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Hillingdon Planning Committee

Date: **THURSDAY, 4 SEPTEMBER 2025**

Time: **7.00 PM**

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

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

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Councillors on the Committee

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

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Agenda

Chairman's Announcements

1 Apologies for absence

2 Declarations of Interest in matters coming before this meeting

3 To receive the minutes of the previous meeting 1 – 4

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

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Applications with a Petition

6	Dyson Drive, Uxbridge 78464/APP/2024/3196	Hillingdon West	The creation of 9no. off-street parking spaces and planting of 3no. new trees. **Recommendation: Refusal**	13 – 32 460 – 463
7	35 Brookdene Drive, Northwood 44049/APP/2025/799	Northwood Hills	Demolition of existing two-storey dwelling and erection of a replacement two-storey dwelling with solar panels, associated bin storage, parking, electric vehicle charging and air source heat pump. Installation of vehicular crossover and alterations to landscaping including hardstanding for driveway, soft landscaping and new boundary treatment and siting. **Recommendation: Approval**	33 – 82 464 – 469

Applications without a Petition

8	Haydon Drive, Eastcote 17979/APP/2025/1314	Northwood Hills	Demolition of 16 studio bungalows and the erection of 21 affordable family-sized houses with associated facilities. **Recommendation: Grant subject to s106 legal agreement.**	83 – 124 470 – 488

9	Morrisons Supermarket, 41-67 High Street, Yiewsley, West Drayton 2370/APP/2023/1727	Yiewsley	Phased demolition of the existing buildings and the redevelopment of the site for a replacement foodstore (Class E), 158 residential units (Class C3), car parking, servicing and access arrangements and associated works. **Recommendation: Approval subject to Stage 2 referral to the Mayor of London and s106 legal agreement.**	125 – 216 489 – 506
10	Union Park UP4, North Hyde Gardens 75111/APP/2025/739	Pinkwell	Redevelopment of site to deliver extension to existing Union Park data centre campus consisting of (a) free standing data centre building; (b) energy, power, and water infrastructure; (c) site access and internal roads; (d) site security arrangements; (e) hard and soft, green landscaping; and (f) other ancillary and auxiliary forms of development. **Recommendation: Approval subject to Stage 2 referral to the Mayor of London and s106 legal agreement.**	217 – 304 507 – 527
11	Former garage site adjacent 43 St Christopher Road 78334/APP/2025/1334	Colham & Cowley	Demolition of existing lock-up garages and erection of a pair of semi-detached dwellings with associated parking and external works. **Recommendation: Approval**	305 – 344 528 – 535
12	560 Sipson Road, West Drayton 829/APP/2023/312	Heathrow Villages	Redevelopment of the site to accommodate a 7-storey 108-room hotel incorporating communal functions on the ground floor level and a basement level with associated parking and external landscaping works including coach parking, servicing areas, and planting. **Recommendation: Grant subject to s106 legal agreement.**	345 – 398 536 – 562
13	Unit 5, 12 Powerhouse Lane 31917/APP/2025/996	Hayes Town	Temporary change of use (for five years) from cafe (Use Class E) to Local Community Use (Use Class F2). **Recommendation: Approval**	399 – 418 563 – 573

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Minutes

HILLINGDON PLANNING COMMITTEE

17 July 2025

Meeting held at Committee Room 5 - Civic Centre

	Committee Members Present: Councillors Henry Higgins (Chair) Adam Bennett (Vice-Chair) Keith Burrows Roy Chamdal Elizabeth Garelick Raju Sansarpuri Jagjit Singh **LBH Officers Present**: Chris Brady, Planning Team Leader Eoin Concannon, Planning Team Leader Natalie Fairclough, Legal Advisor Ed Laughton, Area Planning Service Manager Liz Penny, Democratic Services Officer Dr Alan Tilly, Transport & Aviation Team Manager
64.	**APOLOGIES FOR ABSENCE** *(Agenda Item 1)* There were no apologies for absence.
65.	**DECLARATIONS OF INTEREST IN MATTERS COMING BEFORE THIS MEETING** *(Agenda Item 2)* Councillor Henry Higgins declared a non-pecuniary interest in agenda item 8 as he had not been present when this item had previously been discussed and deferred for a site visit on 9 April 2025. It was agreed that he would leave the room while this item was being discussed and would not vote on this item.
66.	**TO RECEIVE THE MINUTES OF THE PREVIOUS MEETING** *(Agenda Item 3)* **RESOLVED: That the minutes of the meeting dated 11 June 2025 be agreed as an accurate record.**
67.	**MATTERS THAT HAVE BEEN NOTIFIED IN ADVANCE OR URGENT** *(Agenda Item 4)* None.
68.	**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** *(Agenda Item 5)* It was confirmed that all items of business were marked Part I and would be considered

