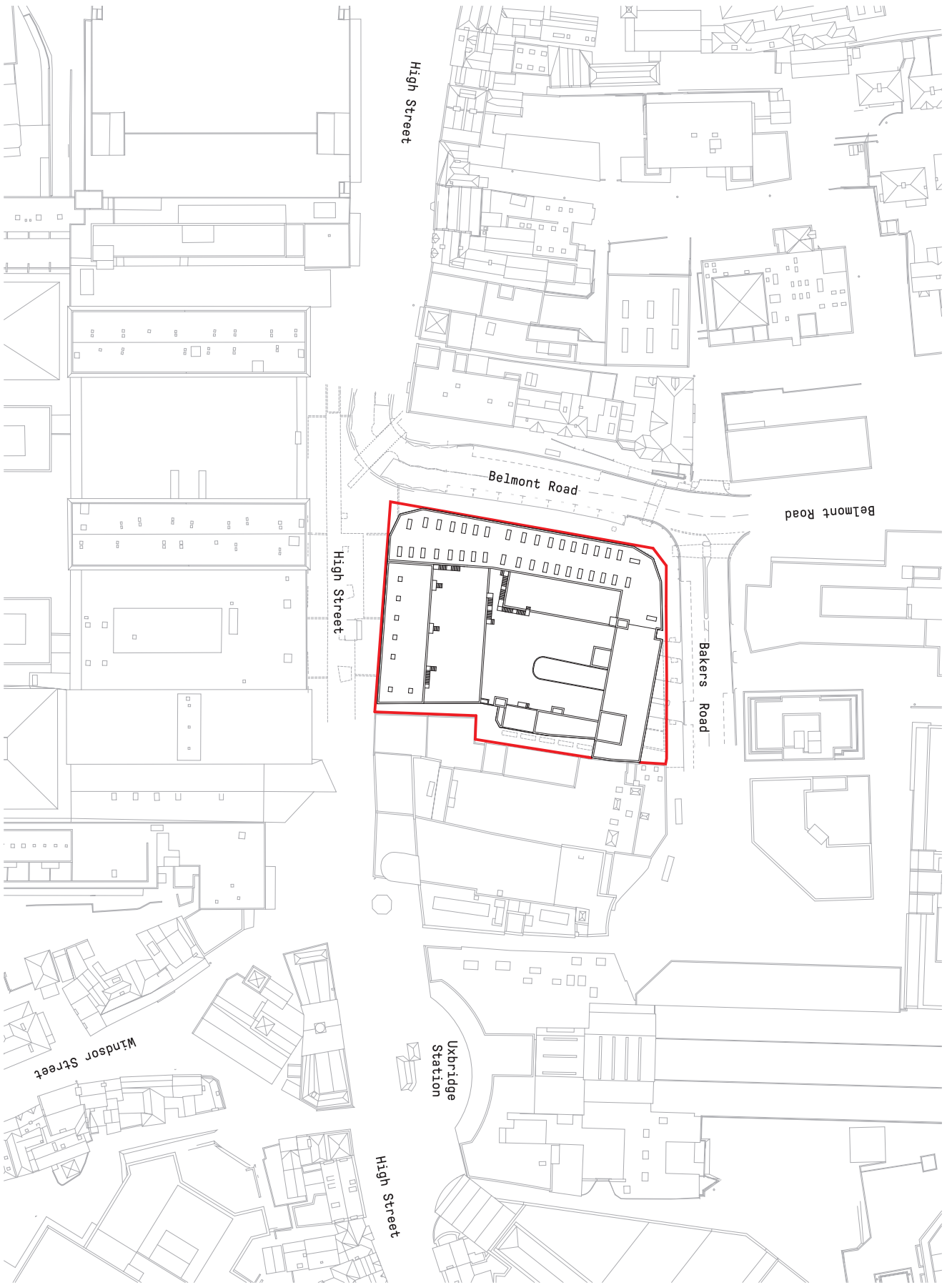
DNA | REAL ESTATE  
**MODA**

Client: DNA (UXBRIDGE) UXB LTD  
Contract Number: P23-110  
Scale: 1 : 1250

Date: 28/03/2024  
Drawing Number: 000100  
Revision: -  
Drawn By: DJ  
Checked By: AD

Drawing Number: CGL-Z0-ZZ-DR-A-000100  
28A Easton St, Exmouth Market, London WC1X 0DS  
020 7539 1200  
www.cguk.com





2024/25, 10 Riverside  
 Rev. 28  
 Rev. 29 By Description

Project  
 148-154 Uxbridge High Street  
 UB8 3Y, Hillingdon

**EXISTING CONTEXT SITE PLAN**

Prepared For  
**PLANNING**

Client  
**DNA | REAL ESTATE**

**MODA**  
 DNA (UXBRIDGE) LTD  
 UX8

Project Number  
**P23-110**

Date  
**28/03/2024**

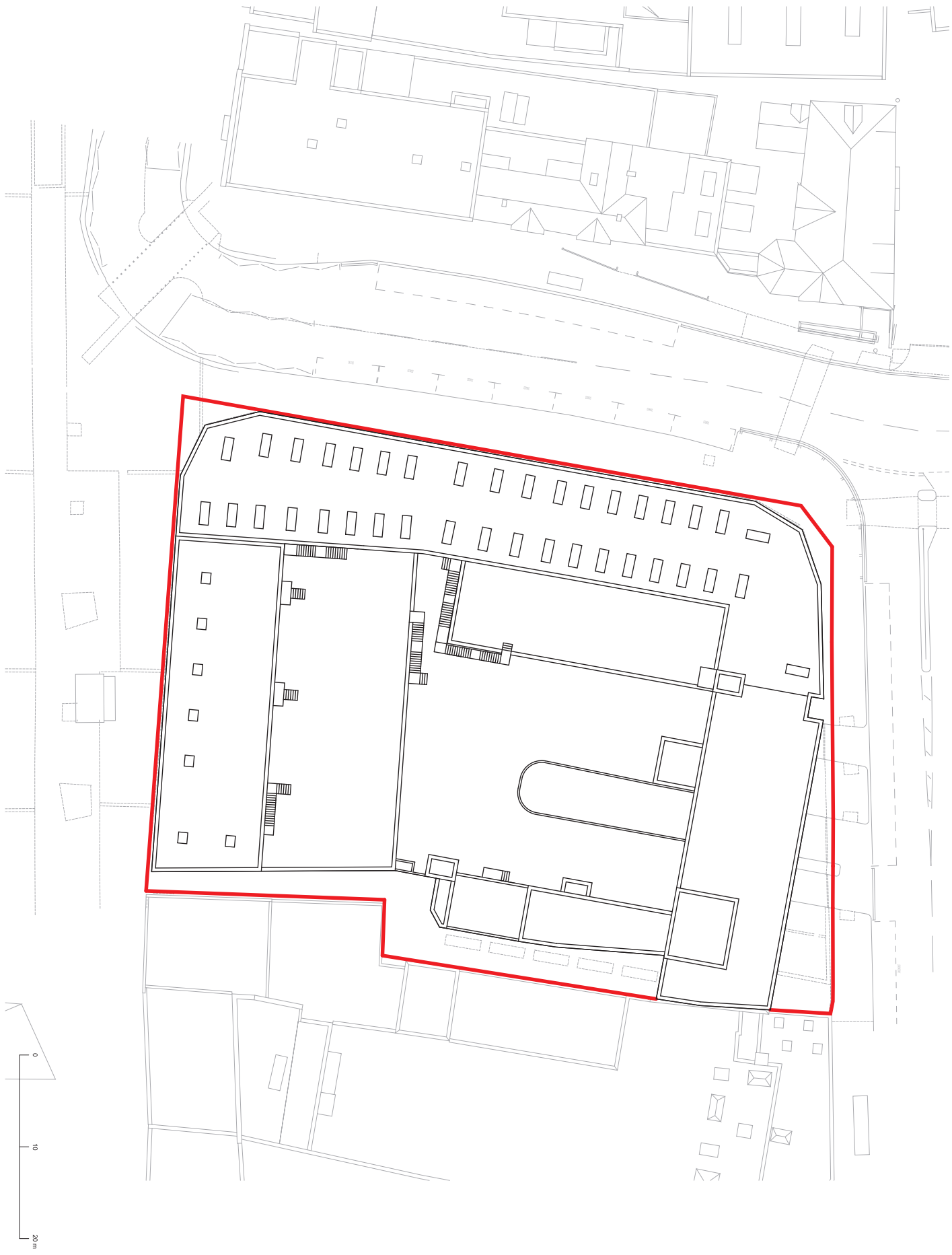
Drawn/Checked/Reviewed  
**000101**

Project Number  
**UX8-051-20-22-04-A-000101**

284 Euston St, Epsom, Surrey, Middlesex, London WXX 0DS  
 020 7539 1200  
 www.dgk.com







2024/25 AD Remodelling  
Rev. 28  
By: Remodelling

Project  
148-154 Uxbridge High Street,  
UB8 3YJ, Hillingdon

Existing Site  
EXISTING SITE PLAN

Prepared For  
PLANNING

DNA | REAL  
ESTATE

Client  
MODA

Company Name  
DNA (UXBRIDGE) LTD

Project Number  
P23-110

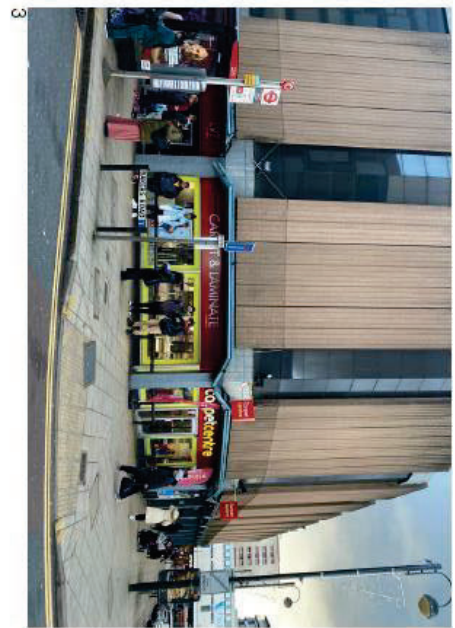
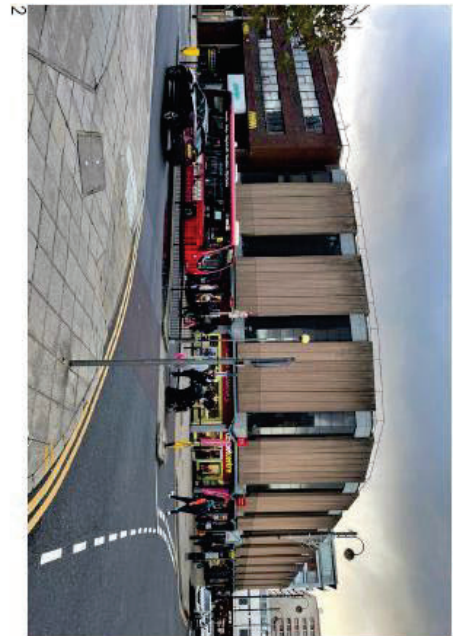
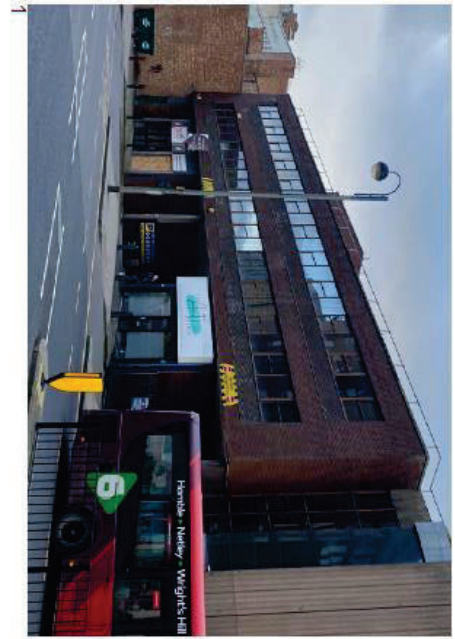
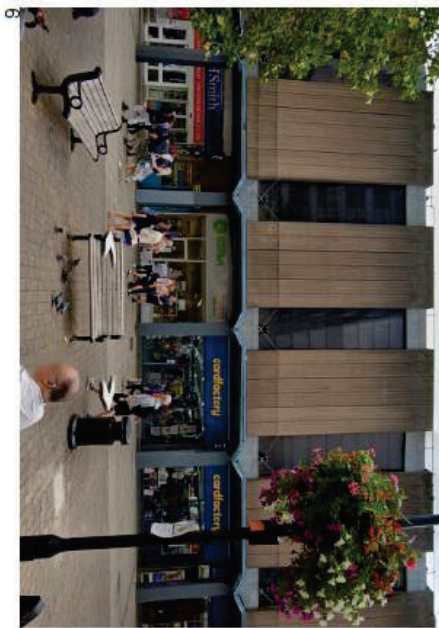
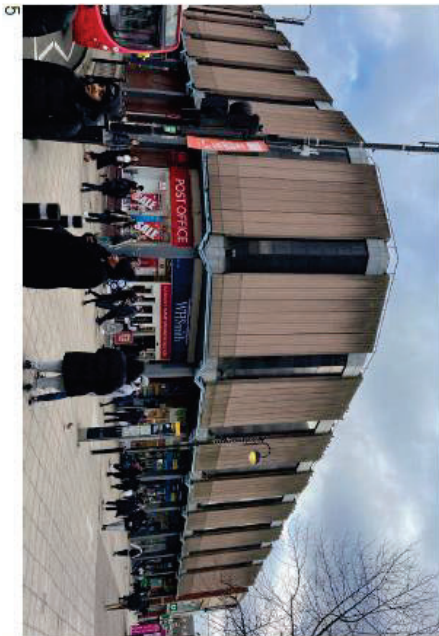
Date  
28/03/2024

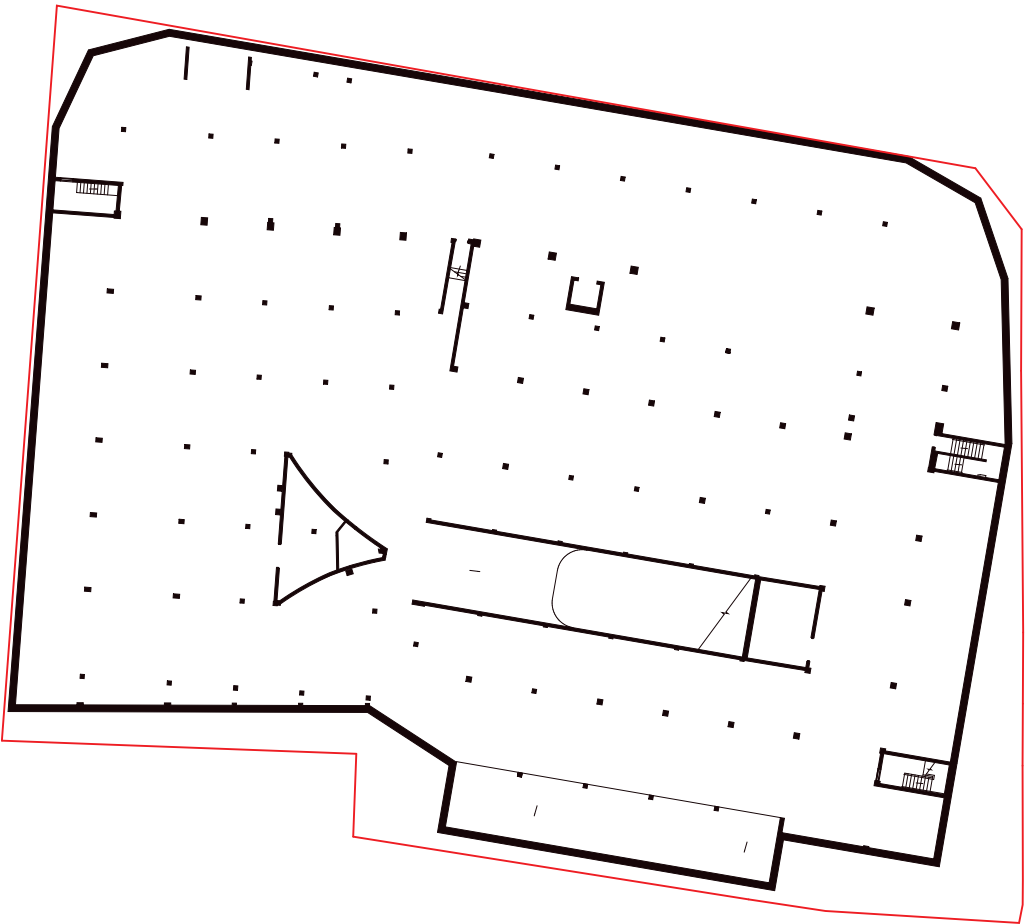
Drawing Number  
000102

Drawing Name  
LXB-CGL-20-22-DR-A-000102

28A Foston St, Epsom, Surrey, Middlesex, London WXX 0DS  
020 7539 1200  
www.dnareal.com







2024.05.10  
Rev 20  
By: [Signature]

148-154 Uxbridge High Street,  
UB8 3YJ, Hillingdon

EXISTING BASEMENT PLAN

PROPOSED  
PLANNING

Client Logo

DNA | REAL  
ESTATE

**MODA**

Client: DNA (UXBRIDGE) LTD

Contract Number: UX8

Project Number: P23-110

Scale: 1 : 200

Date: 28/03/2024

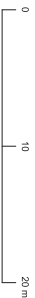
Drawn By: AD

Drawing Number: 0101B1

Revision: -

Formal Number: UX8-CGL-20-81-DR-A-0101B1

28A Easton St, Epsom, Surrey, Middlesex, London WOX 0DS  
020 7539 1200  
www.dnarealestate.com



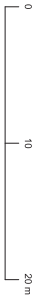


2024.05.10  
 Rev 28  
 By: [Name]  
 148-154 Uxbridge High Street  
 UB8 3YJ, Hillingdon

EXISTING  
 EXISTING GROUND FLOOR PLAN  
 PROPOSITION  
 PLANNING  
 EXISTING

DNA | REAL  
 ESTATE

**MODA**  
 DNA (UXBRIDGE) LTD  
 LXB  
 Project Number: P23-110  
 Scale: 1 : 200  
 Date: 28/03/2024  
 Drawing Number: 010100  
 Revision: -  
 Drawing Number: LXB-CGL-20-00-DR-A-010100  
 28A Easton St, Epsom, Surrey, Middlesex, London WXX 0DS  
 020 7539 1200  
 www.dnareal.com





2024.05.10  
 Rev 28  
 By Description

148-154 Uxbridge High Street,  
 UB8 3YJ, Hillingdon

**EXISTING FIRST FLOOR PLAN**

Project Name  
**PLANNING**

Client  
**DNA | REAL ESTATE**

**MODA**

Client  
 DNA (UXBRIDGE) LTD  
 LXB

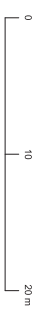
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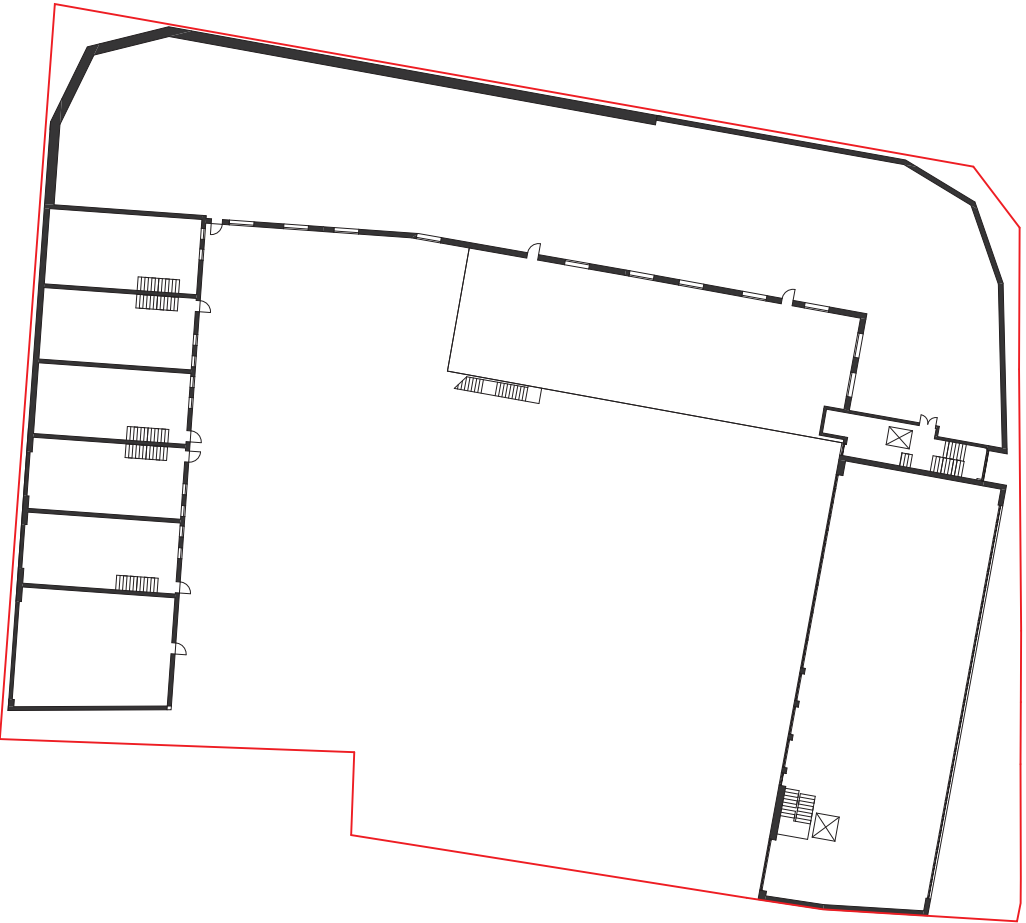
Date  
 28/03/2024

Drawing Number  
 010101

Drawing Number  
 LXB-CG1-20-01-DR-A-010101

28A Euston St, Epsom, Surrey, Middlesex, London WXX 0DS  
 020 7539 1200  
 www.gkl.com





2024.05.10  
 Rev 20  
 By: [Name]  
 148-154 Uxbridge High Street  
 UB8 3YJ, Hillingdon

EXISTING SECOND FLOOR PLAN

PROPOSED PLANNING

DNA | REAL ESTATE

MODA

Client: DNA (UXBRIDGE) LTD  
 Project Name: UX8

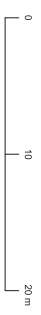
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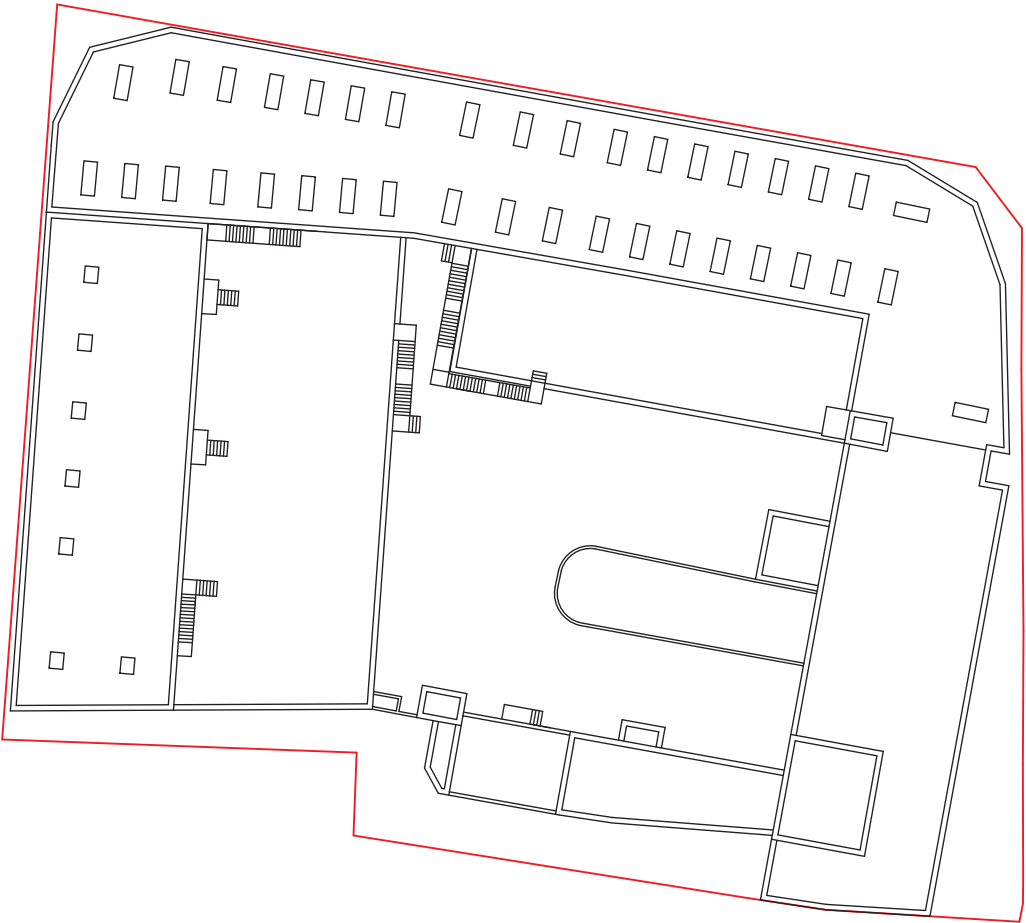
Date: 28/03/2024  
 Drawing Name: DU AD

010102

Drawing Number: UX8-CG1-20-02-DR-A-010102

28A Easton St, Epsom, Surrey, Middlesex, London WXX 0DS  
 020 7539 1200  
 www.dgk.com





2024.05.10  
Rev 28  
By: [Name]

Project:  
148-154 Lixbridge High Street,  
UB8 3YJ, Hillingdon

Existing  
EXISTING ROOF PLAN

Proposed  
PLANNING

DNA | REAL  
ESTATE

**MODA**

Client: DNA (UXBRIDGE) LTD  
Company Number: LXB

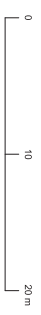
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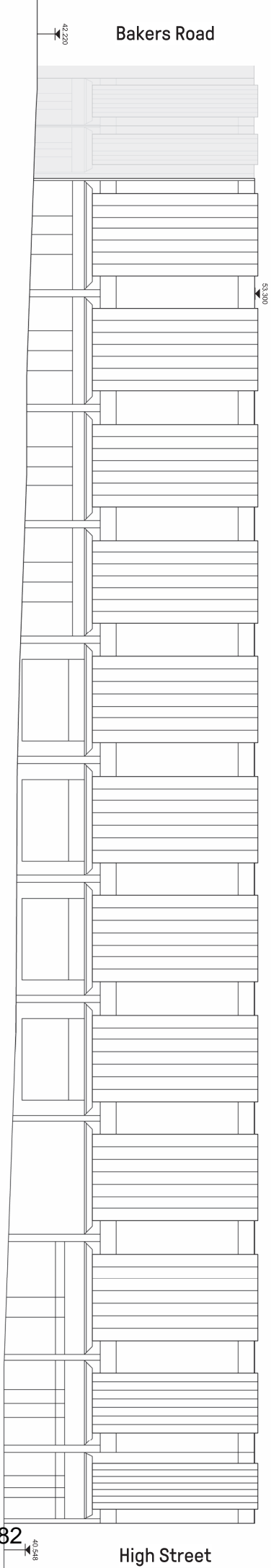
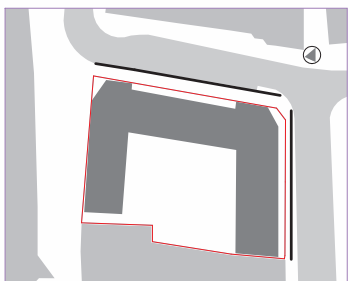
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Drawn: DJ  
Checked: AD

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Revision: -

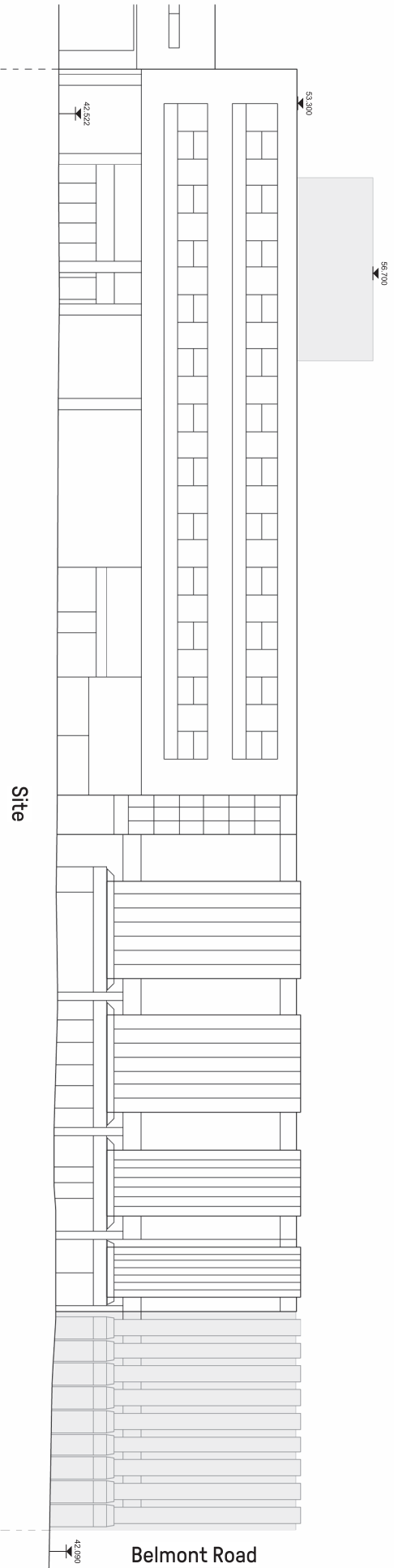
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28A Easton St, Epsom, Surrey, London WOX 0DS  
020 7539 1200  
www.dnareal.com





1 North Elevation - Existing  
1:100



2 East Elevation - Existing  
1:100

2024.05.10  
Rev: 28  
By: [Redacted]  
Project: 148-154 Uxbridge High Street  
UB8 3YJ, Hillingdon

EXISTING ELEVATIONS  
PLANNING

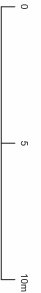
DNA | REAL ESTATE

MODA

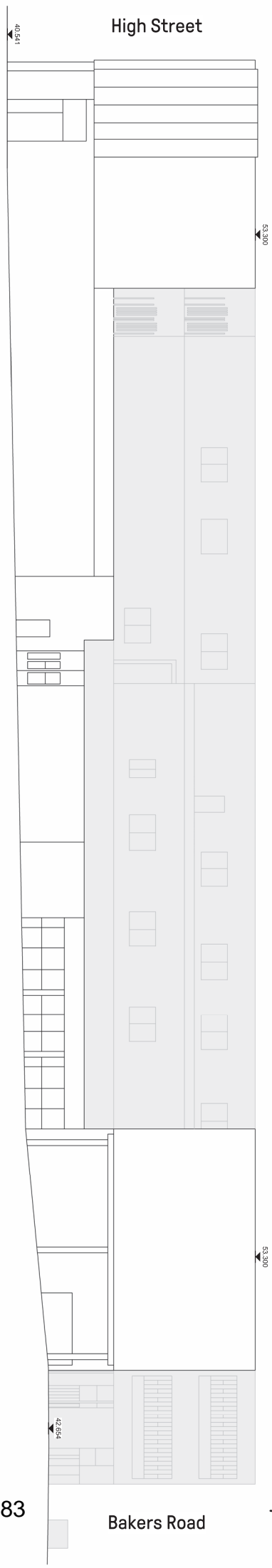
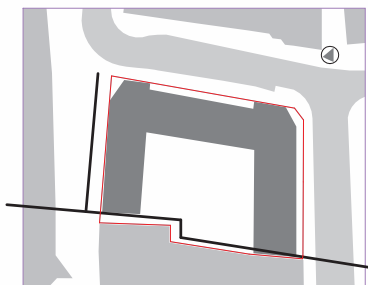
Client: DNA (UXBRIDGE) LTD  
Project Number: P23-110  
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Date: 28/03/2024  
Drawing Number: 020100

Scale: A1  
Date: 28/03/2024  
Drawing Number: 020100

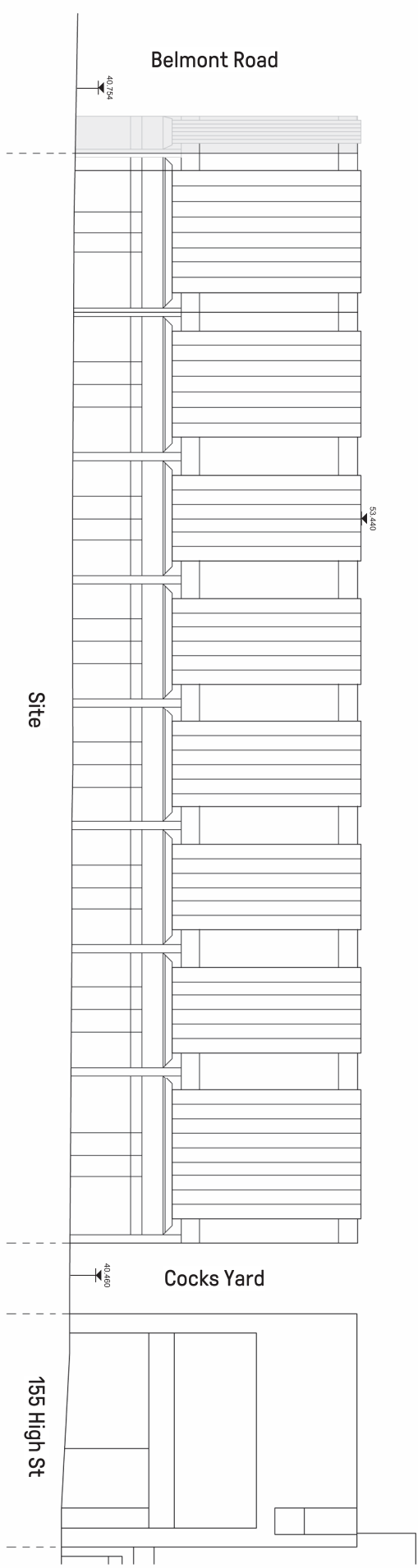
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28A Easton St, Epsom, Surrey, London WXX 0DS  
020 7539 1200  
www.gslk.com



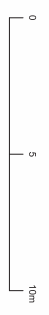




2 Cocks Yard Elevation - Existing  
1:100



1 West Elevation - Existing  
1:100



202405\_02\_Renovation  
Rev: 28  
By: Dan Robinson

Project:  
148-154 Lixbridge High Street,  
UB8 3YX, Hillingdon

EXISTING ELEVATIONS  
Project Name

Project Name

Client Name

DNA | REAL  
ESTATE

**MODA**

Client: DNA (UXBRIDGE) LTD  
Company Number: UX8

Project Number: P23-110  
Scale: A1  
1 : 100

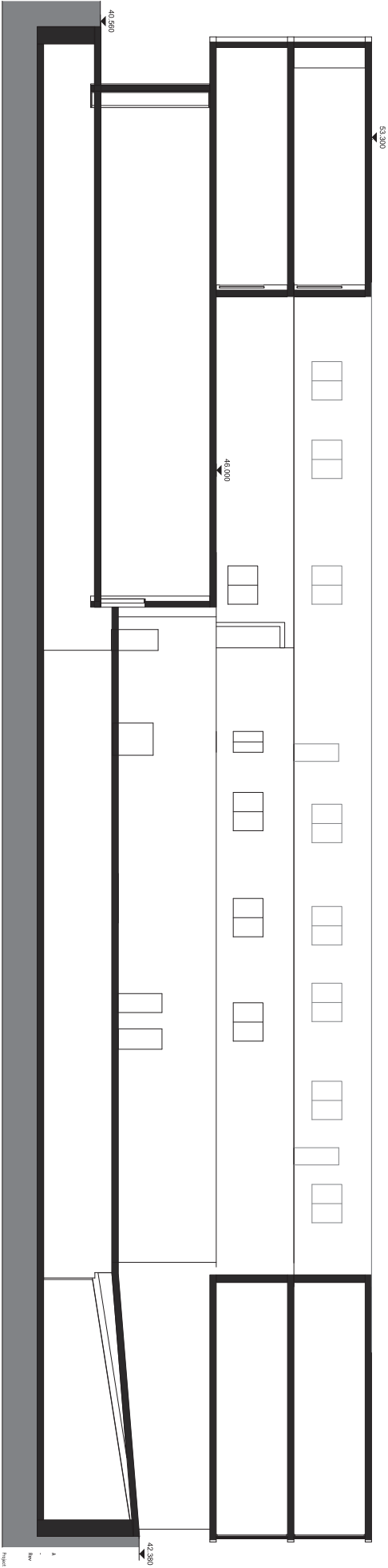
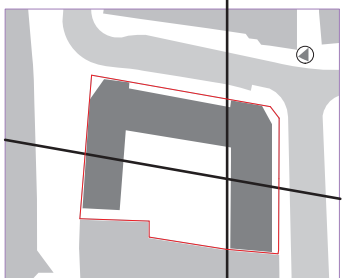
Date: 28/03/2024  
Drawing Number: DJ  
Author: AD

Drawing Number: 020101  
Revision: -

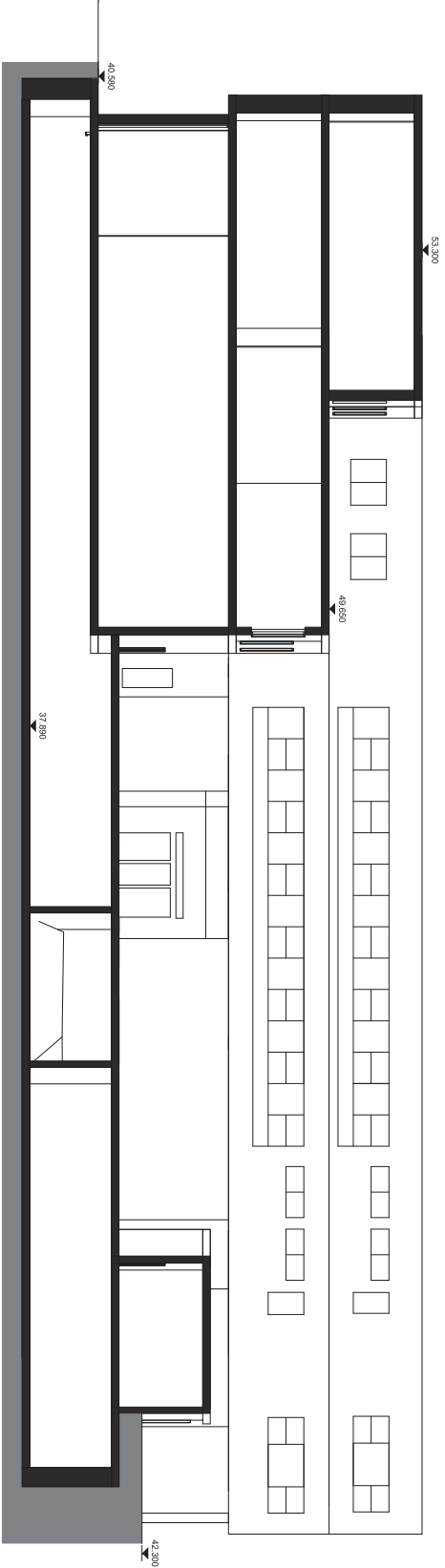
Project Name: UX8-05L-20-22-DR-A-020101

284 Euston St, Epsom, Surrey, Middlesex, London WOX 0DS  
020 7539 1200  
www.gslk.com





1 North Courtyard Elevation - Existing  
1:100



2 West Courtyard Elevation - Existing  
1:100



Project Title  
**EXISTING SECTIONS**

Project Client  
**PLANNING**

Client Name  
DNA

**DNA | REAL ESTATE**

**MODA**

Company Name  
DNA (UK) RIDE&L LTD  
UK8

Project Name  
P23-110  
Scale of  
1 : 100

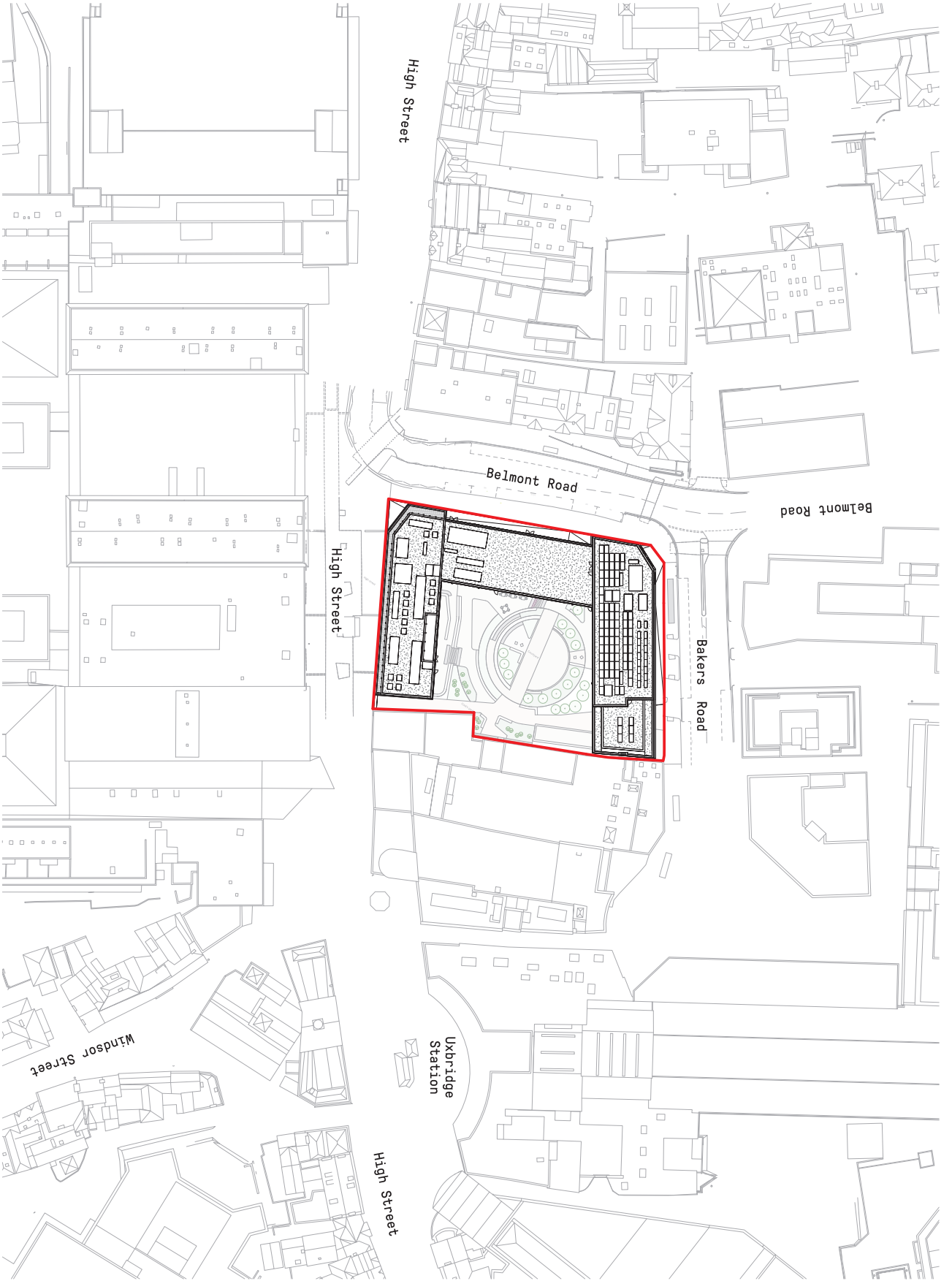
Date  
28/03/2024  
Drawn By  
DJ

Project Reference Number  
020102  
Revision  
A

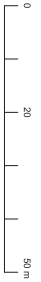
Site Reference  
UK8-06L-20-22-DR-A-020102

284 Easton St, Epsom  
Middle, London WICK0DS  
020 7539 7200  
www.gjll.co.uk





1 Site Context Plan  
1:500



1	2024.07.10	Permitted
2	2024.03.10	Proposed
Rev	Date	Description

Project:  
148-154 Uxbridge High Street,  
UB8 3JY, Hillingdon

**PROPOSED CONTEXT SITE PLAN**

Project Name:  
**PLANNING**

Client:  
**MODA**  
DNA | REAL ESTATE

Client:  
**MODA**  
DNA (UXBRIDGE) LTD  
UKS

Project No:  
**P23-110**  
Scale 1 : 500

Date:  
**28/03/2024**  
Project Manager:  
**0001110**  
Author:  
**A**

Site No:  
**UXB-06L-20-22-DR-A-000110**  
284 Easton St, Epsom  
Middlesex TW20 0DS  
020 7539 7200  
www.gjcl.co.uk







Proposed Street Trees (Oakham and the Boundary)  
 Proposed Street Trees (Oakham and the Boundary)  
 Proposed Street Trees (Oakham and the Boundary)

Species	Quantity	Planting Area	Planting Date	Planting Method	Planting Notes
Proposed Street Trees (Oakham and the Boundary)	10	100m x 100m	2023	Hand planted	Planting notes

Planting Area	Planting Date	Planting Method	Planting Notes
Proposed Street Trees (Oakham and the Boundary)	2023	Hand planted	Planting notes

Planting Area	Planting Date	Planting Method	Planting Notes
Proposed Street Trees (Oakham and the Boundary)	2023	Hand planted	Planting notes

Planting Area	Planting Date	Planting Method	Planting Notes
Proposed Street Trees (Oakham and the Boundary)	2023	Hand planted	Planting notes

Planting Area	Planting Date	Planting Method	Planting Notes
Proposed Street Trees (Oakham and the Boundary)	2023	Hand planted	Planting notes

Planting Area	Planting Date	Planting Method	Planting Notes
Proposed Street Trees (Oakham and the Boundary)	2023	Hand planted	Planting notes

Planting Area	Planting Date	Planting Method	Planting Notes
Proposed Street Trees (Oakham and the Boundary)	2023	Hand planted	Planting notes

Planting Area	Planting Date	Planting Method	Planting Notes
Proposed Street Trees (Oakham and the Boundary)	2023	Hand planted	Planting notes

Project: Overidge High Street  
 Planning Strategy

Client: DNA (UK) Group Ltd  
 Project: Overidge High Street

Project: Overidge High Street  
 Planning Strategy

Project: Overidge High Street  
 Planning Strategy

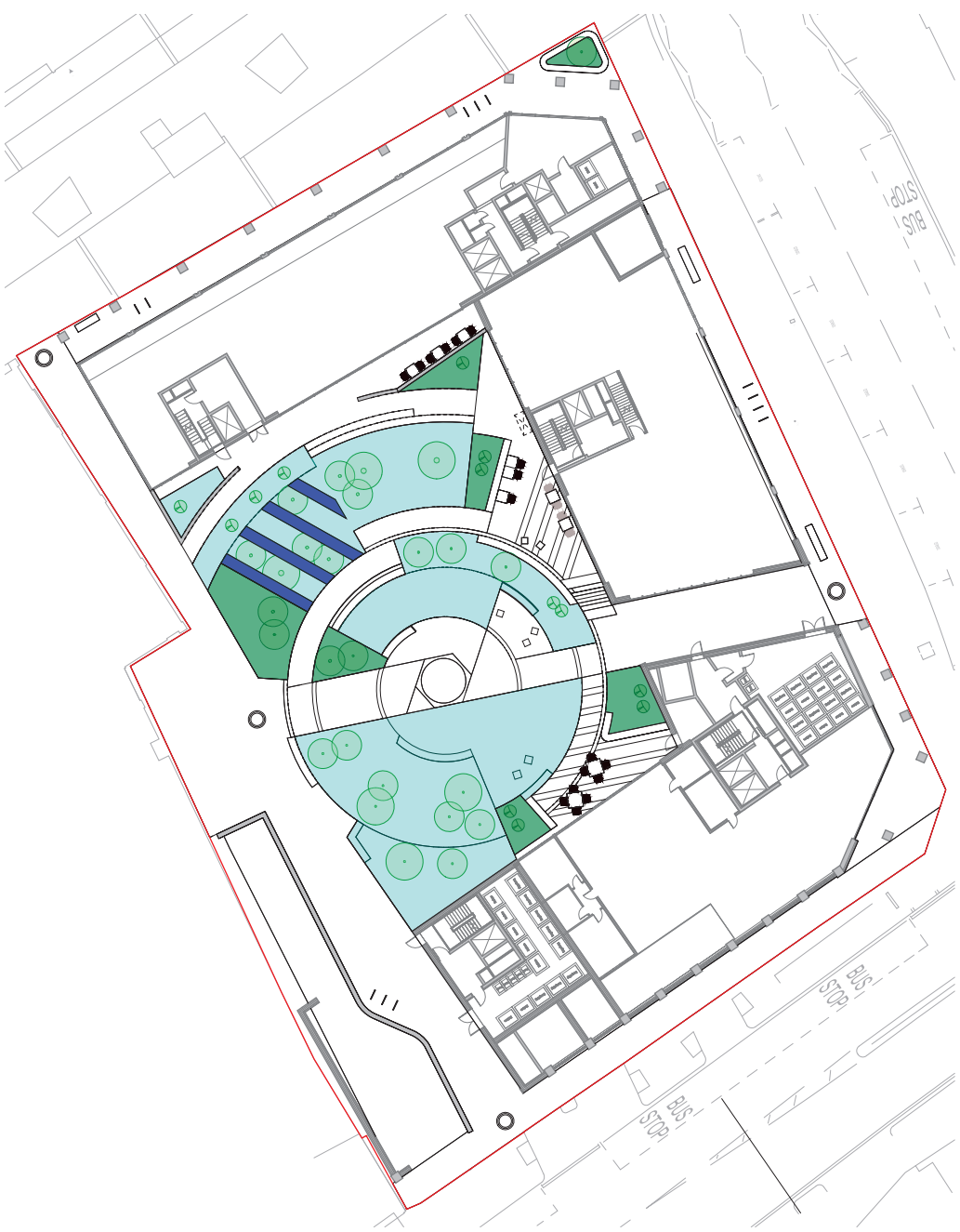
Project: Overidge High Street  
 Planning Strategy