	in public.
69.	**14 COTEFORD CLOSE, EASTCOTE - 78399/APP/2024/564** *(Agenda Item 6)* **Erection of a part single, part two storey rear extension and single storey side extension. Conversion of extended house into 1 x 1-bedroom flat and 1 x 3-bedroom flat with associated parking, landscaping and private amenity space. (revised plans 04.07.24)** Officers presented the application noting that previous planning permission had been granted in February 2024 for identical extensions. It was confirmed that the key difference in the current application involved the conversion of the property into two flats including subdivision of the rear garden, landscaping and associated parking. It was noted that the works already undertaken at the application site were lawful as they related to the previously granted permission. Members heard that the inclusion of Condition 11 would ensure the site could not be converted into an HMO at a later date. The application was considered acceptable and was recommended for approval subject to conditions as set out in the officer's report. The lead petitioner was not in attendance but the agent for the application addressed the Committee Members and thanked officers for their excellent and thorough report. It was noted that the applicant's intention was for the development to remain as flats – he did not intend to convert it into an HMO in the future. In response to Members' questions, it was confirmed that the rear garden was for the use of both flats. Occupants of the first floor flat could access the garden via the side access. Members enquired whether the proposed informative in relation to the development being sited in a critical drainage area could be replaced by an enforceable condition. In response, officers affirmed that an informative was deemed to be appropriate given the substantial rear garden, the scale of the development and the low risk of flooding. Members raised no further objections or concerns. The officer's recommendation was moved, seconded and, when put to a vote, unanimously agreed. **RESOLVED: That the application be approved subject to conditions as set out in the report.**
70.	**18 & 20 WILMAR CLOSE, HAYES - 67410/APP/2024/2641** *(Agenda Item 7)* **Change of use of 2no. outbuildings to granny annexes** The Chair, Councillor Henry Higgins, left the room during the discussion and voting on this item as he had not been present at the meeting in April 2025 at which this item had previously been discussed. Councillor Adam Bennett assumed the role of Chair in his absence. Officers introduced the application noting that the matter had previously been considered at Committee on 9 April 2025 but had been deferred for a site visit. It was reported that the site visit had taken place on 2 June 2025 at which time two noticeable issues had been observed. Members heard that, during the site visit, it had been noted

	that the internal layout and windows to the rear of the outbuildings were not consistent with the plans. It was noted that the application had previously been recommended for approval subject to the omission of kitchen facilities in both outbuildings. However, it was confirmed that the current plans, which included a kitchen and all other amenities consistent with use as independent living accommodation, were in contravention of the Council's outbuilding policy. Moreover, Members were informed that a condition of the proposed development was that it would be for the use of family members only. The current tenants had been due to vacate by 25 June but had still been in residence in early July. For these reasons, the application was now recommended for refusal. It was noted that a number of similar decisions had been overturned by the Inspectorate on appeal; however, the current application differed in that it featured two annexes to two properties with no clear boundary between them. Members thanked officers for their thorough report and welcomed the update subsequent to the site visit. It was noted that there had been a long debate about the application when it had been considered by the Committee in April. It was hoped that, should be matter go to appeal, Inspectors would see it for what it was and dismiss it accordingly. The officer's recommendation was moved, seconded and, when put to a vote, unanimously agreed. **RESOLVED: That the application be refused.**
71.	**THE ISLAND SITE, ESKDALE ROAD, UXBRIDGE - 957/APP/2024/2765** *(Agenda Item 8)* **Redevelopment of site to provide new commercial buildings for use within Classes E(g)(iii)/B2/B8 together with associated infrastructure on site, to include landscaping, access, servicing, and parking.** Officers presented the application noting that the development site lay within Uxbridge Industrial Estate on Potentially Contaminated Land and within an Air Quality Management Area. The proposal was deemed to be acceptable and would be consistent with the National Planning Policy Framework, The London Plan and the Hillingdon Local Plan. It was therefore recommended for approval. Members observed that the proposal constituted a sensible development which would be of benefit to the local area. Noting that the proposed development would be sited in a very busy industrial site, Members asked officers to ensure that the Construction Management Plan was closely followed for the benefit of local residents. Members raised no further concerns or queries. The officer's recommendation was moved, seconded and, when put to a vote, unanimously agreed. **RESOLVED: That the application be approved subject to a section 106 legal agreement and conditions as set out in the report.**

72.	**PLAYING FIELD ADJACENT TO YEADING JUNIOR SCHOOL, CARLYON ROAD - 17997/APP/2025/1032** *(Agenda Item 9)* **Placement of sports/recreation related containers/structures on playing field grounds, and all associated works.** Officers presented the application noting that the proposed structures would have no adverse impact on the character and appearance of the area, neighbouring amenities or the local highways network; it was therefore recommended for approval. Members enquired whether the colour of the containers could be conditioned to blend better with the landscape. It was agreed that the wording for this condition would be delegated to officers in consultation with the Chair. Members observed that the remote location of the structures could lend itself to antisocial behaviour and enquired whether any security measures were proposed to mitigate this. Officers confirmed that the proposed siting would facilitate access for the students and ensure they did not need to carry equipment too far from the main building. The containers would be locked and there would be a security perimeter fence and dense hedging around the site. It was requested by the Chair that the condition requiring details of colour be upgraded to a condition that covered both colour and maintenance. Members welcomed the proposal which would enhance facilities for the pupils at the school. No further concerns were raised. The officer's recommendation was moved, seconded and, when put to a vote, unanimously agreed. **RESOLVED:** **1. That the application be approved subject to conditions as set out in the report; and** **2. That the wording of an additional condition in relation to the colour of the containers be delegated to officers in consultation with the Chair.**
	The meeting, which commenced at 7.00 pm, closed at 7.41 pm.

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

Planning Committee Report Part 1:

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

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Part 1: Statutory Planning and Human Rights Considerations

1.1 Development Plan

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

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

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

1.2 Equality Act

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

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

1.3 Human Rights

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

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

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

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

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

- Article 14: Prohibition of discrimination.

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

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

1.4 Development in Conservation Areas

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

1.5 Development Affecting Listed Buildings

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

Part 1: Other Relevant Information for Members

2.1 Five Year Housing Land Supply

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

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

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

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

2.2 Planning Appeals / Risk of Costs Award Against the Council

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

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

2.2.2 A further example includes imposing a condition that is not necessary, relevant to planning and to the development, enforceable, nor precise or reasonable in all other respects (and thus does not comply with NPPF guidance on planning conditions and obligations). It should be noted that planning conditions can be appealed.

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

2.3 Use of Planning Conditions

2.3.1 Members may decide to grant planning consent subject to conditions. Planning consent should not be refused where planning conditions can overcome a reason for refusal.

2.3.2 Planning conditions should only be imposed where members are satisfied that imposing the conditions are necessary, relevant to planning, relevant to the development to be permitted, enforceable, precise and reasonable in all other respects. Where conditions are imposed, the Council is required to provide full reasons for imposing those conditions.

2.4 Planning Obligations

2.4.1 Policy DMCI 7 of the Hillingdon Local Plan: Part 2 (2020) states that whilst infrastructure requirements will be predominantly addressed through the Council's Community Infrastructure Levy (CIL), planning obligations will be sought on a scheme-by-scheme basis. Applications that fail to secure an appropriate Planning Obligation to make the proposal acceptable will be refused.

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

i. necessary to make the development acceptable in planning terms,

ii. directly related to the development, and

iii. fairly and reasonable related in scale and kind to the development.

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

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

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

2.5 Community Infrastructure Levy (CIL)

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

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

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

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

2.5.5 The Mayor's CIL (MCIL)

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

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

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

2.6 Environmental Impact Assessment

2.6.1 The Town and Country Planning (Environmental Impact Assessment) Regulations 2017 (as amended) requires that an Environmental Impact Assessment (EIA) is undertaken, and an Environmental Statement (ES) produced for certain developments.

2.6.2 EIA is a procedure which serves to provide information about the likely significant effects of a proposed project to inform the decision-making process and whether the project should be allowed to proceed, and if so on what terms.

2.6.3 An overview of the EIA process is provided as part of government's Planning Practice Guidance. An EIA is normally only necessary for a small proportion of projects.

2.6.4 An EIA Screening Opinion can be obtained from the council to determine whether a proposed development needs an EIA. Once it has been determined that an EIA is required, an EIA Scoping Opinion can be obtained from the Local Planning Authority to provide advice on the scope and content of the Environmental Statement (ES).

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

Case Officer: **Christos Chrysanthou**	**78464/APP/2024/3196**

Date Application Valid:	**05.12.24**	Statutory / Agreed Determination Deadline:	**14.03.25**
Application Type:	**Full**	Ward:	**Hillingdon West**

Applicant:	**c/o Total Planning**
Site Address:	**Dyson Drive, Uxbridge, UB10 0GJ**
Proposal:	**The creation of 9no. off-street parking spaces and planting of 3no. new trees.**
Summary of Recommendation:	**REFUSE planning permission**
Reason Reported to Committee:	**Required under Part 3 of the Planning Scheme of Delegation (Petition received)**

Summary of Recommendation:

REFUSE planning permission for the reasons specified in Appendix 1.

0 Deferred at Planning Committee on 12th March 2025

0.1 This application was deferred at Planning Committee on 12th March 2025 for members to conduct a site visit. During this time the applicant had also sought an extension of time to allow for parking controls to be implemented on site, and to enable them to compile a Transport Safety Note containing details of the parking controls to be implemented on site, plus accompanying evidence.