Project: Overidge High Street  
 Planning Strategy

Project: Overidge High Street  
 Planning Strategy

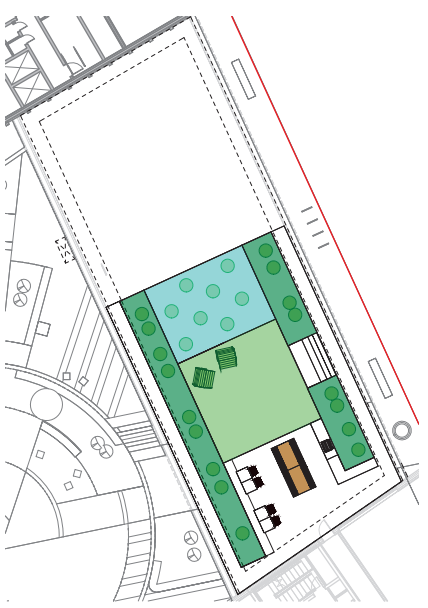
Project: Overidge High Street  
 Planning Strategy

Project: Overidge High Street  
 Planning Strategy



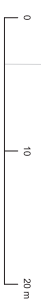
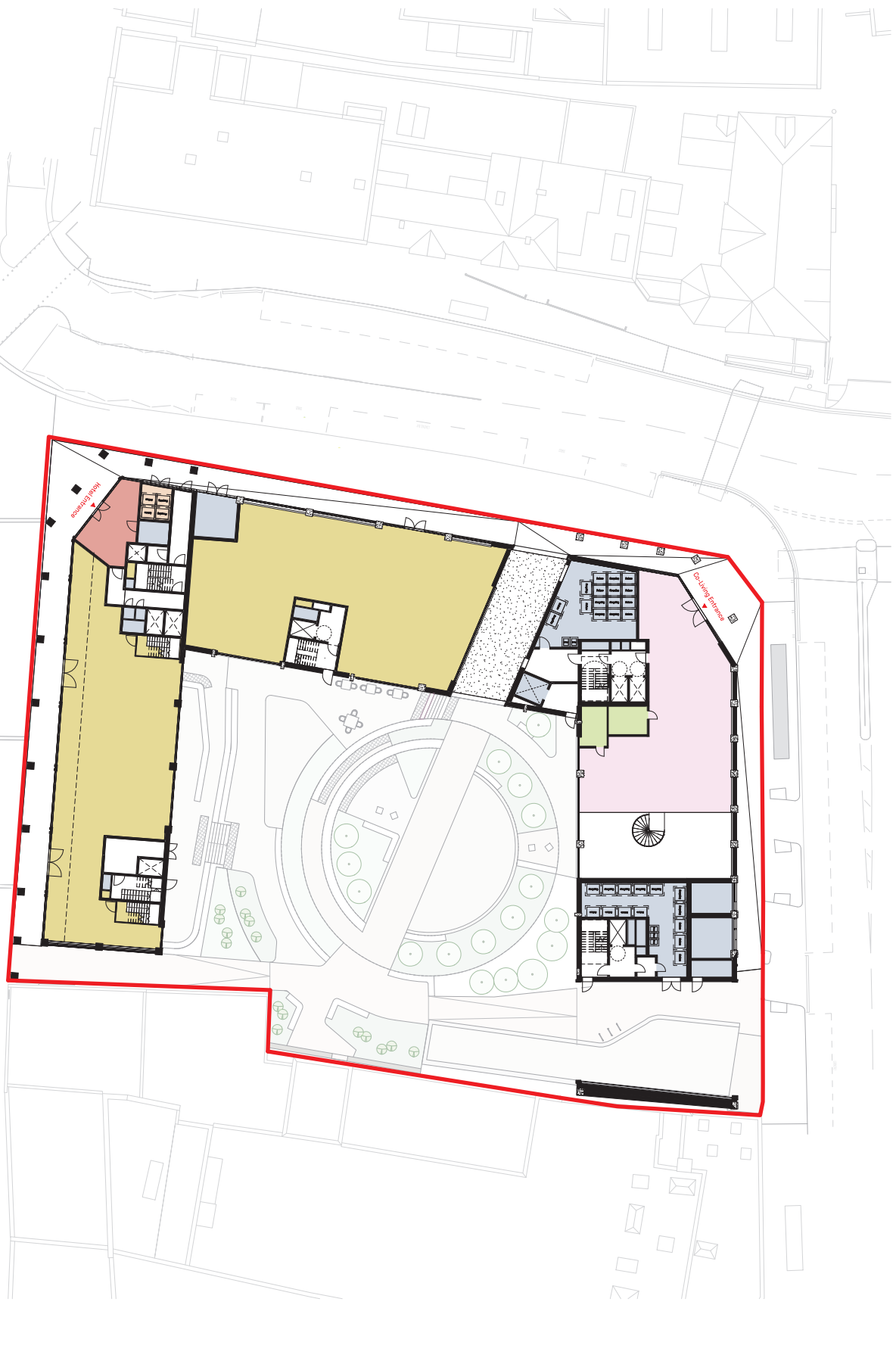
Ground level green space  
1:200

CURRENT PROPOSAL'S OPPOSITE - Urban Greening Factor Calculator (Proposed)			
Surface Cover Type	Factor	Area (m <sup>2</sup> )	Contribution
Semi-natural vegetation (e.g. trees, woodland, species-rich grassland) maintained or established on site	1	560	560
Wildland or open water (semi-natural, not chlorinated) maintained or established on site	0.8	0	0
Invasive green roof or vegetation over structure. Substrate minimum sealed depth of 150mm	0.8	635	508
Standard trees planted in connected tree pits with a minimum soil volume equivalent to 100% of the tree's canopy area (minimum sealed depth of 60mm or 60mm beneath vegetation benches) – meets the requirements of GHO Code 2014.	0.7	0	0
Ecologically enhanced planting	0.7	198	138.6
Fruit gardens and other vegetated sustainable drainage elements	0.7	0	0
Hedges (line of mature shrubs one or two shrubs wide)	0.6	30	18
Standard trees planted in pits with soil volumes less than two thirds of the projected canopy area of the mature tree.	0.6	0	0
Green walls – modular system or climbers rooted in soil	0.5	0	0
Green walls – structure system or climbers rooted in soil	0.5	0	0
Arboreally grassland (species-poor, regularly mown lawn)	0.4	66	26.4
Extensive green roof of sedum mat or other lightweight systems that do not meet GHO Code 2014.	0.3	0	0
Water features (chlorinated) or unplanted detention basins.	0.2	183.4	36.68
Permeable paving	0.1	183.4	18.34
Sealed surfaces (e.g. concrete, asphalt, waterproofing, stone)	0	0	0
<b>Total contribution</b>			<b>1444.4</b>
<b>Total site area (m<sup>2</sup>)</b>			<b>3,966</b>
<b>Urban Greening Factor</b>			<b>0.364195863</b>



Roof terrace level 08 green space  
1:200





- USES KEY**
- Ancillary
  - Co-Living BOH
  - Co-Living Accessible
  - Co-Living Amenity
  - Co-Living Bedroom
  - Family Bedrooms
  - Accessible Bedroom
  - Standard Bedroom
  - Hotel F&H
  - Retail
  - Hotel BOH

1 2024.07.10 Planning  
 2 2024.04.10 Planning  
 3 2024.03.10 Planning  
 Rev Date By Description

**Project:**  
 148-154 Uxbridge High Street,  
 UB8 3JY, Hillingdon

**PROPOSED GROUND FLOOR SITE PLAN**

**Project Name:**  
 PLANNING

**DNA | REAL ESTATE**

**MODA**  
 Group Name  
 DNA (UXBRIDGE) LTD  
 UXB

**Project Name:**  
 P23-110  
 Scale of: 1 : 200

**Date:**  
 28/03/2024  
 Drawn by: DJ  
 Checked by: AD

**Project Reference:**  
 000111  
 Revision: B

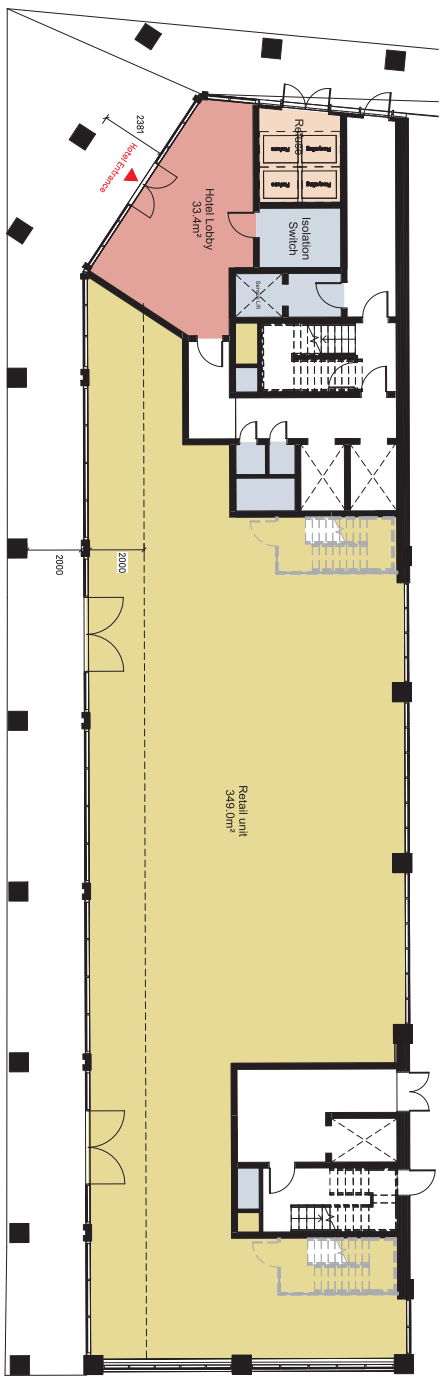
**Client Reference:**  
 UXB-06L-20-00-DR-A-000111

**284 Easton St, Ermoth 020 7339 7200**  
**Market, London W1X 0DS www.cgluk.com**

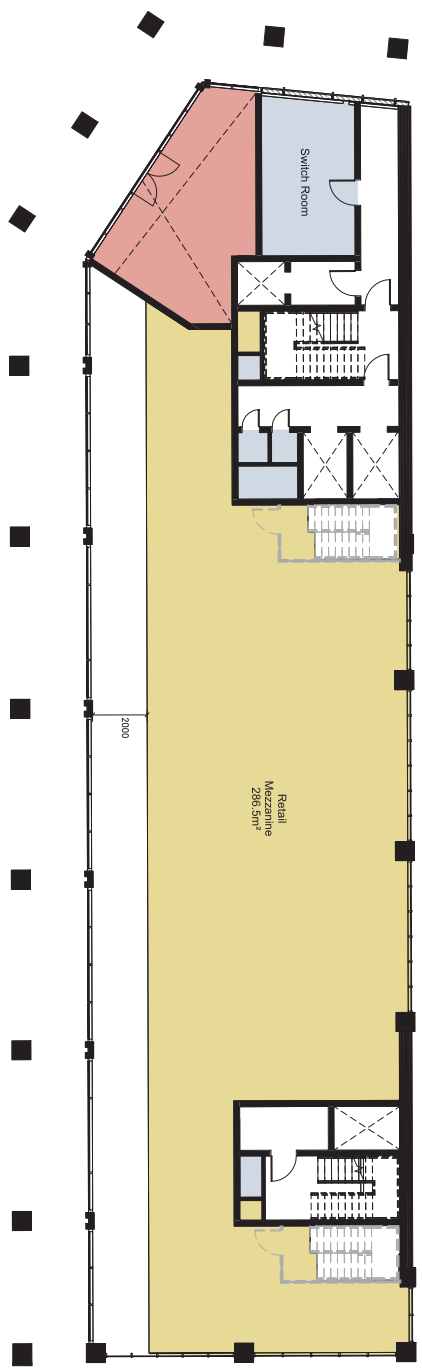








1 GROUND FLOOR PLAN  
1:100



2 MEZZANINE FLOOR PLAN  
1:100

**USES KEY**

[Light Blue Box]	Ancillary
[Light Orange Box]	Hotel B&H
[Yellow Box]	Family Bedrooms
[Light Green Box]	Accessible Bedroom
[Light Yellow Box]	Standard Bedroom
[Red Box]	Hotel F&H
[Green Box]	Retail

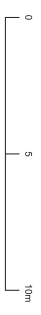
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 Rev. 2/24 By: [Redacted] Checked: [Redacted]  
 Project: 148-154 Uxbridge High Street  
 U883 1/1/1, Hillingdon

**PROPOSED HOTEL - PROPOSED GROUND FLOOR & MEZZANINE PLANS**  
 Project Name: [Redacted]  
 Drawn By: [Redacted]  
 Checked By: [Redacted]

**DNA | REAL ESTATE**  
**MODA**  
 DNA (UXBRIDGE) LTD  
 UX8

Product Number: P23-110  
 Scale: A1 : 100  
 Date: 28/03/2024  
 Drawn By: DU AD  
 Checked By: [Redacted]  
 Project Number: 051101  
 A  
 Drawing Number: UX8-091-21-ZZ-DR-A-051101

294 Easton St. Epsom, Surrey  
 Middlesex, London WPCX 0DS  
 020 7539 1200  
 www.gla.com





**USSE KEY**

- Activity
- Co-Living BOH
- Co-Living Accessible
- Co-Living Amenity
- Co-Living Bedroom
- Retail



Project:  
148-154 Uxbridge High Street,  
UB8 3JY, Hillingdon

Project No:  
CO-LIVING - PROPOSED FIRST FLOOR PLAN

Project Status:  
PLANNING

Client:  
DNA | REAL ESTATE

**MODA** | REAL ESTATE

Client:  
DNA (UXBRIDGE) LTD  
UX8

Project No:  
P23-110

Site:  
28/03/2024

Drawn By:  
DJ

Checked By:  
AD

Scale:  
1 : 100

Project No:  
052101

Revision:  
A

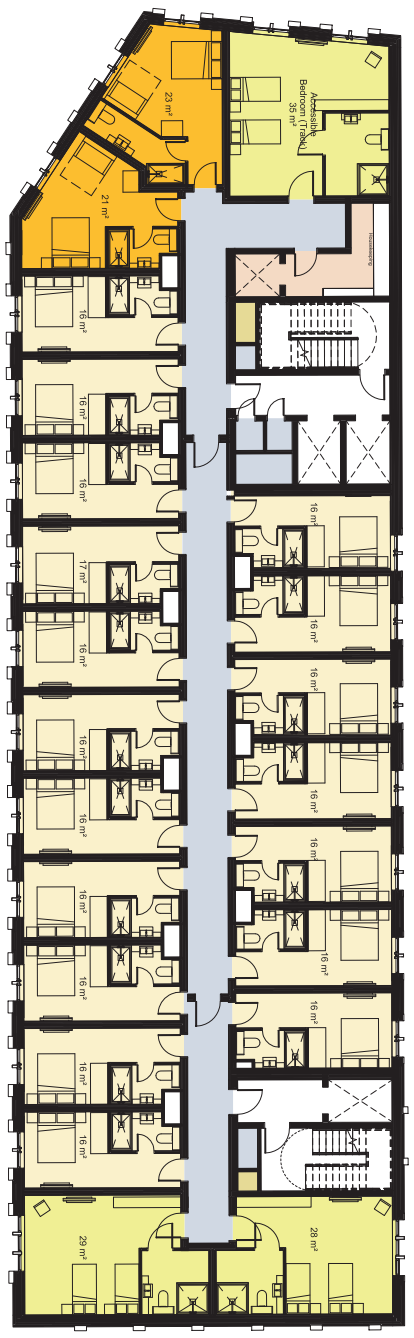
281 Easton St, Ermoth 020 7539 7200  
Market, London W1K 0DS www.gjlk.com





# 1 FIRST FLOOR PLAN

1:100

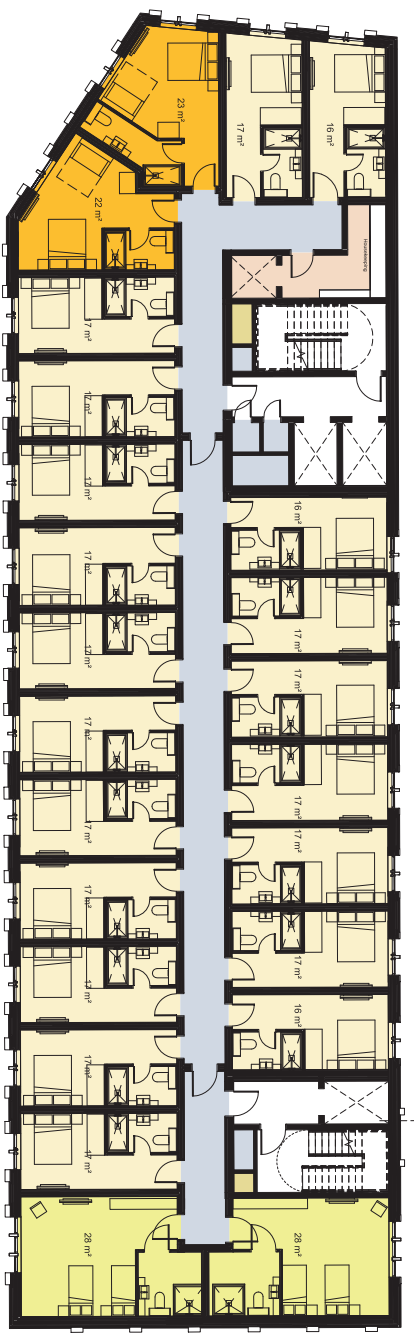


**USES KEY**

- Ancillary
- Hotel BHH
- Family/Bedrooms
- Accessible Bedroom
- Standard Bedroom
- Hotel FHH
- Retail

# 2 SECOND FLOOR PLAN

1:100



Project: 148-154 Uxbridge High Street, UB8 3JY, Hillingdon

4 2024.07.10 Planning/Design & Approval/Construction  
 4 2024.03.10 Planning/Design & Approval/Construction  
 Rev Date By Description

Project: 148-154 Uxbridge High Street, UB8 3JY, Hillingdon

Project Name: MODA HOTEL - PROPOSED FIRST FLOOR & SECOND FLOOR PLANS

Project Status: PLANNING

Client: DNA

**DNA | REAL ESTATE**

**MODA**

Company Name: DNA (UXBRIDGE) LTD

Country: UK

Project No: P23-110

Scale: 1:100

Date: 28/03/2024

Drawn By: DJ

Checked By: AD

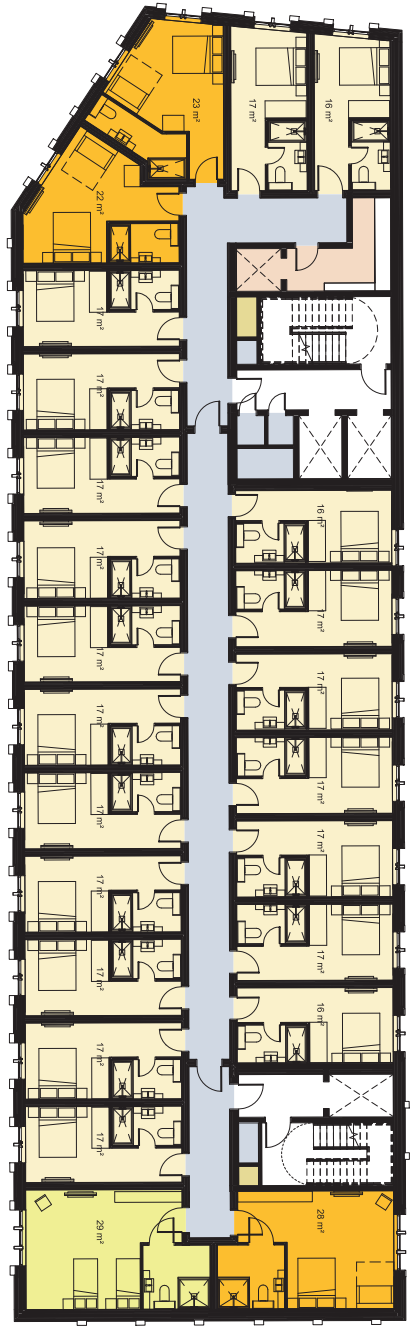
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Author: A

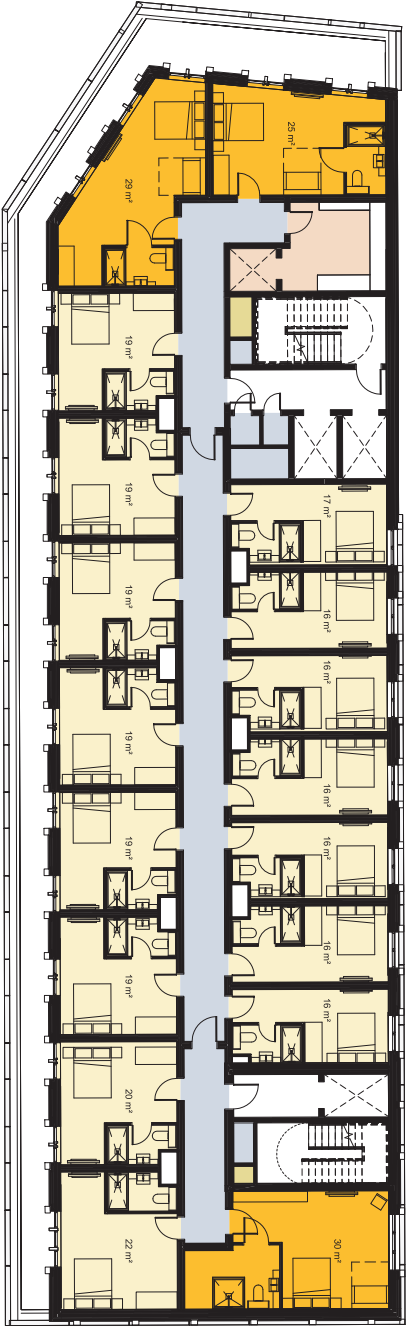
284 Easton St, Ermoth 020 7539 7200

Market, London WC1X 0DS www.cjll.co.uk





1 TYPICAL FLOOR PLAN (THIRD TO SIXTH FLOOR)  
1:100



2 SEVENTH FLOOR PLAN  
1:100

USES KEY	
[Light Blue Box]	Accessory
[Light Orange Box]	Hotel BHH
[Yellow Box]	Family/Bedrooms
[Light Green Box]	Accessible Bedroom
[Light Yellow Box]	Standard Bedroom
[Pink Box]	Hotel FHH
[Light Green Box]	Retail

Project:  
148-154 Uxbridge High Street,  
UB8 3JY, Hillingdon

4 2024.07.10 Planning/Drawings to regenerate.com  
4 2024.03.10 Planning/Drawings  
Rev 2/24 By Designpoint

Proposed:  
HOTEL - PROPOSED UPPER FLOOR PLANS  
(THIRD FLOOR TO SEVENTH FLOOR)