0.2 Before discussing the primary reason for refusal, it should be noted that the second reason for refusal which was proposed to members at Planning Committee related to the lack of a Biodiversity Net Gain Assessment (BNG). The applicant has now submitted a BNG Statutory Metric Calculation which indicates the pre-development biodiversity value of onsite habitats to be 1.8197 Habitat units and the post-development biodiversity value of onsite habitats to be 1.8286 Habitat units. The BNG achieved onsite equates to a gain of 0.49%. To meet the 10% BNG target, the purchase of 0.1731 off-site habitat units will be required. The BNG requirement could be secured through a suitable condition and therefore officers have removed the second recommended reason for refusing the application.

0.3 Members are advised that since the application was last presented to Planning Committee a petition has been received in support of the application with 50 signatures.

Members Site Visit

0.4 A member site visit was carried out at 9am to 10am on 18th March 2025. The site was viewed from the public footpath, and it was evident at the time of the visit that there were formal parking spaces available. It was also evident that there were vehicles parked parallel to the soft landscaped areas where there are no parking spaces. It should be noted that at the time of the site visit there were vehicles entering and egressing formal spaces without obstruction and a refuse lorry was witnessed travelling along Dyson Drive without obstruction, despite there being vehicles parked informally.

0.5 Section 7 of this committee report details the main concerns with this development in more detail. However, in summary the existing parking

provision is 70 spaces and serves 56 properties. This equates to a parking ratio of 1.25. The current application is required to be assessed against the most up to date policy which in this case would be the London Plan parking standards. In line with these standards a maximum of 46.5 spaces should be provided to serve the residential units. Therefore, when compared with these 2021 standards the existing parking provision would be considered an over provision, and thus the additional parking proposed would increase the parking ratio even further above the maximum standards. This would be a clear and significant policy departure.

0.6 During the presentation to Committee on 12th March 2025 Members heard from the lead petitioner. It was stated that there is a need to extend the parking area to increase parking levels by 9 spaces due to there being inadequate levels of parking to serve the existing properties in Dyson Drive. It was conveyed that the level of parking is inadequate because the properties in Dyson Drive have 1 space each yet families in the street require more than 1 space. There was no justification for this policy departure. Additionally, the spaces were proposed due to injudicious parking by non-Dyson Drive residents in the existing spaces. There was a strong concern that this injudicious parking impacted servicing, including refuse collection and emergency services.

0.7 As stated above the applicant requested an extension of time to implement parking restrictions and submit the findings within a submitted Transport Safety Note. The applicant has now submitted this document which states there to be two main issues with the parking situation on Dyson Drive which relate to anti-social behaviour and highway safety. Whilst regrettable, the anti-social behaviour issues are not material to the assessment of this planning application. Notwithstanding this point, there is a reference made to the fact that the spaces are not allocated and this results in conflicts. This would be a matter for the freeholder of the land to consider an appropriate remedy without resorting to non-policy compliant additional parking.

0.8 The report goes on to assess the impact of the procurement of a Privately Controlled Parking Management Scheme (February – August).

0.9 Page 6 of the report states that the parking restrictions that were implemented for control included permit only parking operating 24 hours per day and visitor parking whereby 4 bays were allocated to visitors and beyond these 4 visitors would need to find parking outside of Dyson Drive.

0.10 Page 7 refers to the control measures implemented which included signage, a self-ticketing system whereby residents who found an unauthorised vehicle in their bay would provide evidence and submission to a parking portal. Penalty notices were issued to the vehicle owners. Finally, escalation measures were implemented whereby vehicles causing an obstruction were subject to towing or immobilisation after 24 hours' notice.

0.10 The document goes on to state that there were limited outcomes following the implementation of the controlled parking measures. The reasons provided for this include limited statutory powers, inconsistencies in enforcement as it is dependent on residents reporting parking issues, drivers appealing the tickets received and there being a cost associated to enforcing the towing of vehicle and recovery rates. The argument made therefore is that private parking controls do not work. Evidence to counter this position would be the very significant number of successful private parking control companies that currently operate across the rest of the UK. There is no supporting evidence that demonstrates why private parking controls cannot operate in this location.

0.11 During the committee presentation Officers emphasised the proposal for new parking would not be an adequate resolution to the parking issues conveyed by the applicant and the wider resident's group in Dyson Drive. In fact, it could have the opposite effect and create more harm. It was also stated that parking controls could be installed privately between residents and the freeholder of the land given that the road is not adopted.