Project Status:  
PLANNING

Drawn/Check:  
DJ/AD

DNA | REAL ESTATE

**MODA**

Client:  
DNA (UXBRIDGE) LTD

Company Name:  
DNA

Project Name:  
P23-110

Scale of:  
1 : 100

Date:  
28/03/2024

Drawn/Check:  
DJ/AD

Project Reference:  
051103

Revision:  
A

Site Address:  
UXB-06L-Z1-Z2-DR-A-051103

284 Easton St, Ermoth 020 7539 7200  
Market, London W1K 0DS www.dnareal.com





TYPICAL UPPER FLOOR PLAN



**USES KEY**

Accessibility
Co-Living B&H
Co-Living Accessible
Co-Living Amenity
Co-Living Bedroom
Retail



4 2024/0714 Planning/Planning  
 2024/026 AD Planning/Planning  
 Rev Date By Description

Project:  
 148-154 Uxbridge High Street,  
 UB8 3JY, Hillingdon

Project Title:  
 CO-LIVING - PROPOSED TYPICAL UPPER FLOOR  
 PLAN (SECOND TO SEVENTH FLOOR)

Project Status:  
 PLANNING

Client Name:  
 DNA

REAL ESTATE

**MODA**

Company Name:  
 DNA (UXBRIDGE) LTD  
 UMS

Project Name:  
 P23 - 110

Scale of:  
 1 : 100

Site No:  
 28/03/2024

Drawn By:  
 DJ

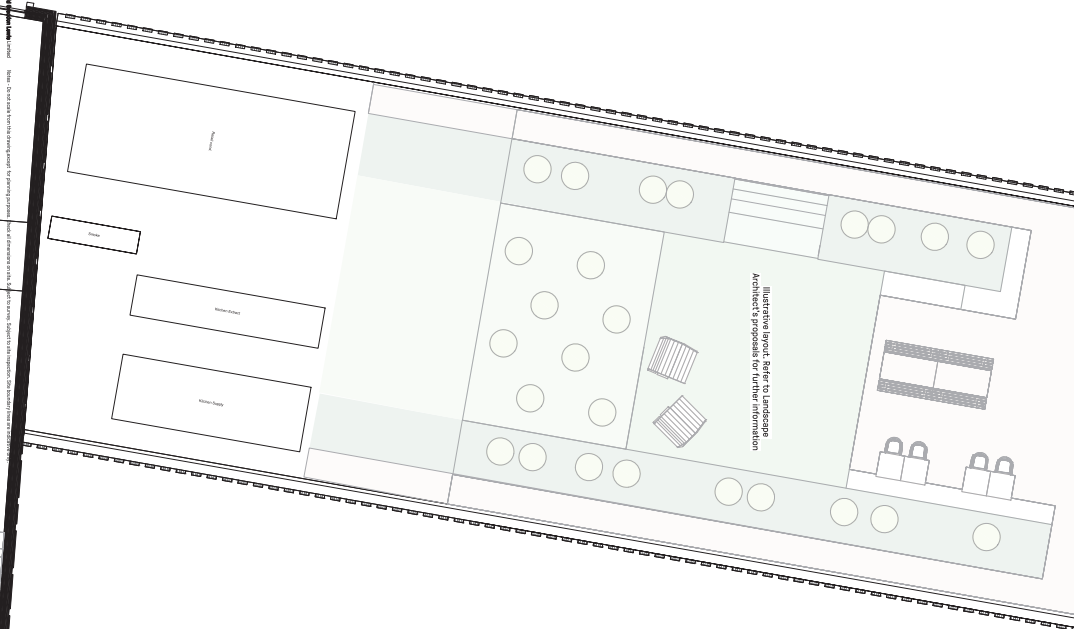
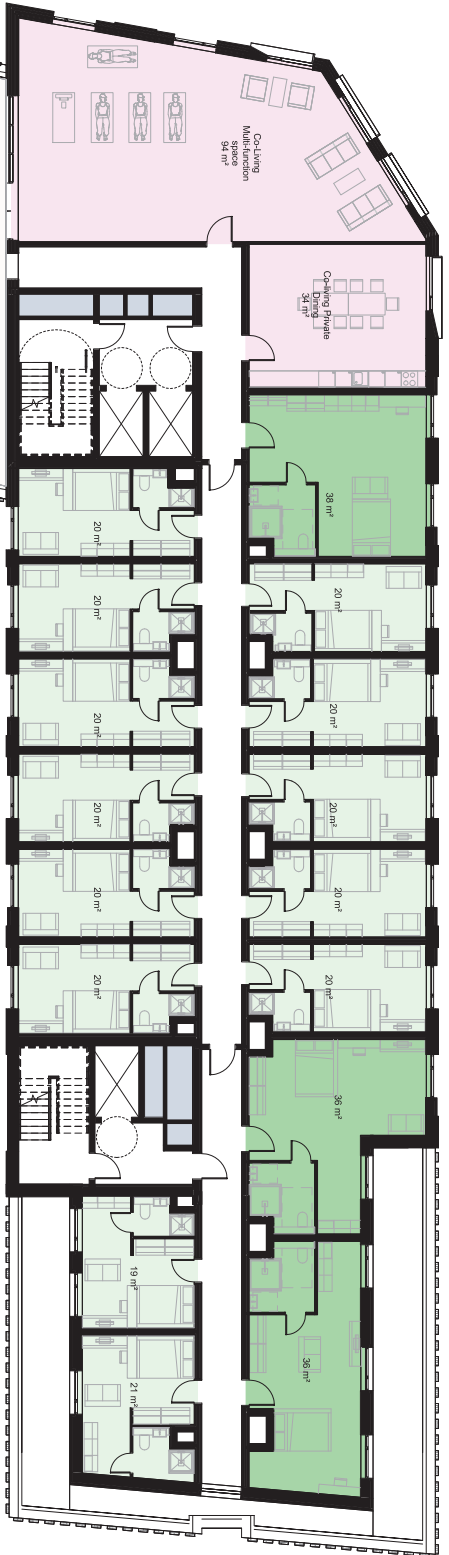
Checked By:  
 AD

Project Reference:  
 052102

Client Reference:  
 UMS-06L-22-Z2-DR-A-052102

284 Easton St, Ermoth 020 7539 1200  
 Market, London W1K 0DS www.cjll.co.uk





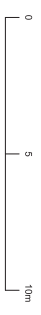
1. 2024.07.14 Planning/Design/Proposed/08  
 2. 2024.03.14 Planning/Design  
 Rev. 2/2024 By: [Name]

Project:  
 148-154 Uxbridge High Street,  
 UB8 3JY, Hillingdon

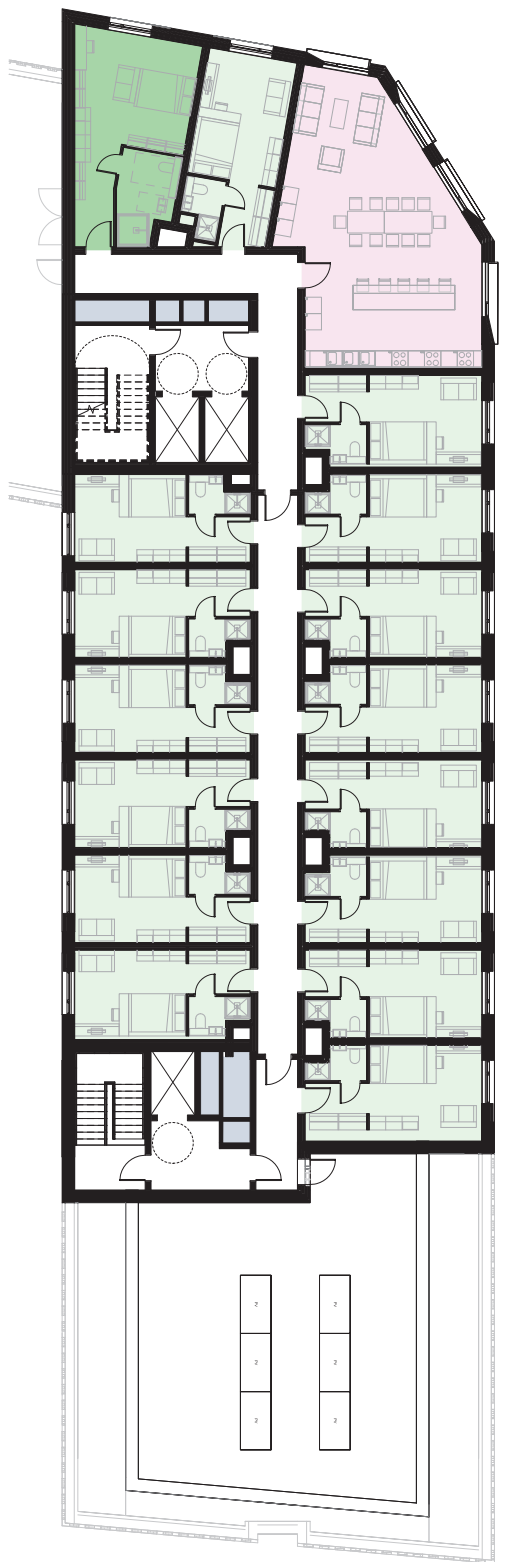
Floor: 08  
 CO-LIVING - PROPOSED EIGHTH FLOOR PLAN  
 Project Name:  
 PLANNING  
 Drawn by:

**DNA | REAL ESTATE**  
**MODA**  
 DNA (UXBRIDGE) LTD LXB8

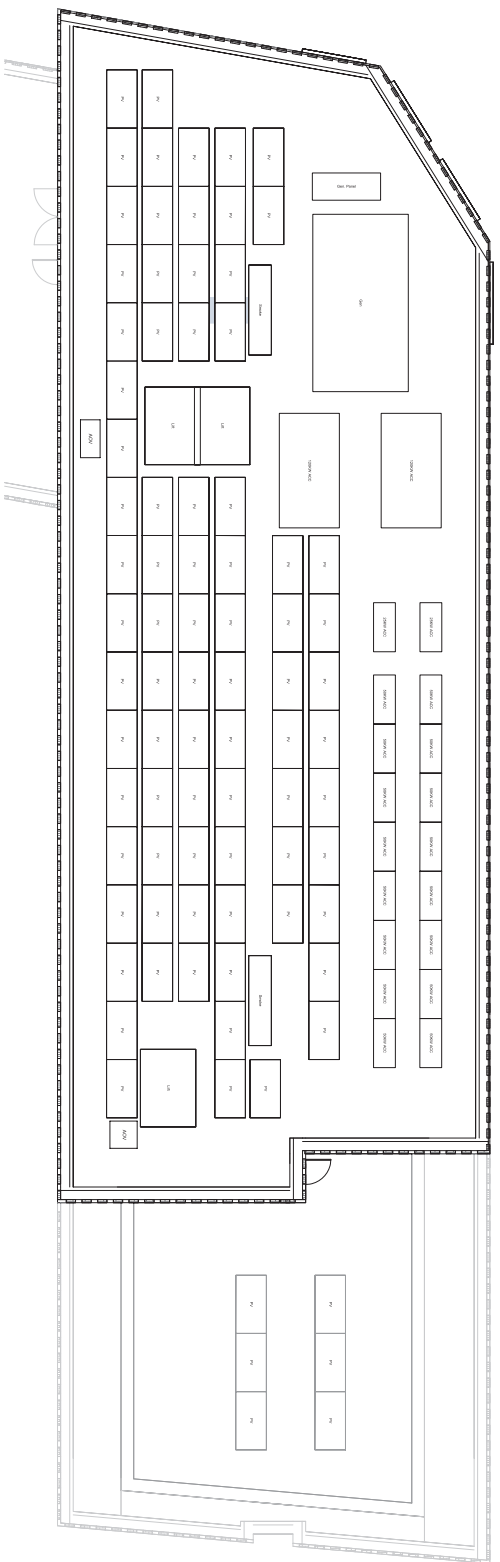
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 Scale of Plot: 1 : 100  
 Date: 28/03/2024  
 Drawn by: DJ  
 Checked by: AD  
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 Drawing Name: LXB-CG1--Z2-08-DR-A-052108  
 294 Easton St. Epsom, Surrey, Surrey, Surrey  
 Market, London WC1X 0DS  
 020 7539 1200  
 www.gsl.co.uk



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1 NINTH FLOOR PLAN  
1:100



2 ROOF PLAN  
1:100



**USES KEY**

[Light Blue Box]	Ancillary
[Light Green Box]	Co-Living B&H
[Green Box]	Co-Living Accessible
[Pink Box]	Co-Living Amenity
[Light Green Box]	Co-Living Bedroom
[Yellow Box]	Retail

1. 2024/07/14 Planning (Final) Proposed NINTH FLOOR & ROOF PLAN  
 2. 2024/03/14 Planning (Issue)  
 Rev. 2/24 By: [Name] Description: [Description]

Project:  
 148-154 Uxbridge High Street  
 UB8 3JY, Hillingdon

**Child Graddon Lewtis**

298 Euston St. Euston, London WC1X 0DS  
 020 7539 1200  
 www.gkl.com

**DNA | REAL ESTATE**

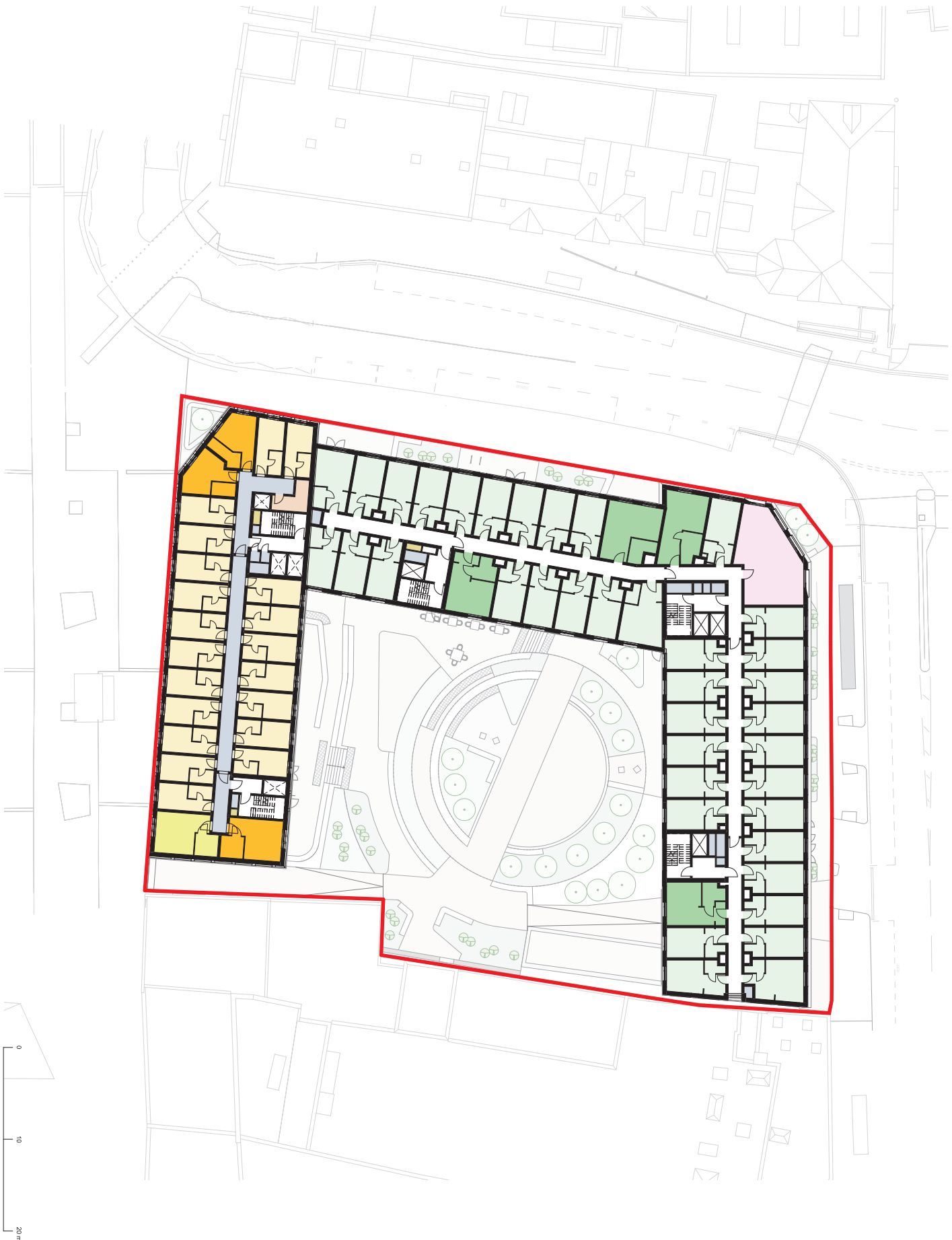
**MODA**

Client: DNA (UXBRIDGE) LTD  
 Project Name: P23-110  
 Date: 28/03/2024  
 Scale: 1:100  
 Drawn by: DU  
 Checked by: AD

Project Number: 052109  
 Drawing Number: A

052109 - Z2-Z2-DR-A-052109





- USES KEY**
- Ancillary
  - Co-Living BOH
  - Co-Living Accessible
  - Co-Living Amenity
  - Co-Living Bedroom
  - Family Bedrooms
  - Accessible Bedroom
  - Standard Bedroom
  - Hotel FOH
  - Retail
  - Hotel BOH

2024/25, 26, 27, 28, 29, 30, 31, 32, 33, 34, 35, 36, 37, 38, 39, 40, 41, 42, 43, 44, 45, 46, 47, 48, 49, 50, 51, 52, 53, 54, 55, 56, 57, 58, 59, 60, 61, 62, 63, 64, 65, 66, 67, 68, 69, 70, 71, 72, 73, 74, 75, 76, 77, 78, 79, 80, 81, 82, 83, 84, 85, 86, 87, 88, 89, 90, 91, 92, 93, 94, 95, 96, 97, 98, 99, 100, 101, 102, 103, 104, 105, 106, 107, 108, 109, 110, 111, 112, 113, 114, 115, 116, 117, 118, 119, 120, 121, 122, 123, 124, 125, 126, 127, 128, 129, 130, 131, 132, 133, 134, 135, 136, 137, 138, 139, 140, 141, 142, 143, 144, 145, 146, 147, 148, 149, 150, 151, 152, 153, 154, 155, 156, 157, 158, 159, 160, 161, 162, 163, 164, 165, 166, 167, 168, 169, 170, 171, 172, 173, 174, 175, 176, 177, 178, 179, 180, 181, 182, 183, 184, 185, 186, 187, 188, 189, 190, 191, 192, 193, 194, 195, 196, 197, 198, 199, 200, 201, 202, 203, 204, 205, 206, 207, 208, 209, 210, 211, 212, 213, 214, 215, 216, 217, 218, 219, 220, 221, 222, 223, 224, 225, 226, 227, 228, 229, 230, 231, 232, 233, 234, 235, 236, 237, 238, 239, 240, 241, 242, 243, 244, 245, 246, 247, 248, 249, 250, 251, 252, 253, 254, 255, 256, 257, 258, 259, 260, 261, 262, 263, 264, 265, 266, 267, 268, 269, 270, 271, 272, 273, 274, 275, 276, 277, 278, 279, 280, 281, 282, 283, 284, 285, 286, 287, 288, 289, 290, 291, 292, 293, 294, 295, 296, 297, 298, 299, 300, 301, 302, 303, 304, 305, 306, 307, 308, 309, 310, 311, 312, 313, 314, 315, 316, 317, 318, 319, 320, 321, 322, 323, 324, 325, 326, 327, 328, 329, 330, 331, 332, 333, 334, 335, 336, 337, 338, 339, 340, 341, 342, 343, 344, 345, 346, 347, 348, 349, 350, 351, 352, 353, 354, 355, 356, 357, 358, 359, 360, 361, 362, 363, 364, 365, 366, 367, 368, 369, 370, 371, 372, 373, 374, 375, 376, 377, 378, 379, 380, 381, 382, 383, 384, 385, 386, 387, 388, 389, 390, 391, 392, 393, 394, 395, 396, 397, 398, 399, 400, 401, 402, 403, 404, 405, 406, 407, 408, 409, 410, 411, 412, 413, 414, 415, 416, 417, 418, 419, 420, 421, 422, 423, 424, 425, 426, 427, 428, 429, 430, 431, 432, 433, 434, 435, 436, 437, 438, 439, 440, 441, 442, 443, 444, 445, 446, 447, 448, 449, 450, 451, 452, 453, 454, 455, 456, 457, 458, 459, 460, 461, 462, 463, 464, 465, 466, 467, 468, 469, 470, 471, 472, 473, 474, 475, 476, 477, 478, 479, 480, 481, 482, 483, 484, 485, 486, 487, 488, 489, 490, 491, 492, 493, 494, 495, 496, 497, 498, 499, 500, 501, 502, 503, 504, 505, 506, 507, 508, 509, 510, 511, 512, 513, 514, 515, 516, 517, 518, 519, 520, 521, 522, 523, 524, 525, 526, 527, 528, 529, 530, 531, 532, 533, 534, 535, 536, 537, 538, 539, 540, 541, 542, 543, 544, 545, 546, 547, 548, 549, 550, 551, 552, 553, 554, 555, 556, 557, 558, 559, 560, 561, 562, 563, 564, 565, 566, 567, 568, 569, 570, 571, 572, 573, 574, 575, 576, 577, 578, 579, 580, 581, 582, 583, 584, 585, 586, 587, 588, 589, 590, 591, 592, 593, 594, 595, 596, 597, 598, 599, 600, 601, 602, 603, 604, 605, 606, 607, 608, 609, 610, 611, 612, 613, 614, 615, 616, 617, 618, 619, 620, 621, 622, 623, 624, 625, 626, 627, 628, 629, 630, 631, 632, 633, 634, 635, 636, 637, 638, 639, 640, 641, 642, 643, 644, 645, 646, 647, 648, 649, 650, 651, 652, 653, 654, 655, 656, 657, 658, 659, 660, 661, 662, 663, 664, 665, 666, 667, 668, 669, 670, 671, 672, 673, 674, 675, 676, 677, 678, 679, 680, 681, 682, 683, 684, 685, 686, 687, 688, 689, 690, 691, 692, 693, 694, 695, 696, 697, 698, 699, 700, 701, 702, 703, 704, 705, 706, 707, 708, 709, 710, 711, 712, 713, 714, 715, 716, 717, 718, 719, 720, 721, 722, 723, 724, 725, 726, 727, 728, 729, 730, 731, 732, 733, 734, 735, 736, 737, 738, 739, 740, 741, 742, 743, 744, 745, 746, 747, 748, 749, 750, 751, 752, 753, 754, 755, 756, 757, 758, 759, 760, 761, 762, 763, 764, 765, 766, 767, 768, 769, 770, 771, 772, 773, 774, 775, 776, 777, 778, 779, 780, 781, 782, 783, 784, 785, 786, 787, 788, 789, 790, 791, 792, 793, 794, 795, 796, 797, 798, 799, 800, 801, 802, 803, 804, 805, 806, 807, 808, 809, 810, 811, 812, 813, 814, 815, 816, 817, 818, 819, 820, 821, 822, 823, 824, 825, 826, 827, 828, 829, 830, 831, 832, 833, 834, 835, 836, 837, 838, 839, 840, 841, 842, 843, 844, 845, 846, 847, 848, 849, 850, 851, 852, 853, 854, 855, 856, 857, 858, 859, 860, 861, 862, 863, 864, 865, 866, 867, 868, 869, 870, 871, 872, 873, 874, 875, 876, 877, 878, 879, 880, 881, 882, 883, 884, 885, 886, 887, 888, 889, 890, 891, 892, 893, 894, 895, 896, 897, 898, 899, 900, 901, 902, 903, 904, 905, 906, 907, 908, 909, 910, 911, 912, 913, 914, 915, 916, 917, 918, 919, 920, 921, 922, 923, 924, 925, 926, 927, 928, 929, 930, 931, 932, 933, 934, 935, 936, 937, 938, 939, 940, 941, 942, 943, 944, 945, 946, 947, 948, 949, 950, 951, 952, 953, 954, 955, 956, 957, 958, 959, 960, 961, 962, 963, 964, 965, 966, 967, 968, 969, 970, 971, 972, 973, 974, 975, 976, 977, 978, 979, 980, 981, 982, 983, 984, 985, 986, 987, 988, 989, 990, 991, 992, 993, 994, 995, 996, 997, 998, 999, 1000

PROPOSED TYPICAL UPPER FLOOR PLAN (THIRD TO SIXTH FLOORS)