0.12 In concluding the outcomes, the Transport Safety Note states there to have been an incident on 2nd August 2025 whereby an emergency vehicle was unable to gain access due to the presence of a clamped white van causing an obstruction. As a result of this the parking control scheme was brought to an end. There is a reference on this page where it infers that new parking bays were created *"On the 2nd August 2025, a large white van was parked along Dyson Drive on one of the new at the time parking areas (part of the Scheme)."* This is not only contrary to the purpose of deploying the parking controls but also compounds Officers initial concerns regarding the impact creating additional spaces would have. Whilst the document contains no details on where these spaces were created, it seems apparent that the location of the space has played some part in the obstruction of the emergency service vehicle. The initial highway safety concerns resulting from vehicles parking in these locations was proposed to be remedied by the introduction of parking controls. To create vehicle parking in this location runs contrary to the justification for the proposals and therefore an issue caused by parking in this location does not support the proposals. Unfortunately, it cannot be considered fully in the assessment as there is no supporting plan indicating where the spaces were located within the submitted document. This demonstrates the inadequacy of the level of information presented to Officers to justify the development.

0.13 Despite the apparent confusion over the purpose of the parking controls and the lack of supporting details, the document is a laudable effort to provide further evidence of the parking issues within Dyson Drive. However, it does not address the key material considerations. Firstly, it fails to address the root cause of the proposed reason for refusal relating to the over provision of car parking, which is a direct conflict with the policy requirement to reduce vehicle use through measures such as reduced car parking levels, rather than increase car parking provision. It is important to note that it was made clear to Members during the presentation on 12th March 2025 that this proposal

presents a significant policy departure which would set a harmful precedent for future developments and one which the applicant would need to demonstrate significant justification for approving.

0.14 The document submitted sets out a framework of actions taken and states there to have been little impact to resolve the issues, however it lacks any supporting evidence. At a very basic level the document should include evidence of the reporting of parking issues and how many tickets were served or other actions taken. This would at least inform officers and Members of the committee how many incidents have occurred across the 6-month control period. There is no evidence to demonstrate the number of incidents that have occurred or the action which has been taken to resolve the issues. As such it has not been demonstrated that the parking issues are significant enough to outweigh the policy departure.

0.15 The second point which has not been responded to is how the proposed additional spaces would resolve the issues of injudicious parking if this were the cause of the problem. Officers stated during the previous committee presentation that extending the parking area and creating more spaces doesn't prevent vehicle users from outside of Dyson Drive parking in those spaces and there is a more significant concern that creating more spaces would only lead to more spaces becoming available for others outside of Dyson Drive to use, thus this proposal would not resolve the problem.

0.16 Turning to the incident which is reported within the document regarding the obstruction of an emergency services vehicle in early August due to a vehicle being parked outside of the formal bays. Whilst there is written details of the incident, these are limited, and it would be expected that there would be additional evidence in the form of photos and a plan indicating where the additional spaces were created, that would demonstrate where the vehicle was parked and the type of emergency vehicle which was obstructed. Notwithstanding this point, as stated in para 0.2, Officers undertook a Member's site visit where all of those present were able to witness the refuse collection vehicle navigate its way along Dyson Drive without obstruction despite there being vehicles parked outside the formal spaces. The incident referenced in the report is regrettable, however a refuse vehicle which is a significant sized vehicle was able to service the road despite the informal parking, this point combined with the fact the additional spaces would not address the issues of vehicle users outside of Dyson Drive using the formal spaces means that not only is there insufficient justification for the additional spaces, it would also have no impact upon the highway safety concerns which are referenced in the applicants submission.

0.17 To summarise the applicant has been afforded the opportunity to submit additional evidence to justify their proposal in addition to a member's site visit being undertaken so members could see the parking situation for themselves. The document lacks the detail required to address the reason for refusal and nor does it include any evidence to demonstrate that a significant parking issue exists. There is no additional information presented to justify the

significant policy departure, as such Officers can only reach the same recommendation as previously, which is to recommend to Members that the application be refused. The report that follows is that which was previously presented to Planning Committee on 12th March 2025.

1 Executive Summary

1.1 The application proposes to increase the car parking provision at Dyson Drive to provide residents with 9 additional car parking spaces and would result in the loss of soft landscaping. The application has come before the Committee due to the submission of a petition with 54 signatures in support of the proposal. The site is located within a Public Transport Accessibility Level (PTAL) rating area of 2 and therefore it is considered that there would be a moderate reliance on the private car to travel to and from the site, even though the site is within walking distance to the Uxbridge Town Centre. Notwithstanding this point, the additional spaces in combination with the existing spaces would exceed maximum car parking standards, which seek to reduce vehicle trips and promote sustainable travel modes.

1.2 As such the development would result in the exacerbation of the overprovision of parking, detrimentally impact on highway safety and fail to promote sustainable modes of transport, which has resulted in an objection from the Highway Authority. The planning application is therefore recommended for refusal for the reasons set out in Appendix 1.