PLANNING

DNA | REAL ESTATE

**MODA**

DNK (UXBRIDGE) LTD

Project Number: P23-110

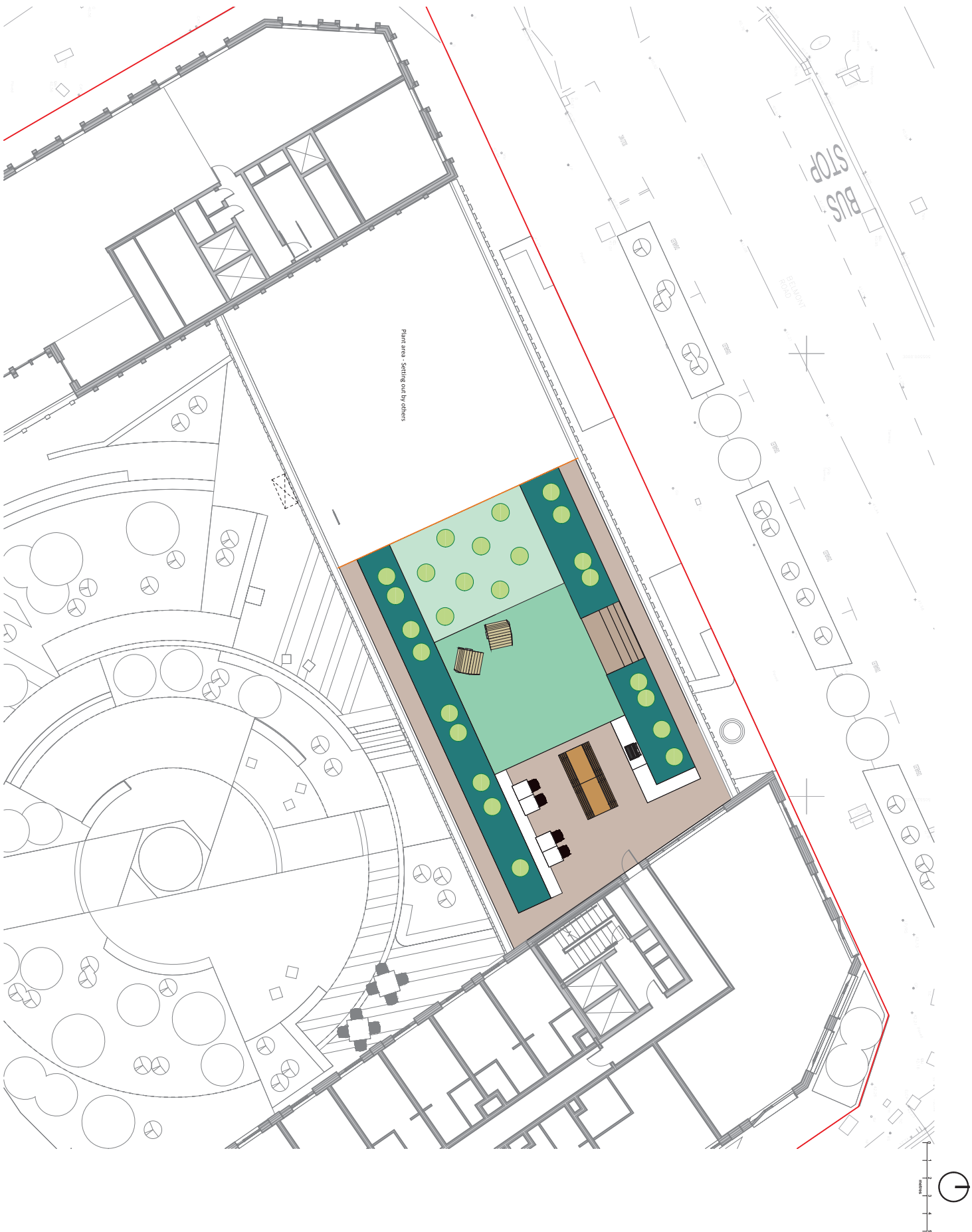
Date: 28/03/2024

000112

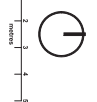
UXB-CGL-20-22-DR-A-000112

29A Easton St, Epsom, Surrey, Middlesex, London WOX 0DS





Plant area - seating out by others



**NOTE:** Levels/falls must be agreed and approved by Engineer prior to construction to ensure they work with the Engineer to the satisfaction of the Council. All construction must be checked with the Engineer. The Engineer must be notified immediately in writing of any variation to the approved design. The Engineer must be notified immediately in writing of any variation to the approved design. The Engineer must be notified immediately in writing of any variation to the approved design.

**Legend**

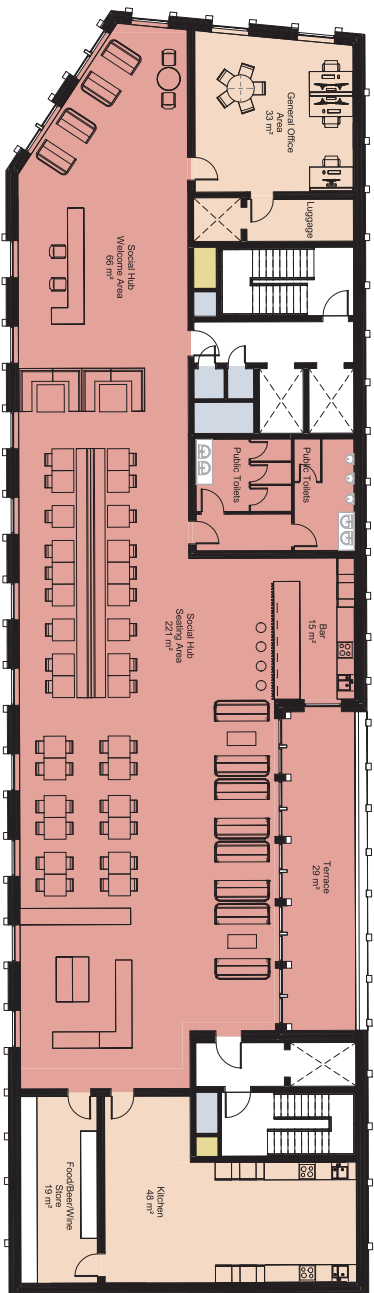
- Site Boundary
- Handworks
- Paving Type 01
- Concrete paving blocks
- Softworks
- Proposed lawn
- Proposed flowering perennial mix (see schedule on drawing 000040)
- Grass parter height: 2m
- Outdoor meadow
- Midpower meadow flower mix
- Raised planter height: 200mm
- Proposed shrubs (see schedule on drawing 000040)
- Furniture
- 1.8m Green screen fence
- Sunbunger
- Picnic Table
- Built in burger seating
- Loose Tables and Chairs
- Built in bench seating
- Outdoor Kitchen

<b>oobe</b>																										
MEMBERSHIP OF THE RIBA																										
100, Abchurch Lane, London EC4N 3DF																										
Tel: 020 7425 1000 Fax: 020 7425 1001																										
www.oobe.co.uk																										
<table border="1"> <tr> <th>Rev</th> <th>Discipline</th> <th>Author</th> <th>Checked</th> <th>Date</th> </tr> <tr> <td>001</td> <td>OP</td> <td>CS</td> <td>3/13/12</td> <td></td> </tr> <tr> <td>002</td> <td>OP</td> <td>CS</td> <td>2/13/12</td> <td></td> </tr> <tr> <td>003</td> <td>OP</td> <td>CS</td> <td>2/13/12</td> <td></td> </tr> <tr> <td>004</td> <td>SE</td> <td>CS</td> <td>02/13/12</td> <td></td> </tr> </table>		Rev	Discipline	Author	Checked	Date	001	OP	CS	3/13/12		002	OP	CS	2/13/12		003	OP	CS	2/13/12		004	SE	CS	02/13/12	
Rev	Discipline	Author	Checked	Date																						
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002	OP	CS	2/13/12																							
003	OP	CS	2/13/12																							
004	SE	CS	02/13/12																							
<p>Approved for planning          Draft for planning          Draft for construction          Final Issue</p>																										
<p>Client: DNA (Parkings) Ltd          Project: Overdale High Street          Title: Roof terrace level 08</p>																										
<p>Draw No: 5503-008-ZZ-08-D-L-000002          Scale: 1:100          Date: 07/11          Planning</p>	<p>Rev: P04          Date: 08/11/2011</p>																									

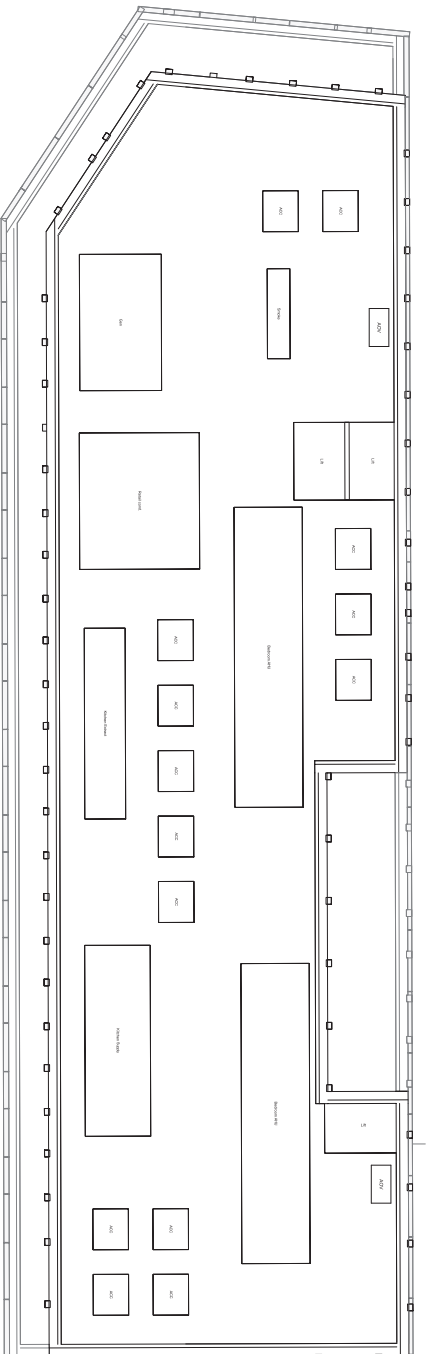


USES KEY

- Ancillary
- Hotel B&B
- Family Bedrooms
- Accessible Bedroom
- Standard Bedroom
- Hotel F&H
- Retail



1 EIGHTH FLOOR PLAN  
1:100



2 ROOF PLAN  
1:100

Page 301

148-154 LUXBRIDGE HIGH STREET,  
UB8 3YJ, HILLINGDON

PROJECT NAME  
148-154 LUXBRIDGE HIGH STREET - PROPOSED EIGHTH FLOOR & ROOF PLAN

PLANNING

Client: DNA | REAL ESTATE

Client: DNA (UXBRIDGE) LTD

Project Number: P23-110

Date: 28/03/2024

Scale: 1:100

Drawn by: DJ

Checked by: AD

Project Number: 051104

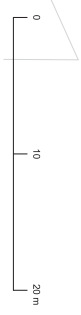
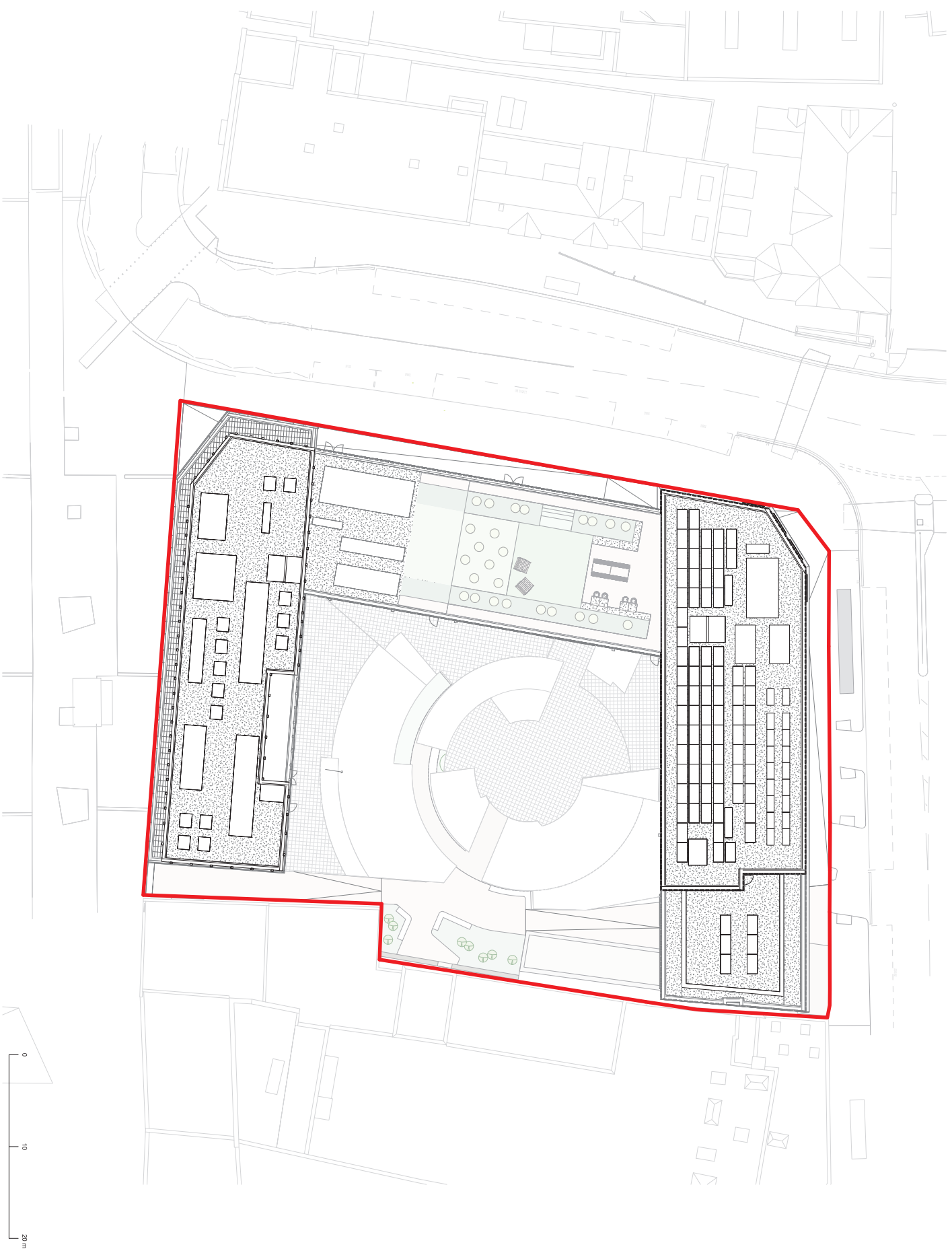
Client Reference: LXB-C9L-Z1-ZZ-DR-A-051104



29A Foston St, Epsom, Surrey, Middlesex, London WPC1 0DS

020 7539 1200

www.gkl.com



**USES KEY**

[Blue]	Ancillary
[Light Blue]	Co-Living BOH
[Light Green]	Co-Living Accessible
[Green]	Co-Living Amenity
[Light Green]	Co-Living Bedroom
[Light Green]	Family Bedrooms
[Light Green]	Accessible Bedroom
[Yellow]	Standard Bedroom
[Orange]	Hotel F&H
[Red]	Retail
[Dark Red]	Hotel BOH

- 1. 2024/01/14 - Planning amendments
- 2. 2024/01/14 - Planning amendments
- 3. 2024/01/14 - Planning amendments
- 4. 2024/01/14 - Planning amendments
- 5. 2024/01/14 - Planning amendments
- 6. 2024/01/14 - Planning amendments
- 7. 2024/01/14 - Planning amendments
- 8. 2024/01/14 - Planning amendments

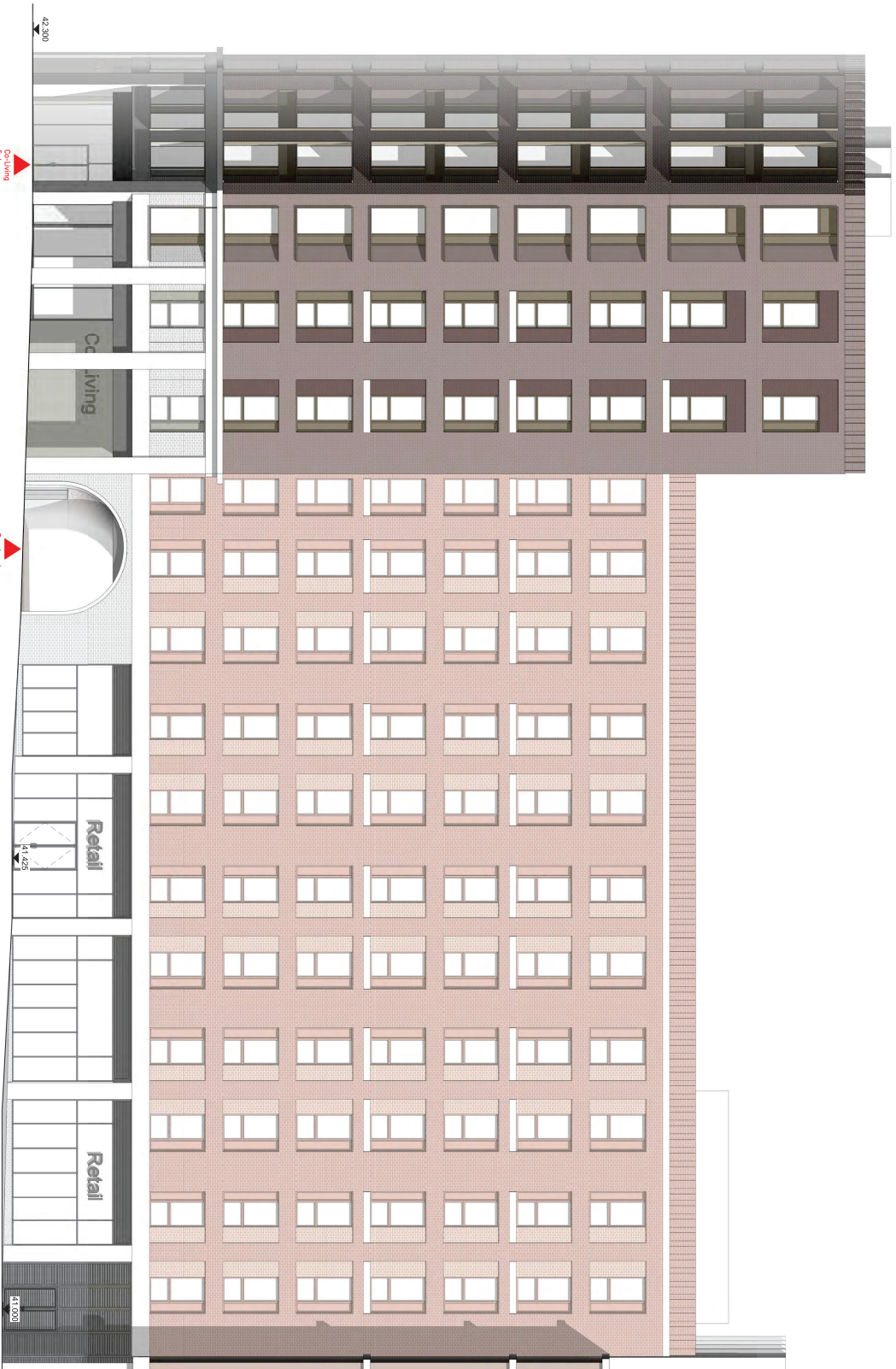
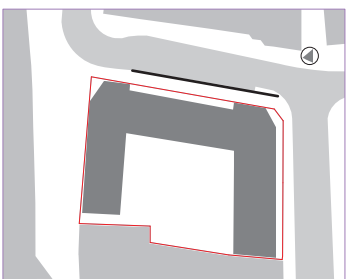
148-154 Uxbridge High Street  
 UB8 3YJ, Hillingdon

**PROPOSED ROOF SITE PLAN**  
 Revised Date: **PLANNING**  
 Drawn By: **AD**

**DNA | REAL ESTATE**  
**MODA**  
 DNA (UXBRIDGE) LTD  
 LXB

Project Number: **P23-110**  
 Scale: **1 : 200**  
 Date: **28/03/2024**  
 Drawing Number: **000113**  
 Revision: **B**  
 Drawing Title: **LXB-CGL-Z0-RF-DR-A-000113**  
 28A Easton St. Epsom, Surrey, Middlesex, London WEC1 0DS  
 020 7539 7200  
 www.gcl.com





Signage indicative only



1. 2024/07/14 Proposed Internal Improvement - Change  
 2. 2024/05/14 Proposed Internal Improvement - Change  
 Rev. 2/24 By: [Name]

Project  
 148-154 Lixbridge High Street,  
 UB8 3YJ, Hillingdon

**PROPOSED COLIVING NORTH ELEVATION**

Project Name  
**PLANNING**  
 Discipline

DNA | REAL  
 | ESTATE

**MODA**  
 DNA (UXBRIDGE) LTD UX8

Project Number  
**P23-110**

Scale  
**1 : 100**

Date  
**28/03/2024**

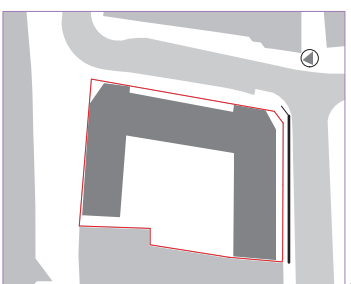
Drawn By  
**DJ AD**

Checked By  
**A**

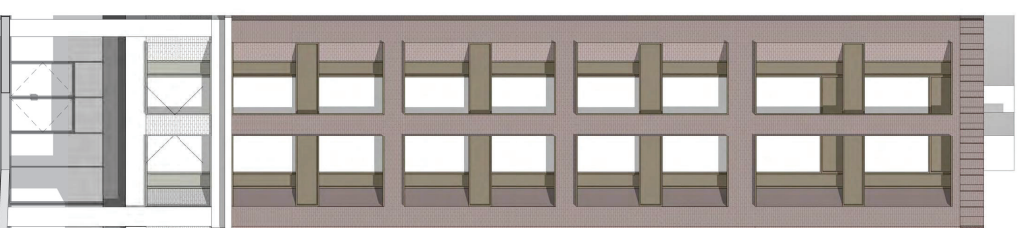
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**UX8-CG1-Z0-XX-DR-A-062104**

29A Easton St. Epsom, Surrey  
 Middlesex, London WPCX 0DS  
 020 7539 1200  
 www.dnareal.com





1 Coliving Elevation - Bakers Road  
1:100



2 Co-Living Bakers/Belmont  
1:100



Project Name  
**PLANNING**

Client  
**DNA | REAL ESTATE**

Project Number  
**MODA DNA (UXBRIDGE) LTD**

Scale  
**1 : 100**

Date  
**28/03/2024**

Drawn By  
**DU AD**

Checked By  
**B**

Project Name  
**PROPOSED COLIVING EAST ELEVATION**

Client  
**148-154 Uxbridge High Street, UB8 3YJ, Hillingdon**

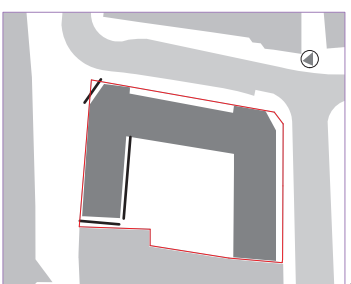
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Site  
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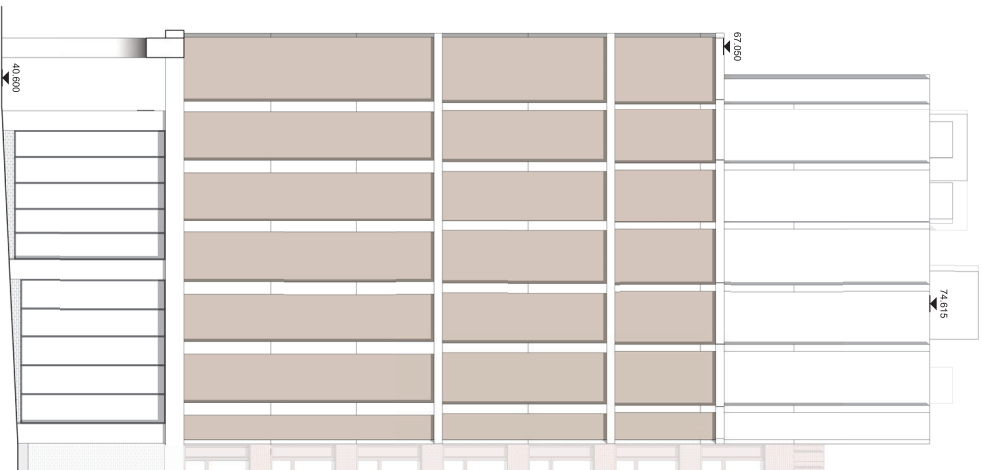
Contact  
**020 7539 1200**

Website  
**www.gla.com**





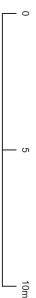
1 Hotel Elevation - Belmont/High St  
1:100



2 Hotel Elevation - Cocks Yard  
1:100



3 Hotel Elevation - Courtyard East  
1:100



PROPOSED HOTEL SOUTH FLANK & EAST ELEVATION  
PLANNING  
148-154 Uxbridge High Street,  
UB8 3Y, Hillingdon

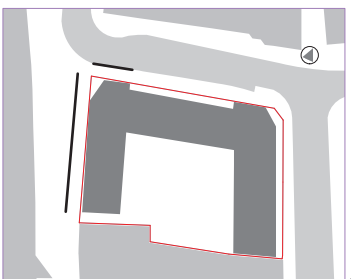
PROPOSED HOTEL SOUTH FLANK & EAST ELEVATION  
PLANNING  
148-154 Uxbridge High Street,  
UB8 3Y, Hillingdon

**DNA | REAL ESTATE**  
**MODA**  
DNA (UXBRIDGE) LTD  
P23-110  
28/09/2024  
061106  
LXB-CGL-Z0-XX-DR-A-061106

Scale: 1:100  
Client: DNA (UXBRIDGE) LTD  
Project: 28/09/2024  
Drawing: 061106  
Revision: C

28A Easton St, Epsom, Surrey, Surrey, Surrey  
Marked, London WC1X 0DS  
020 7539 7200  
www.gcl.com

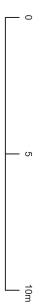




1 Hotel Elevation - Belmont Road  
1:100

2 Hotel Elevation - High Street  
1:100

Signage indicative only



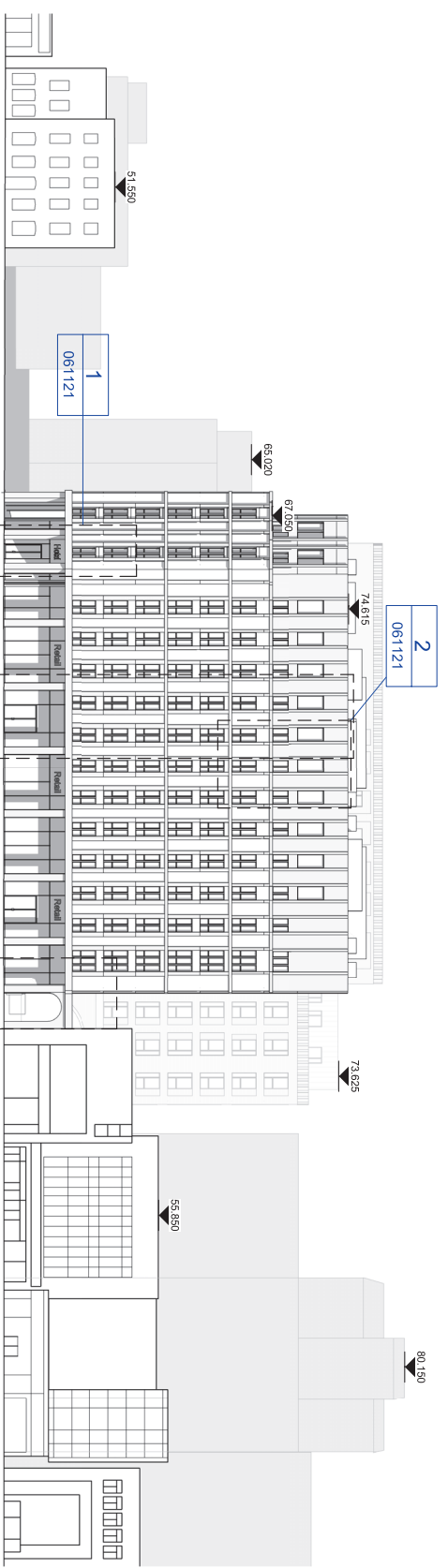
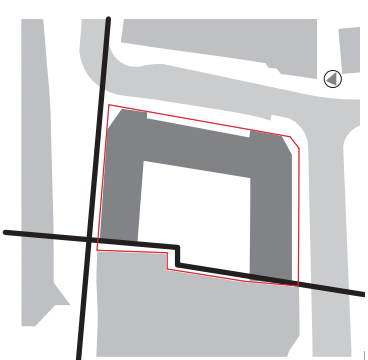
PROPOSED HOTEL NORTH & WEST ELEVATION  
148-154 Uxbridge High Street  
UB8 3YJ, Hillingdon

Overlaid  
DNA | REAL  
ESTATE  
**MODA**  
DNA (UXBRIDGE) LTD  
Project Name: DNA (UXBRIDGE) LTD  
Project Number: P23-110  
Date: 28/03/2024  
Drawing Number: 061105  
Drawing Title: C

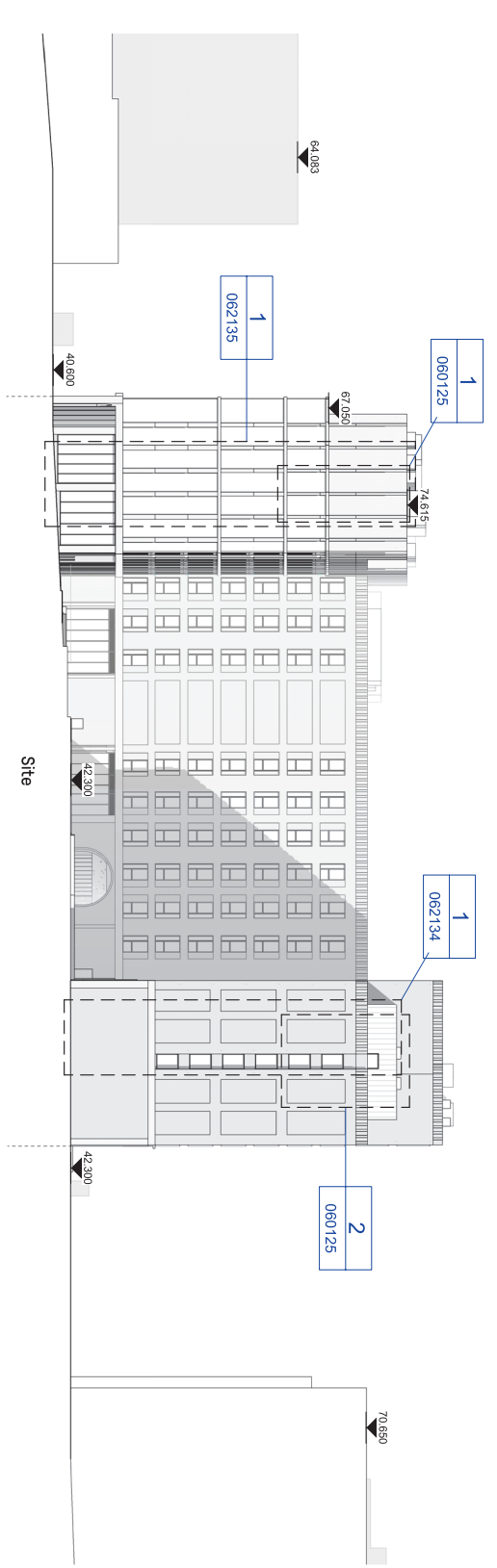
Scale of all  
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Drawing Title: 061105  
Drawing Number: C  
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28A Easton St. Epsom, Surrey, Middlesex, London WPCX 0DS  
020 7539 7200  
www.gcl.com







1  
1 : 500  
High Street Elevation



2  
1 : 500  
Cocks Yard Elevation



Project  
A - 2026/03 10 Planning/permissions  
- 2026/03 10 Planning/permissions  
Rev: 2/21 By: Description

148-154 Uxbridge High Street,  
UB8 1JY, Hillingdon

PROPOSED SITE ELEVATIONS AA

PLANNING

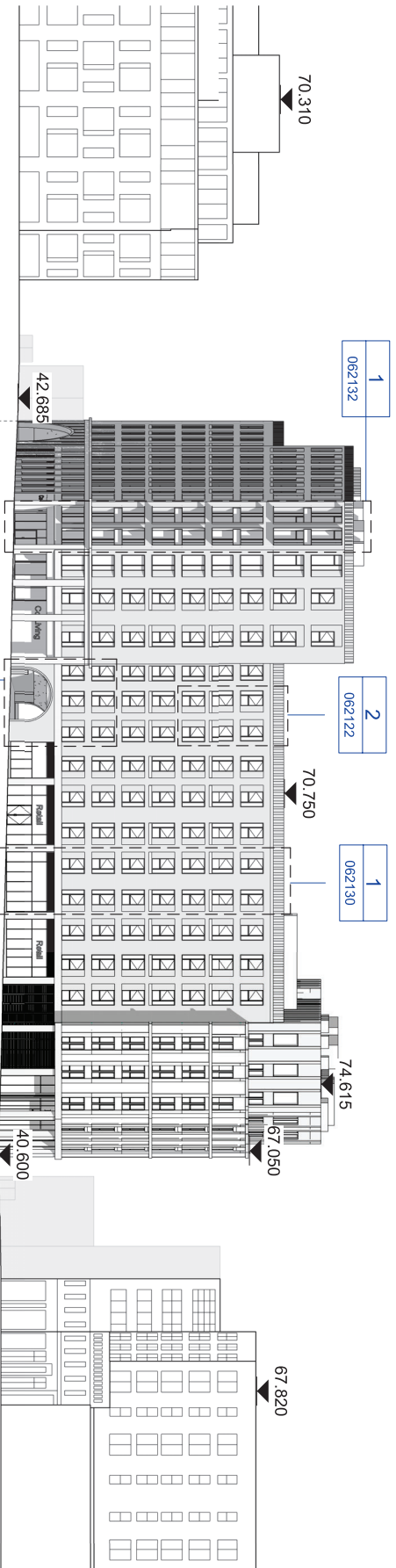
DNA | REAL ESTATE  
**MODA**

Client: DNA (UXBRIDGE) UXB LTD  
Project Number: P23-110  
Scale: 0:1  
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Date: 28/03/2024  
Drawn By: DJ  
Checked By: AD  
Drawing Number: 060108 A  
Revision:

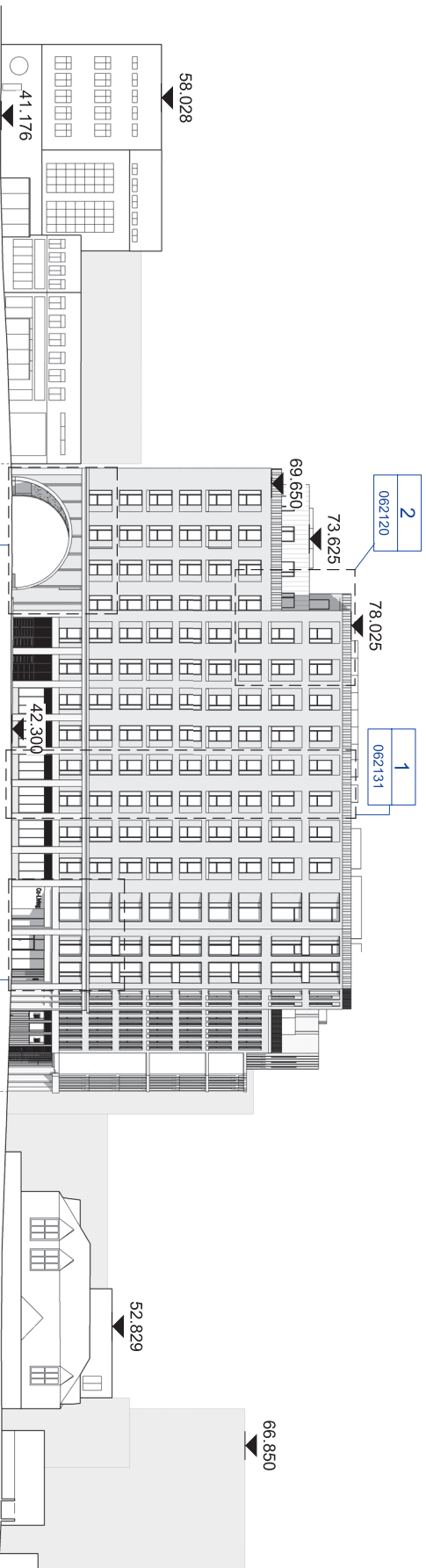
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020 7539 1200  
www.cguk.com





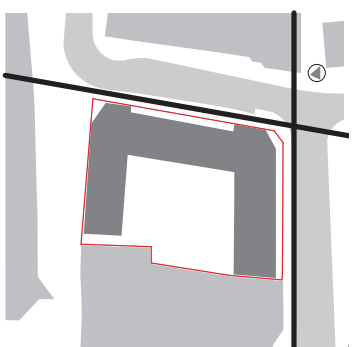
**Belmont Road Elevation**

1 : 500



**Bakers Road Elevation**

2 : 500



A 202403 10 Planning/permissions  
 - 202403 10 Planning/permissions  
 Rev 2/24 By Description

Project  
 148-154 Uxbridge High Street,  
 UB8 3JY, Hillingdon

Drawing Title  
 PROPOSED SITE ELEVATIONS BB

Project Status  
 PLANNING

DNA | REAL ESTATE

**MODA**

Client  
 DNA (UXBRIDGE) UX8

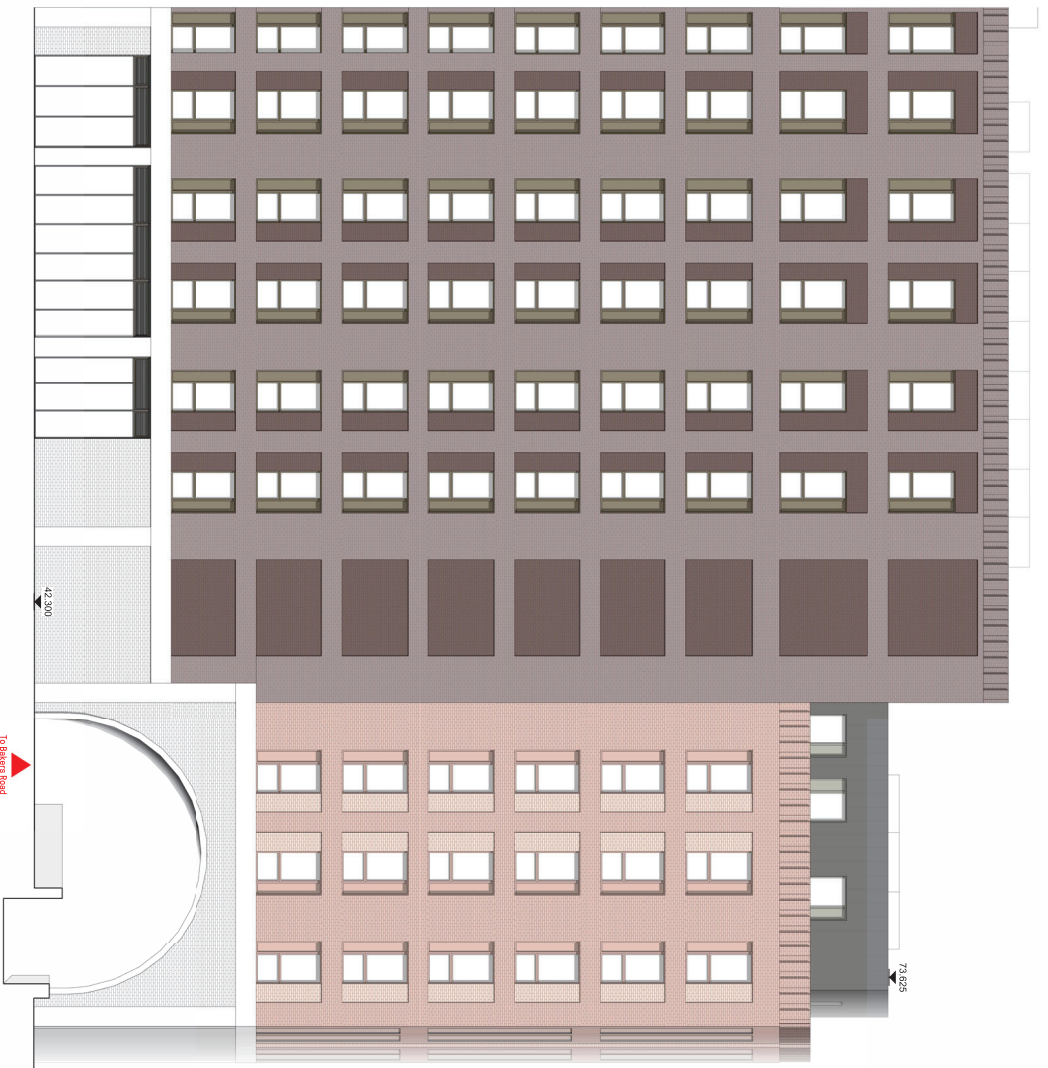
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 P23-110

Date  
 28/03/2024

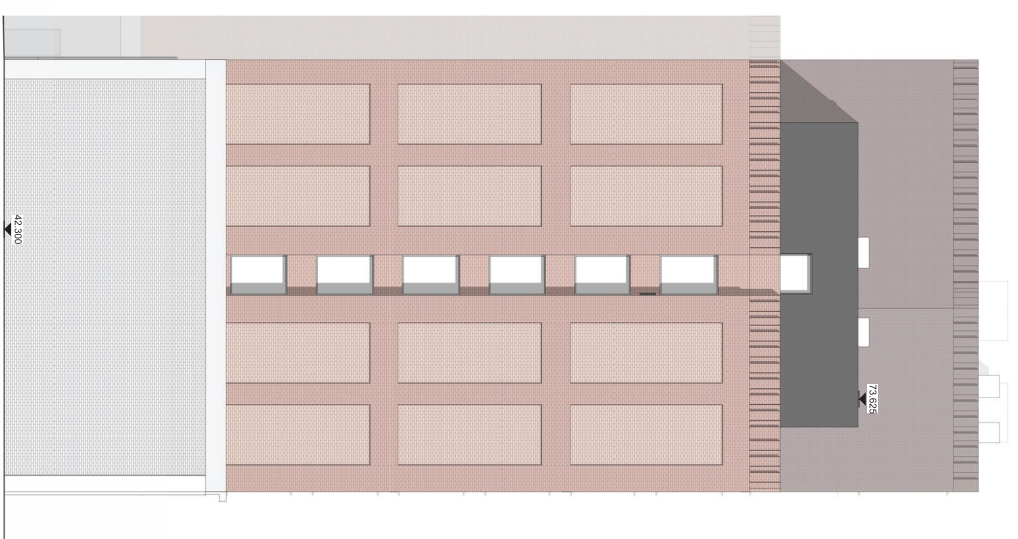
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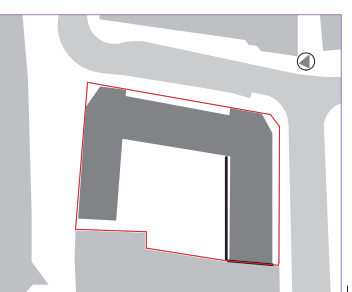




1 Colliving Elevation - Courtyard West  
1:100



2 Colliving Elevation - Cocks Yard  
1:100



2024/25, 10 Rembrandt Way  
Rev. 28 By Description  
148-154 Lukebridge High Street,  
UB8 3JY, Hillingdon

PROPOSED COLLIVING WEST & SOUTH FLANK  
ELEVATION

Proposals  
PLANNING

Site/Stage

DNA | REAL  
ESTATE

**MODA**

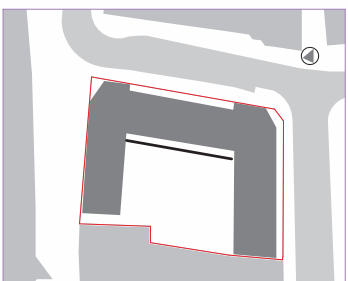
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Checker: AD

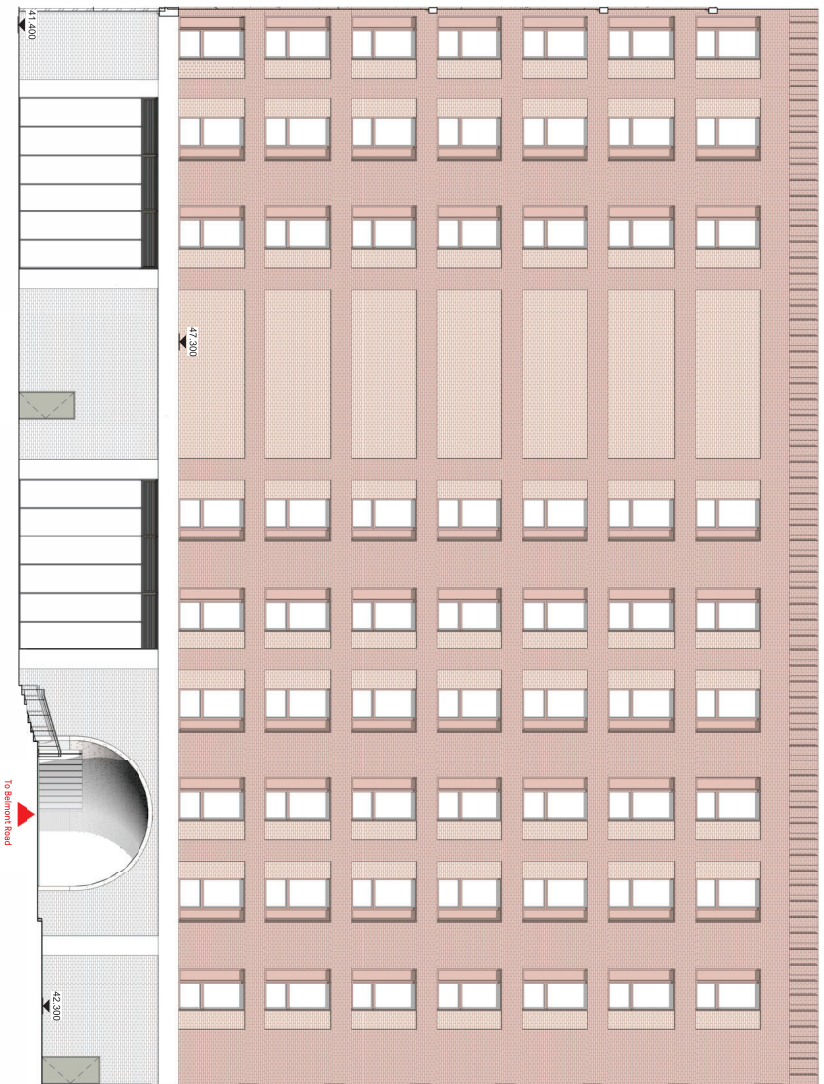
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28A Easton St, Epsom, Surrey, Middlesex, London WOX 0DS  
020 7539 1200  
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2024.05.10  
 Rev 28  
 By Description  
 Project  
 148-154 Lixbridge High Street  
 UB8 3YJ, Hillingdon



PROPOSED COLIVING SOUTH ELEVATION  
 Project Name  
 PROPOSAL  
 Planning  
 Client Logo

DNA | REAL  
 |  
 ESTATE

**MODA**

Client: DNA (UXBRIDGE) LTD LXB

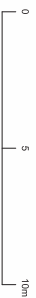
Project Number: P23-110 Scale: 1 : 100

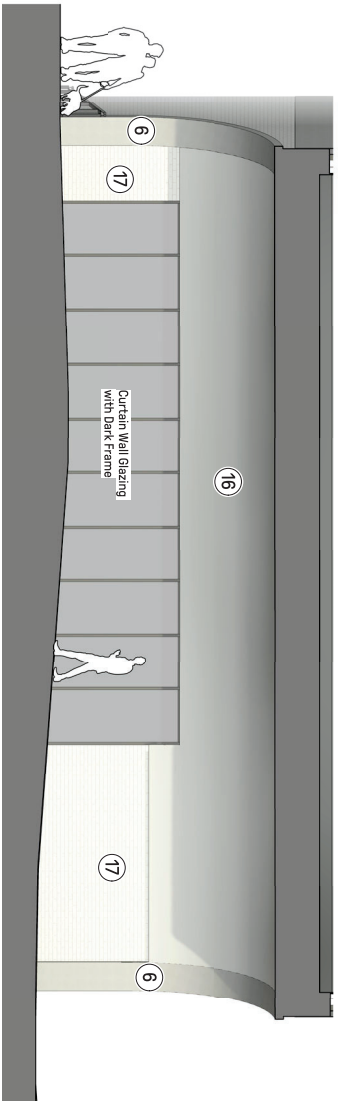
Date: 28/03/2024 Drawn: DJ AD

Drawing Number: 062101

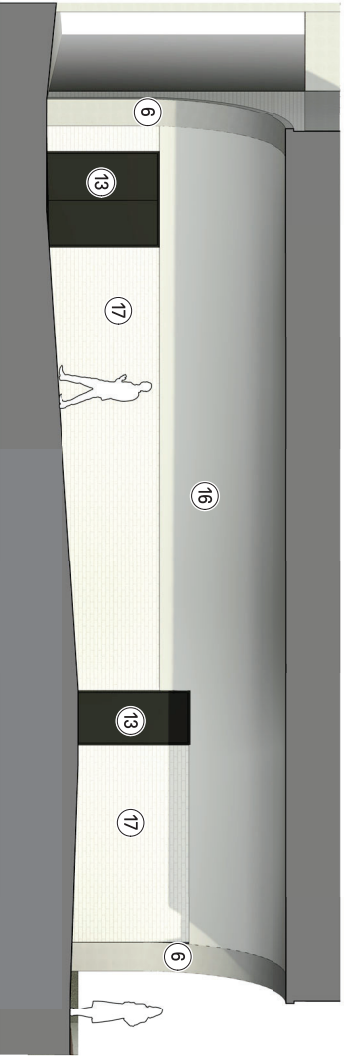
Revision Number: LXB-CGL-20-XX-DR-A-062101