2 The Site and Locality

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

Figure 1: Location Plan (application site edged red)

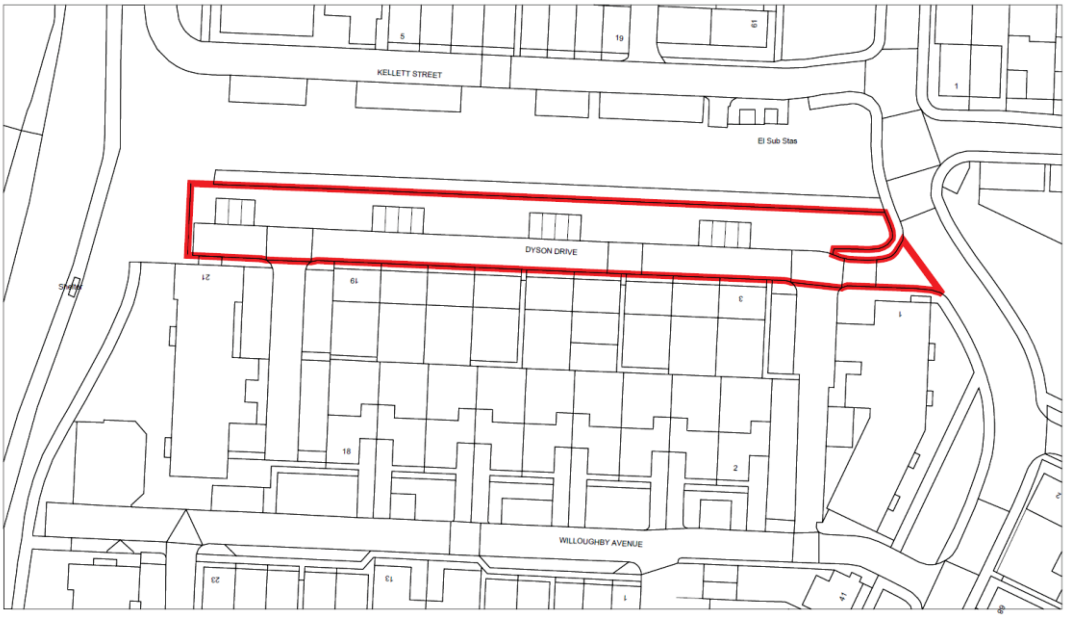
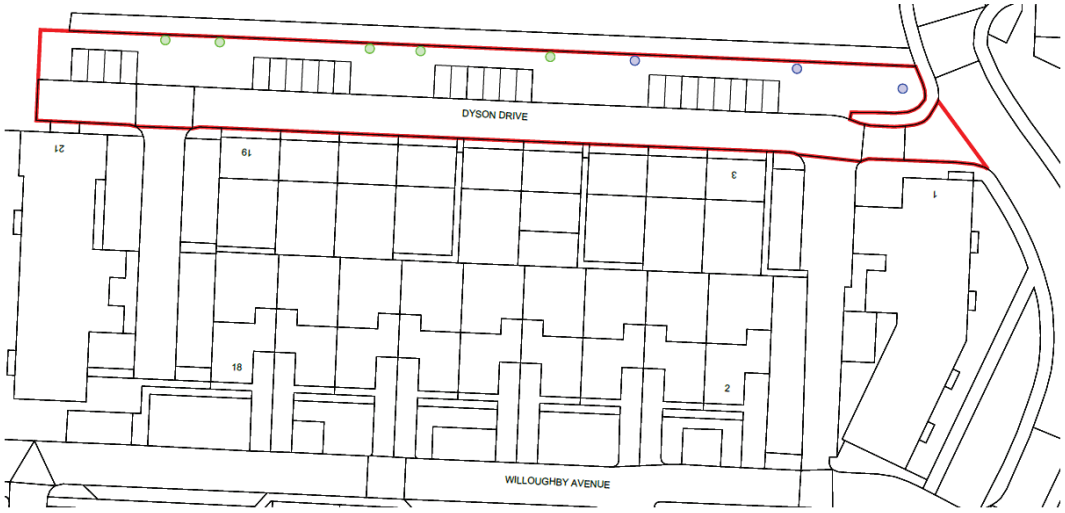


Figure 2: Street View Image of the Application site

3 Proposal

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

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



4 Relevant Planning History

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

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

5 Planning Policy

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

6 Consultations and Representations

6.1 48 neighbouring properties were consulted on 20th December 2024. A site notice was erected on 2nd January 2025.

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

Table 1: Summary of Representations Received

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

		under the current London Plan.

Table 2: Summary of Consultee Responses

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

7 Planning Assessment

Principle of Development

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

Highways and Parking

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

7.3 Dyson Drive is part of the wider St Andrews's Park development and is located within Phase 3B. Planning application 585/APP/2015/4494 gave approval for 56 residential units and 70 car parking spaces resulting in a parking ratio of 1.25 spaces per unit. In combination with the 8 additional spaces proposed as part of this application the ratio would be raised to 1.41 per unit.

7.4 As this is a new planning application it must be assessed in consideration with the most up to date planning policy. The London Plan (2021) Table 10.3 - Maximum Residential Parking Standards allows dwellings with one or two bedrooms in outer London with a PTAL of 2 to have up to 0.75no. parking spaces per dwelling and dwellings with three or more bedrooms to have a maximum of 1no. spaces per dwelling. The table below provides a breakdown of the maximum number of spaces permitted for each unit type and an overall total in accordance with the London Plan.

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

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

7.5 The above table states 46.5 spaces should be provided for the 56 units therefore the 79 spaces proposed would result in a significant over provision of parking. The Design and Access Statement refers to preventing cars parking along the road as one of the main drivers for submitting the application. Whilst noted, given the site is unadopted land, the lack of parking controls cannot be resolved by the Council. This is also not a material consideration which could outweigh a potential harm.

7.6 The proposed 9no. parking spaces would be allocated to homeowners on Dyson Drive. The Design and Access Statement suggests that the proposal would result in the removal of cars parking along the road and would improve the openness within the street scene. Drawing FLU.CP.02 titled 'Proposed Location and Site Plans' shows the proposed layout, which provides the additional car parking spaces adjacent to the existing rows of car parking spaces. Whilst the proposed arrangement would provide additional allocated parking spaces, due to the lack of parking controls on Dyson Drive, it is considered that the proposal would not resolve the existing informal parallel parking that currently occurs on the shared surface at Dyson Drive. It is therefore considered that the proposal could exacerbate the level of car parking and congestion on Dyson Drive.

7.7 As noted by the Highway Authority, the highway is a shared surface and the increase in formal parking spaces would increase the volume of traffic using Dyson Drive. The uplift in traffic volume would increase the potential for conflict with pedestrians and cyclists, which raises concerns on highway safety grounds. The proposal would fail to accord with the published NPPF Chapter 9 Promoting Sustainable Transport, the London Plan (2021) and London Borough of Hillingdon Local Plan Part 2 - Development Management Policies (2020).

7.8 Taking the above points into consideration, the proposed development would result in an overprovision of car parking. As such the development fails to comply with Policies DMT 1, DMT 2, DMT 5 and DMT 6 of the Hillingdon Local Plan: Part Two - Development Management Policies (2020), Policies T2, T4, T6 and T6.1 of the London Plan (2021) and Paragraphs 116 and 117 of the NPPF (2024).

7.9 The Highway Authority's comments regarding the lack of electric vehicle charging points are noted. Had the application been recommended for approval, a condition could have been imposed to secure the appropriate level of provision. As this matter could be resolved by condition, it is considered that a refusal on these grounds would not be sustainable.

7.10 The resubmission is not considered to suitably address or overcome the previous reason for refusal of Application ref: 78464/APP/2023/3668. For the reasons given above, the application is recommended for refusal.

Trees and landscaping

7.11 The proposal would require the removal of green spaces alongside the existing parking bays to accommodate the new parking spaces. The new parking spaces are proposed to be surfaced with 'grasscrete'. Whilst an effort has been made to retain a green visual aspect, the proposed use of grasscrete is not considered to be a suitable or effective solution to offset the loss of green space.

7.12 The additional car parking spaces, the loss of green space, the proposed surfacing and the resulting proliferation of parked cars would be detrimental to the character of the area and would detract from the visual quality and usability of the landscaped pedestrian link, which is seen as an important part of the estate. The level of harm identified, is however on balance, not considered to be significant to warrant a separate reason for refusal.

7.13 The proposal does include the planting of 3no trees, which goes some way to balance the harm to the visual amenity of the street scene caused by the proposal. However, the proposed tree planting is not considered to outweigh the overall detriment to the character of the area or the highways reason for refusal detailed in Paragraphs 7.2-7.10 of this report.

Access

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

Air Quality

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

Land Contamination

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

8 Other Matters

Human Rights

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

Equality

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

Local Finance Considerations and CIL

8.3 Not applicable to this application.

9 Conclusion / Planning Balance

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

10 Background Papers

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

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

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

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

INFORMATIVES

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

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

3 In dealing with the application the Council has implemented the requirement in the National Planning Policy Framework to work with the applicant in a positive and proactive way. We have made available detailed advice in the form of our statutory policies from the Local Plan Part 1, Local Plan Part 2, Supplementary Planning Documents, Planning Briefs and other informal written guidance, as well as offering a full pre-application advice service. We have however been unable to seek solutions to problems arising from the application as the principal of the proposal is clearly contrary to our statutory policies and negotiation could not overcome the reasons for refusal.