28A Easton St, Epsom, Surrey, Middlesex, London WPCX 0DS  
 020 7539 1200  
 www.dgk.com





1 Belmont Passageway - East Elevation  
1:50



2 Belmont Passageway - West Elevation  
1:50

- Material Key**
- 1 Dark Stone Block, Dark Mosaic, Stone/Clay Bond
  - 2 Dark Stone Block, Light Mosaic, Stone/Clay Bond
  - 3 MC7 Stone Block, Dark Mosaic, Stone/Clay Bond
  - 4 MC7 Stone Block, Light Mosaic, Stone/Clay Bond
  - 5 White Brick, White Mosaic, Stone/Clay Bond
  - 6 Formed Composite Cladding Elements, Dark Mosaic
  - 7 Composite Cladding Panels, Light Gray
  - 8 Composite Cladding Panels, Dark Mosaic
  - 9 Primer Coated Metal, Dark Brown
  - 10 Primer Coated Metal, Light Gray
  - 11 Primer Coated Metal, Dark Gray
  - 12 Primer Coated Metal, Dark Gray
  - 13 Metal Cladding, Gray
  - 14 Zinc Cladding System, Standing Seam
  - 15 Primer Coated Metal, Dark Brown
  - 16 Primer Coated Metal, Dark Gray
  - 17 Primer Coated Metal, Dark Gray
  - 18 Primer Coated Metal, Dark Gray
  - 19 Metal Cladding, Gray

1:50 SCALE. All Dimensions  
Are Given By Description

**Project:**  
148-154 Uxbridge High Street,  
UB8 3JY, Hillingdon

**Architect:**  
MODA  
PROPOSED BELMONT PASSAGEWAY  
ELEVATIONS

**Project Status:**  
PLANNING  
Drawn By:  
DJ/ADP

**DNA | REAL ESTATE**

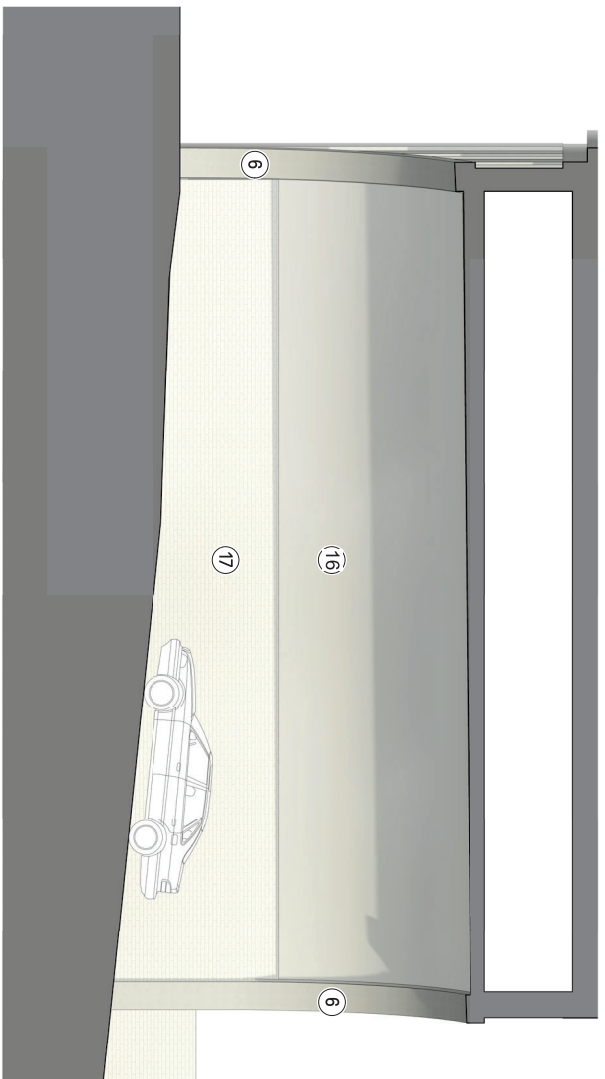
**MODA**  
CONCRETE  
DNA (UXBRIDGE) LTD  
UX8

**Project No:** P23-110  
**Drawn By:** DJ/ADP  
**Checked By:** ADP  
**Date:** 28/03/2024  
**Revision:** 062105

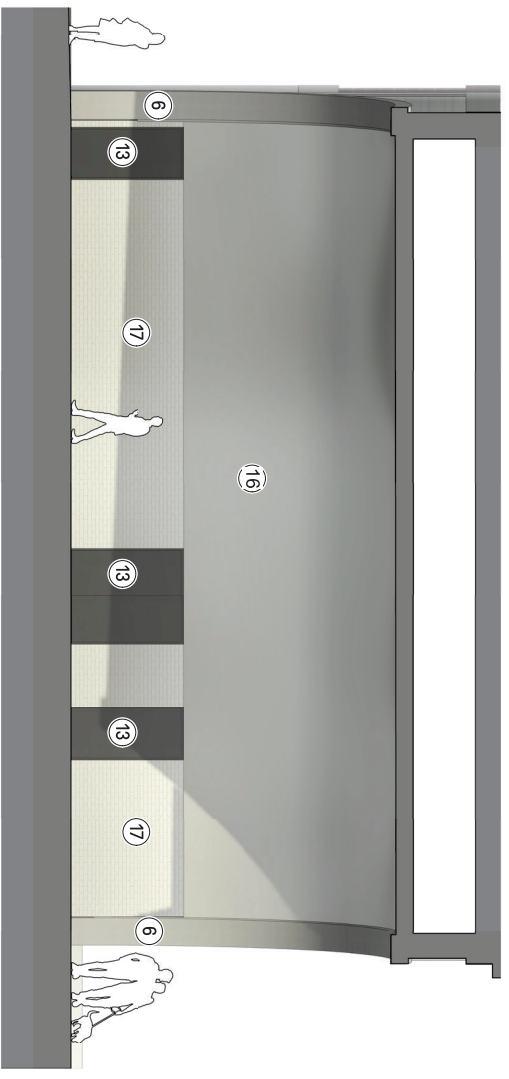
**Scale:** As Indicated  
**Project No:** UXB-06L-20-XX-DR-A-062105

281 Easton St, Epsom 020 7539 7200  
Market, London W1X 0DS www.dnareal.com





1 Bakers Passageway - North Elevation  
1:50



2 Bakers Passageway - South Elevation  
1:50

- Material Key**
- 1 Dark Stone Block, Dark Matt, Structure Bond
  - 2 Dark Stone Block, Light Matt, Structure Bond
  - 3 MC7 Floor Block, Dark Matt, Structure Bond
  - 4 MC7 Floor Block, Light Matt, Structure Bond
  - 5 White Block, White Matt, Structure Bond
  - 6 Forward Composite Cladding Elements, 60% White
  - 7 Composite Cladding Panel, Light Grey
  - 8 Composite Cladding Panel, 60% White
  - 9 Primer Coated Metal, Dark Green
  - 10 Primer Coated Metal, Dark Green
  - 11 Primer Coated Metal, Dark Green
  - 12 Primer Coated Metal, Dark Green
  - 13 Primer Coated Metal, Dark Green
  - 14 Metal Cladding, Grey
  - 15 Zinc Cladding System, Standing Seam
  - 16 Primer Coated Metal, 60% White
  - 17 Metal Cladding, White, Structure Bond

1:50 SCALE, AS PERMITTED  
 DRAWN BY: [Name]  
 CHECKED BY: [Name]  
 PROJECT: 148-154 Uxbridge High Street,  
 UB8 3JY, Hillingdon

**PROPOSED BAKERS PASSAGEWAY ELEVATIONS**

Project Status: **PLANNING**  
 Drawn By: [Name]

**DNA | REAL ESTATE**

**MODA**  
 DNA (UK) RINGDOLE LTD  
 DNA

Company Name: **MODA**  
 Client: **DNA (UK) RINGDOLE LTD**  
 Project Name: **P23-110**  
 Date: **28/03/2024**  
 Drawn By: **DJ**  
 Checked By: **AD**  
 Project Status: **As Indicated**  
 Drawing Reference: **062106**

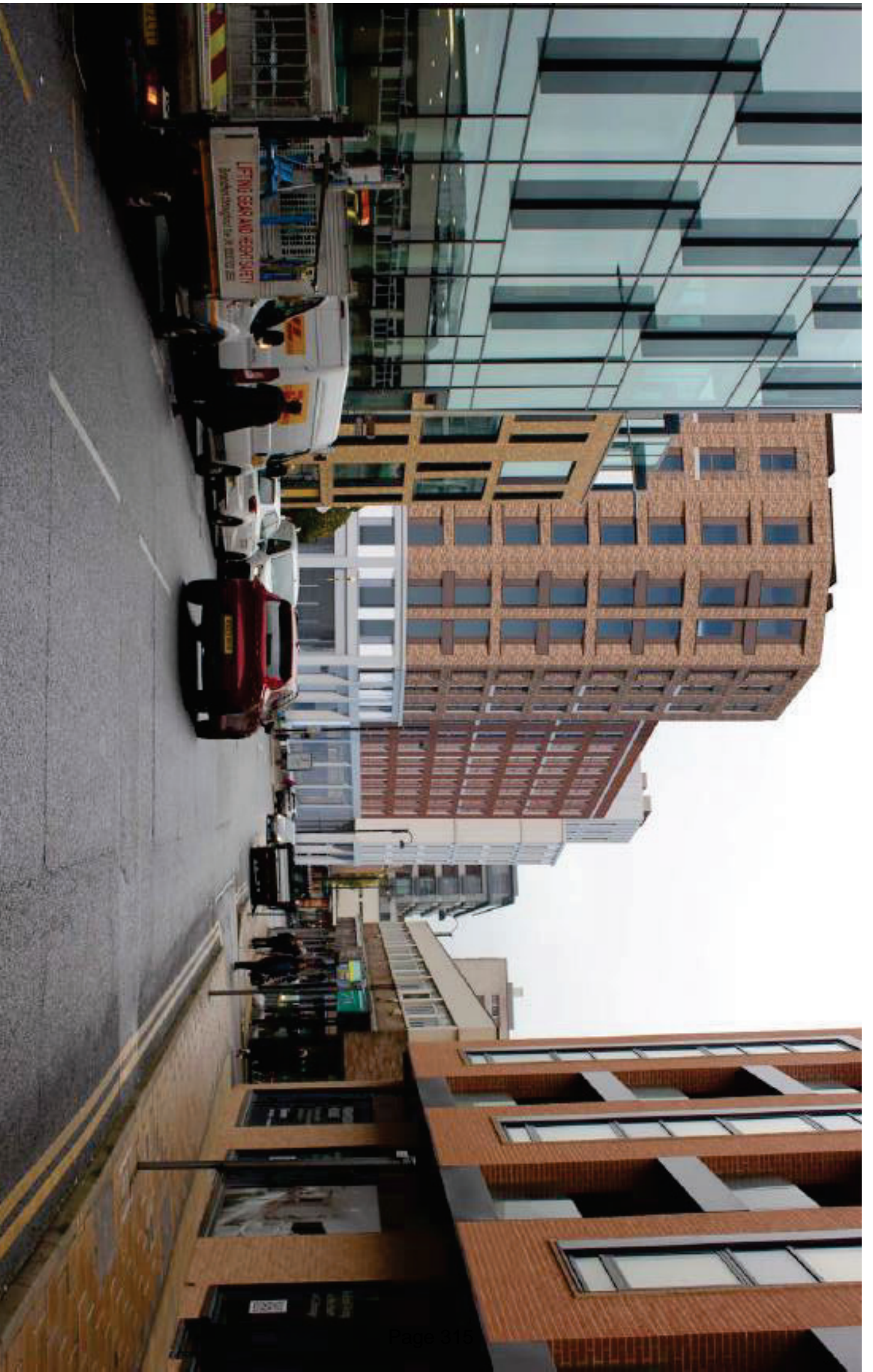
281 Easton St, Epsom  
 Market, London W15A 0DS  
 020 7539 7200  
 www.gjll.co.uk

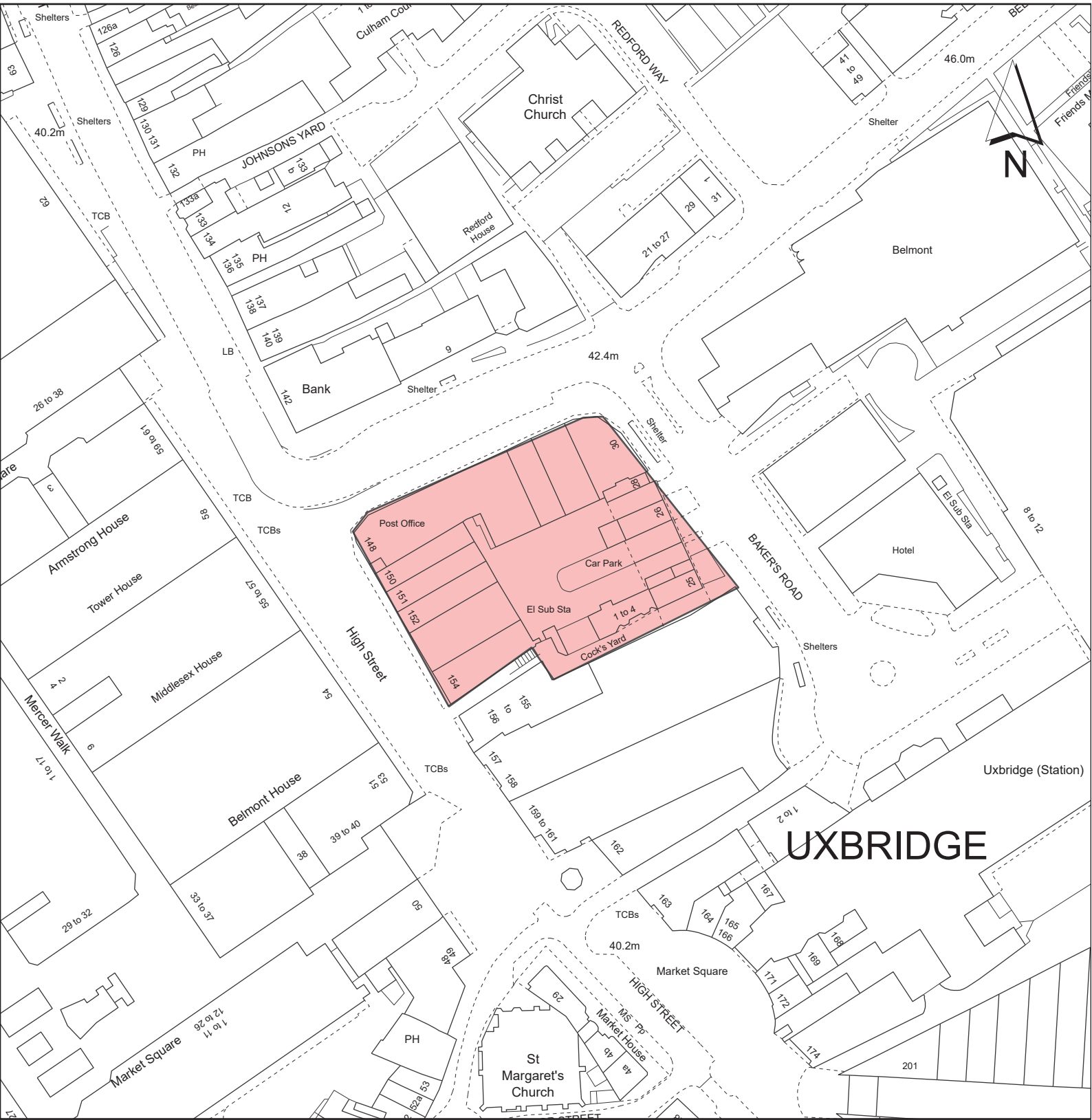














# UXBRIDGE

<b>KEY :</b>  Site Boundary	<b>ADDRESS :</b> 148-154 High Street		<b>LONDON BOROUGH OF HILLINGDON</b> <b>RESIDENTS SERVICES</b> <b>PLANNING SECTION</b>
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	<b>PLANNING COMMITTEE :</b>	<b>DATE :</b> 09/04/2025	 <b>HILLINGDON</b> LONDON
Page 316			

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

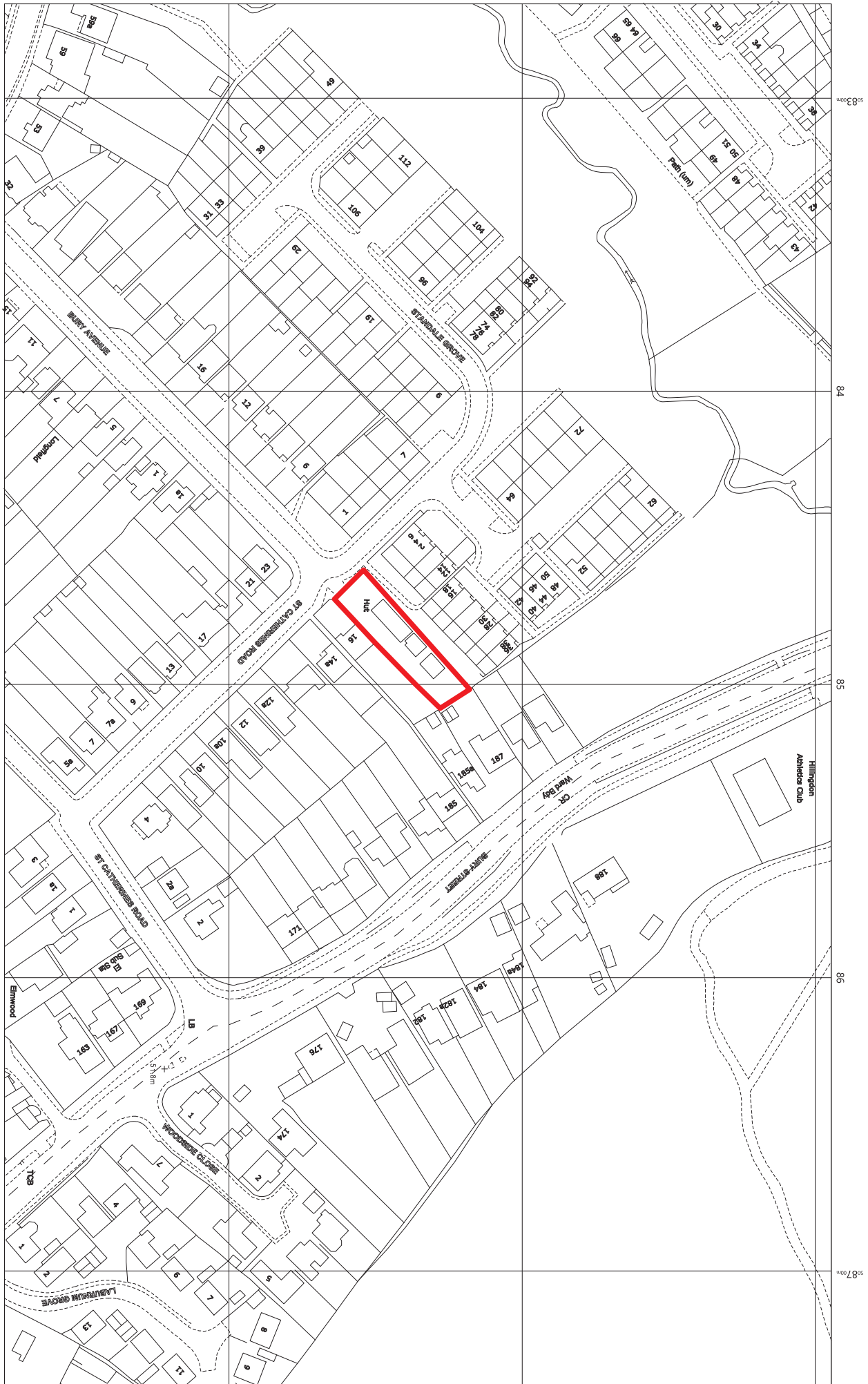
**Address:** 2nd/ 9th Ruislip Scout Group, 18 St Catherines Road, Ruislip

**Development:** Variation of Condition 2 (Accordance with Approved Plans), Conditions 3 (Tree Protection) and 5 (Landscaping) of planning permission ref. 6039/APP/2021/3465 dated 03-03-2022 (Removal of derelict scout hut and storage unit to facilitate the erection of a replacement single storey scout hut building)

The minor material amendments include:

- Changes to accessibility (with external ramp and disabled parking), hard and soft landscaping and external fittings.
- Minor change to the building overall positioning on the site.
- Fenestration changes on front elevation plan with repositioning of fire exit door.

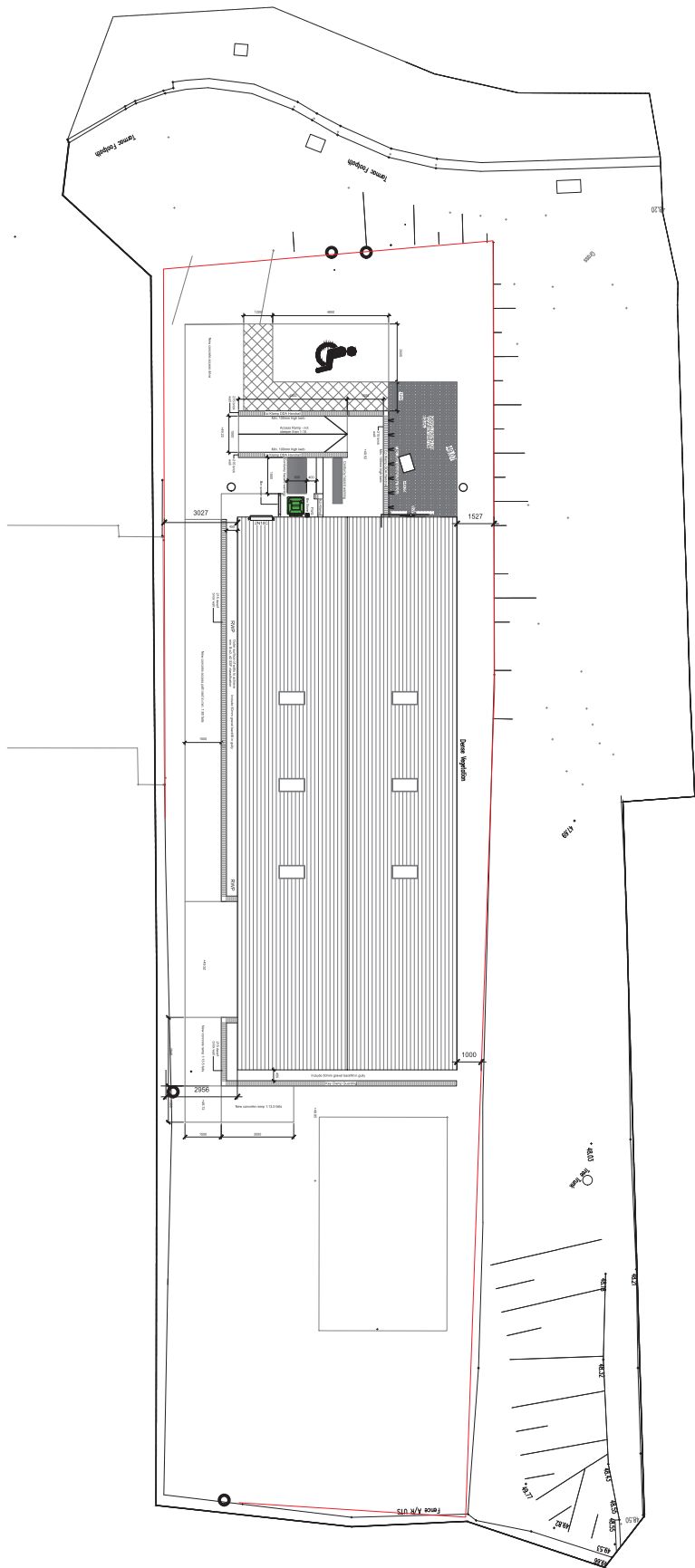
**LBH Ref Nos:** 6039/APP/2024/3226



**1**  
**LOCATION PLAN**  
 1 : 1250



<b>PROJECT</b> <b>SCOUT HUT</b>		<b>CLIENT</b> <b>2ND/9TH SCOUT GROUP</b> 18 St. Catharines Rd, Ruislip HA4 7RU T 07563 730210 W www.secondinrh.com	
<b>SHEET</b> <b>LOCATION PLAN</b>	<b>Date</b> 20/07/2021	<b>Project number</b> 01	<b>Scale (@ A3)</b> As indicated
	<b>Purpose</b> PLANNING	<b>DRAWING NUMBER</b> AB001	<b>REV</b>



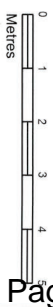
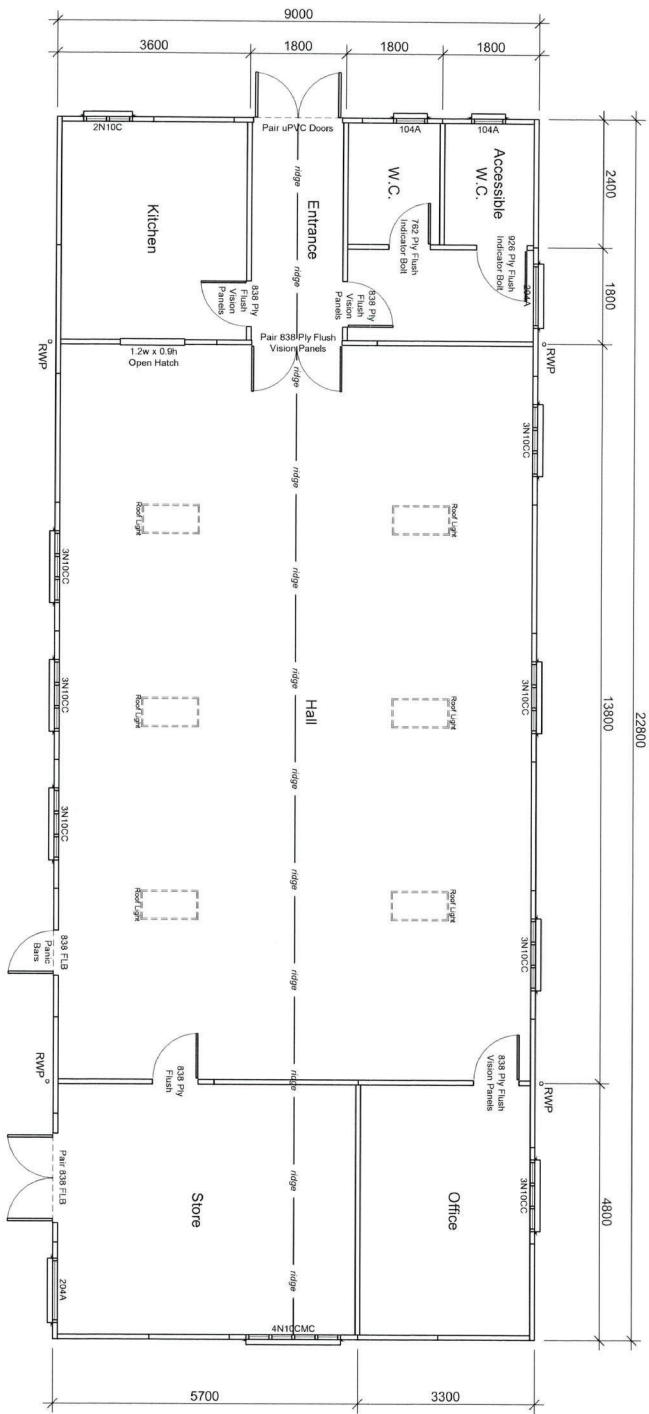
Plan A - 00.01.25 - Albany reserved  
 Plan B - 10.03.25 - Albany reserved  
 Plan C - 28.03.25 - Final Plan subject to final O&M  
 Plan D - 28.03.25 - Albany subject to planning of building

**T R Harris Design & Surveying Services**  
 18 St Catharines Road  
 RU15 1LP  
 www.trharrisdesign.co.uk Tel: 050 868 9248

**PROJECT**  
 2nd & 9th Scout Group  
 18 St Catharines Road  
 RU15 1LP  
 HA4 TRU

**TITLE**  
 Site Plan - General Layout

**SCALE** 1:100 @ A1  
**DATE** June 2024  
**DRAWING NO** 23/HSC/010/D  
**DATE** June 2024



**PASSMORES**  
EST - 1979

High Street, Strood, Rochester, Kent, ME2 4DR  
Tel: 01634 890033 info@passmores.co.uk  
Fax: 01634 890084 www.passmores.co.uk

Customer

Ruislip Scouts,  
c/o Mr Norton, 18 Sharps Lane,  
Ruislip,  
Middlesex, HA4 7JQ

Description

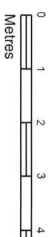
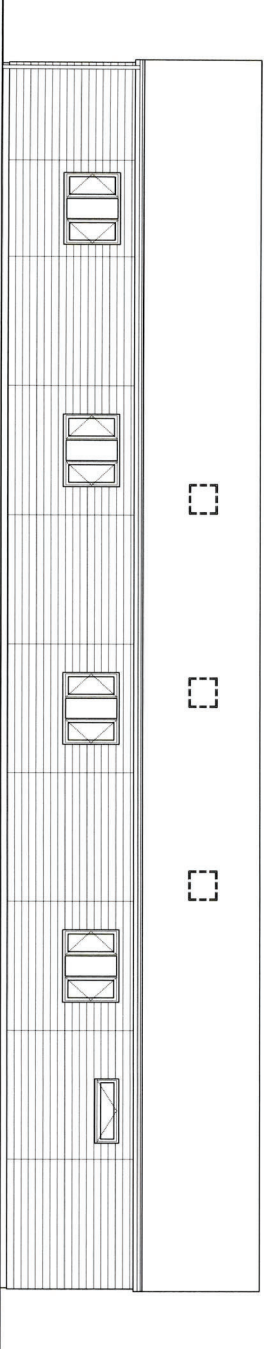
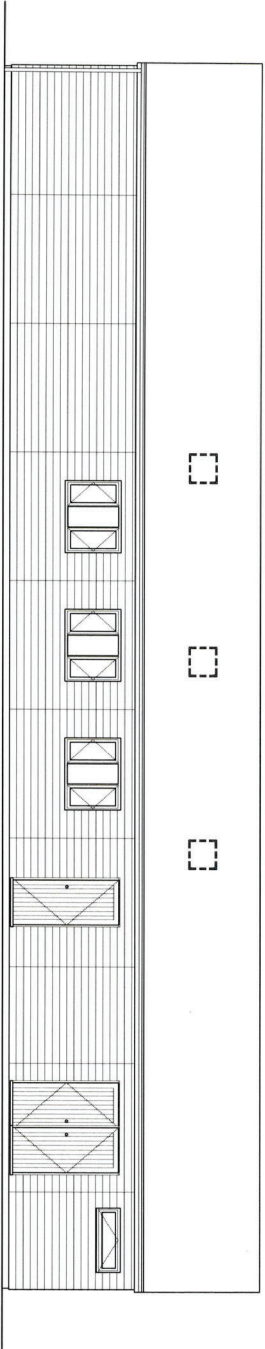
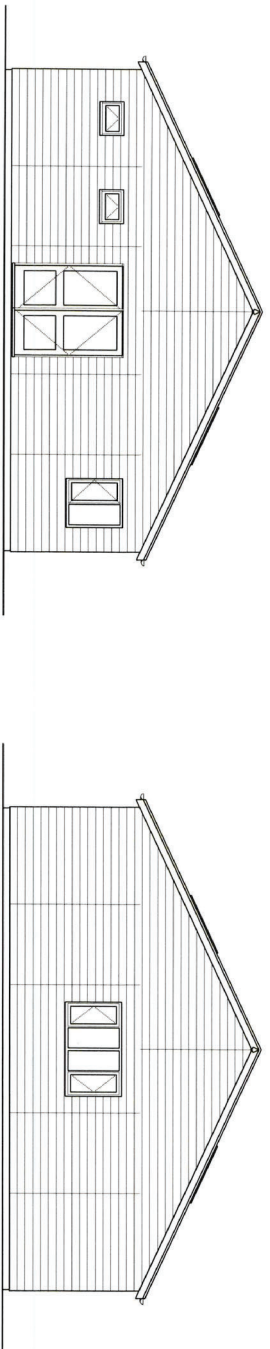
22.80m x 9.00m  
Club Range Building  
Sheet 2

Rev	Description	Date
A	2XCG doors changed to UPVC and F.L.B.	18.07.2023
B	Revision to office, store and rear areas.	08.05.2024

Date	Scale	Drawn	Checked
06.05.2021	1:100 @ A3	J.M.I.D	

Drawing No	Rev
52-69249-SHEET2	B

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**PASSMORES**  
ESTD 1929

High Street, Stroud, Gloucester, Kent, ME2 4DR  
Tel: 01634 290033 Info@passmores.co.uk  
Fax: 01634 290094 www.passmores.co.uk

Customer: Ruslip Scouts.  
c/o Mr Norton, 18 Sharps Lane,  
Ruslip,  
Middlesex: HA4 7JQ

Description  
22.80m x 9.00m  
Club Range Building  
Sheet 3

Rev	Description	Date
A	2X6C doors changed to uPVC and FLB	18.01.2023
B	Single FLB door replaced	13.05.2024

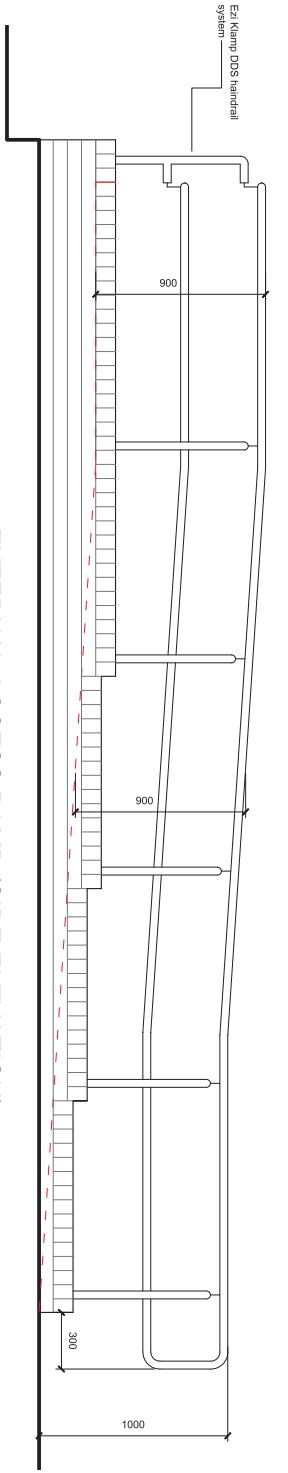
Date	Scale	Drawn	Checked
06.05.2021	1:100 @ A3	J.M.D	

Drawing No: **52-69249-SHEET3** Rev: **B**

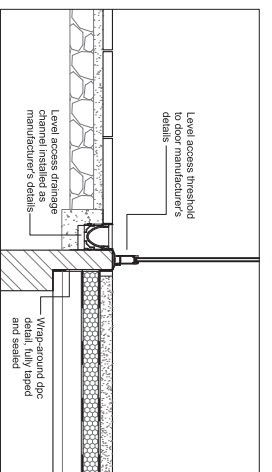
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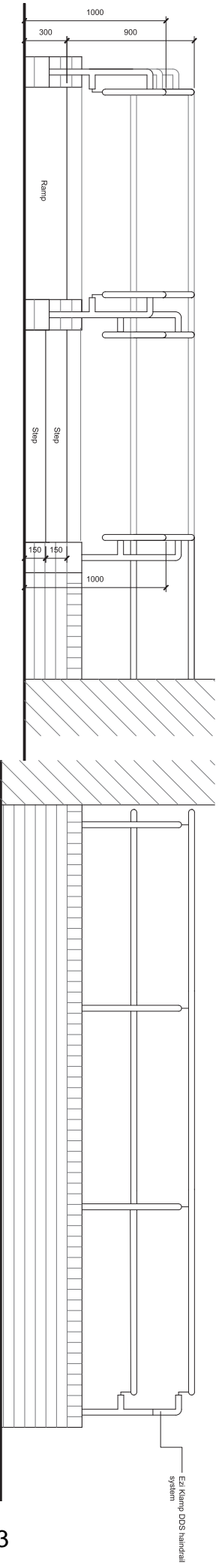




EXTERNAL ACCESS RAMP (SIDE ELEVATION)

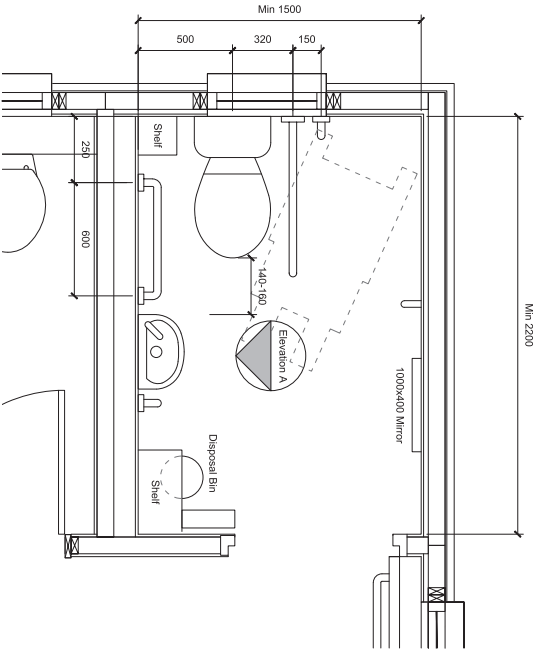


LEVEL ACCESS DOOR DETAIL

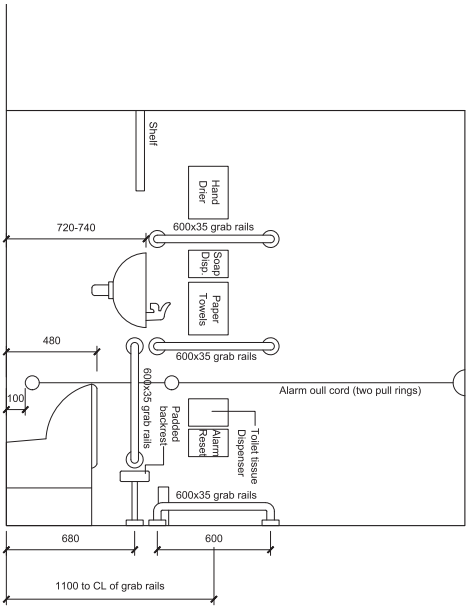


EXTERNAL ACCESS RAMP AND STAIRS (FRONT ELEVATION)

EXTERNAL ACCESS RAMP (REAR ELEVATION)



WHEELCHAIR ACCESSIBLE WC



ELEVATION A

**WHEELCHAIR ACCESSIBLE WC**  
 Doc W installation pack to manufacturer's details, complete with the following:  
 1. WC Pan to BS EN 997:2012 with lever/paddle flush to osstem to rim of cistern  
 2. Basin with lever mixer tap with terminal fittings complying with Guidance Note G18:5 of the Guidance Document relating to Schedule 2 of the Building Regulations 1998, SI 1997/148  
 3. Grab rails as indicated, including rear of door  
 4. An emergency pull cord which is easily identifiable and reachable from the WC and from the floor close to the WC  
 5. Emergency assistance alarm system having  
 i) Visual and audible indicators to confirm that an emergency has been received  
 ii) A reset control reachable from a manufacturer and the alarm manufacturer's readily and audibly from any fire alarm system  
 6. Lighting controlled by PIR motion sensors

Rev. A - 05.02.25 - Ramp removed  
 Rev. B - 10.03.25 - Ramp reinstated

**T R Harris Design & Surveying Services**  
 539 Rayners Lane, Pinner, Middlesex HA5 5HP  
 www.trharrisdesign.co.uk Tel: 020 868 5048

**PROJECT**  
 2nd & 9th Scout Group  
 18 St Cathrines Road  
 RUISLIP  
 HA4 7RU

**TITLE**  
 ACCESSIBILITY

SCALE	1:20 @ A2	DRAWING NO.	23/18SCR038
DATE	October 2023		



SCALE BAR 1:20

# PASSMORES CLUB RANGE

This drawing relates to tiled roof Club Range buildings without verandah. Passmores design and manufacture the timber superstructure to be erected onto foundations designed and constructed by the customer.

## FOUNDATIONS

A trench foundation or block & beam foundation will suit the Passmores superstructure. For buildings under 50m<sup>2</sup> a concrete raft may be satisfactory. Please refer to attached foundation drawing. Depth and width of perimeter trench and overall concrete thickness depends upon ground conditions. In the event of proximity to mature trees a local structural engineer should be consulted.

## SUPERSTRUCTURE WALLS

Passmores supply and lay a bitumen felt dpc. The factory made wall panels are constructed from softwood sole and head plates and studs at 600mm centres. Frame size is 4 x 2 CLS. Eaves height is 2.40m. Racking forces are taken by 9mm osb III sheathing. Structural partitions are clad one side to eaves in 9mm osb III. Side wall head rails are doubled, studs are doubled at panel joints and trebled at corners. Panels are joined with bolts. Openings supporting trusses are spanned with solid or box beams. Cladding, as specified opposite, is fixed over Tyvek with 12 gauge stainless steel nails. An optional 19mm wall cavity can be specified. Cladding, sole plate, fascias and bargeboards are pressure preservative treated. Wall panels are anchored with fabricated steel brackets and concrete screws. UPVC door and window joinery is A+ double glazed.

## ROOF

Buildings are supplied with fabricated trussed rafters by specialist manufacturer, constructed to BS EN 14250 and spaced at 0.6m centres. Trusses are pressed metal bracketed to walls. Longitudinal and rafter diagonal bracing is fitted in accordance with truss manufacturer's recommendations. Gables are clad in shiplap over Tyvek and fitted with bargeboards. Side wall eaves have fascias and open eaves ventilation trays with integrated fly screening. Roof covering on 50 x 25 treated battens over breathable felt is specified opposite.

## RAINWATER DISPOSAL

Gutters and down pipes are an optional item from Passmores. Recommended down pipe positions are shown on the foundation drawing.

## OPTIONAL FLOOR (up to 50m<sup>2</sup>)

18 TG4 P5 chipboard with glued joints on 40mm SD grade EPS on 1200 gauge polythene dpm.

## CONSERVATION OF FUEL AND POWER

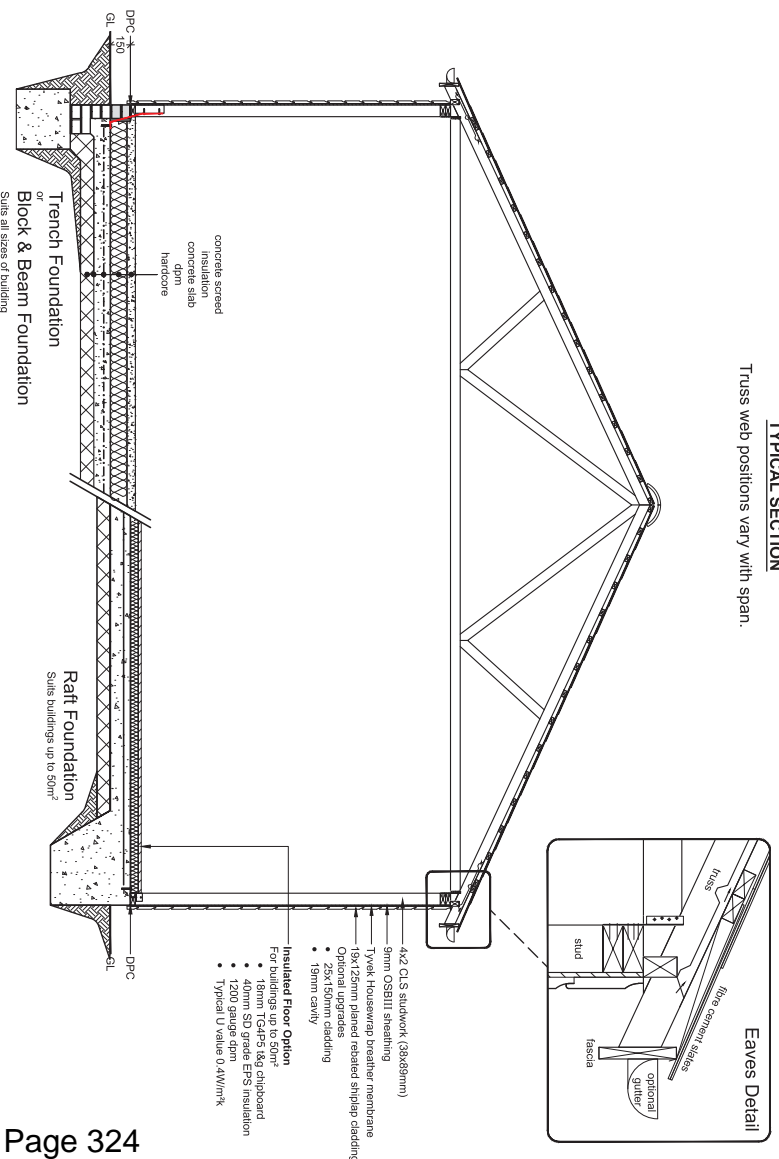
Guidance for customers to achieve compliance with Approved Document L Volume 2 of the Building Regulations.

- **Buildings under 50m<sup>2</sup>** useable floor area are exempt (Doc.L, Vol.2, 0.11.d refers). A U value of 0.43W/m<sup>2</sup>K can be achieved with 100mm mineral wool insulation fitted to walls and ceiling.
- **Buildings over 50m<sup>2</sup> useable floor area with Low Energy Demand.** Some buildings are for summer use only, e.g. cricket club. Provided any installed heating is limited to frost protection, the building will be classified as having a Low Energy Demand and a U value of 0.43W/m<sup>2</sup>K can be achieved with 100mm mineral wool insulation fitted to walls and ceiling.
- **Buildings over 50m<sup>2</sup> useable floor area and fitted with a fixed heating system** will be required to comply with Approved Document L Volume 2.

To achieve wall U value of 0.25W/m<sup>2</sup>K  
60mm PIR (0.022W/mK) between studs & 25mm PIR (0.022W/mK) under plasterboard

To achieve roof U value of 0.16W/m<sup>2</sup>K  
270mm of mineral wool in 2 layers over ceiling plasterboard.



TYPICAL SECTION  
Truss web positions vary with span.



**THIS BUILDING**  
Eaves Height : 2.40m  
Ridge Height : 4.62m  
Cladding : 25 x 150 Planned Shiplap with 19mm cavity  
Roof Pitch : 25°  
Roof Design Load : 685N/m<sup>2</sup>  
Roof Covering : Fibre Cement Slate

<p>EST. 1988</p> <p><b>PASSMORES</b></p> <p>High Street, Strood, Rochester, Kent, ME2 4DR          Tel: 01634 220094          Fax: 01634 220094          Email: info@passmores.co.uk          www.passmores.co.uk</p>		<p>Customer</p> <p>Ruislip Scouts,          c/o Mr Norton, 18 Sharps Lane,          Ruislip,          Middlesex, HA4 7JQ</p>	
<p>Description</p> <p>22.80m x 9.00m          Club Range Building          Sheet 1</p>		<p>Date</p> <p>08.10.2023</p>	
Rev	Description	Date	
A	Update to latest specification.		
Date	Scale	Drawn	Checked
06.05.2021	N/A	J.M.D	
Drawing No		Rev	
52-69249-SHEET1		A	
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<b>KEY :</b>  Site Boundary	<b>ADDRESS :</b> 2nd/9th Ruislip Scout Group, 18 St Catherines Road		<b>LONDON BOROUGH OF HILLINGDON</b>  <b>RESIDENTS SERVICES</b> <b>PLANNING SECTION</b>
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<b>PLANNING COMMITTEE :</b>		<b>DATE :</b> 09/04/2025	
Page 325			

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