APPENDICES

Planning Application

78464/APP/2024/3196

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

Reasons for Refusal

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

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

Informatives

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

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

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

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

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

In dealing with the application the Council has implemented the requirement in the National Planning Policy Framework to work with the applicant in a positive and proactive way. We have made available detailed advice in the form of our statutory policies from the Local Plan Part 1, Local Plan Part 2, Supplementary Planning Documents, Planning Briefs and other informal written guidance, as well as offering a full pre-application advice service. We have however been unable to seek solutions to problems arising from the application as the principal of the proposal is clearly contrary to our statutory policies and negotiation could not overcome the reasons for refusal.

Appendix 2: Relevant Planning History

585/APP/2009/2752 R A F Uxbridge Hillingdon Road Uxbridge

1. Outline application (all matters reserved, except for access) including demolition of some existing buildings and:
a) Creation of up to 1,296 residential dwellings (Class C3) of between 2 to 6 residential storeys;
b) Creation of up to 77 one-bedroom assisted living retirement accommodation of between 3 to 4 storeys;
c) Creation of a three-form entry primary school of 2 storeys;
d) Creation of a hotel (Class C1) of 5 storeys of up to 90 beds;
e) Creation of a 1,200 seat theatre with ancillary cafe (Sui Generis); office (Class B1a) of up to 13,860sq.m; energy centre (Sui Generis) of up to 1,200sq.m; and retail (Class A1, A2, A3, A4, A5) of up to 2,850sq m; in buildings of between 4 to 6 storeys as well as a tower element associated with the theatre of up to 30m;
f) Creation of a local centre to provide up to 150sq.m of retail (Class A1 and A2) and 225sq.m GP surgery (Class D1); Means of access and improvements to pedestrian linkages to the Uxbridge Town centre; car parking; provision of public open space including a district park; landscaping; sustainable infrastructure and servicing.

2. In addition to the above, full planning permission for:
a) Creation of 28 residential dwellings (Class C3) to the north of Hillingdon House of between 2 to 3 storeys as well as associated amenity space and car parking;
b) Change of use of Lawrence House (Building No. 109) to provide 4 dwellings (Class C3), associated amenity space and car parking including a separate freestanding garage;
c) Change of use and alterations to the Carpenters building to provide 1 residential dwelling (Class C3);
d) Change of use and alterations to the Sick Quarters (Building No. 91) to provide 4 dwellings (Class C3) as well as associated amenity space and car parking;
e) Change of use of Mons barrack block (Building No. 146A) to provide 7 dwellings (Class C3) as well as associated amenity space and car parking.
f) Change of use of the Grade II listed former cinema building to provide 600sq.m Class D1/2 use (no building works proposed);
g) Change of use and alterations to the Grade II listed Hillingdon House to provide 600sq.m for a restaurant (Class A3) on the ground floor and 1,500sq.m of office (Class B1) on the ground, first and second floors;

Decision: 18-01-2012 Approved

585/APP/2015/4494 St Andrew'S Park Hillingdon Road Uxbridge

Reserved matters (layout, scale, appearance and landscaping) in compliance with conditions 2 and 3 for Phase 3B (Southern area) of planning permission ref: 585/APP/2009/2752, dated 18-01-12 (Outline application (all matters reserved, except for

access) including demolition of some existing buildings and mixed used redevelopment of the Former RAF Uxbridge site)

Decision: 07-03-2016 Approved

78464/APP/2023/3668 Dyson Drive Uxbridge

Alteration to car parking layout

Refused

Appendix 3: List of Relevant Planning Policies

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

Part 1 Policies:

PT1.BE1	(2012) Built Environment

Part 2 Policies:

DMHB 11	Design of New Development
DMHB 14	Trees and Landscaping
DMT 1	Managing Transport Impacts
DMT 2	Highways Impacts
DMT 5	Pedestrians and Cyclists
DMT 6	Vehicle Parking
LPP D3	(2021) Optimising site capacity through the design-led approach
LPP T1	(2021) Strategic approach to transport
LPP T2	(2021) Healthy Streets
LPP T4	(2021) Assessing and mitigating transport impacts
LPP T6	(2021) Car parking
LPP T6.1	(2021) Residential parking

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

Case Officer: **Mitchell Heaven**	**44049/APP/2025/799**

Date Application Valid:	**21.03.2025**	Statutory / Agreed Determination Deadline:	**08.09.25**
Application Type:	**Full**	Ward:	**Northwood Hills**

Applicant:	**Mr. Reaz Abdul**
Site Address:	**35 Brookdene Drive, Northwood**
Proposal:	**Demolition of existing two-storey dwelling and erection of a replacement two-storey dwelling with solar panels, associated bin storage, parking, electric vehicle charging and air source heat pump. Installation of vehicular crossover and alterations to landscaping including hardstanding for driveway, soft landscaping and new boundary treatment and siting.**
Summary of Recommendation:	**GRANT planning permission subject to conditions**
Reason Reported to Committee:	**Required under Part 3 of the Planning Scheme of Delegation (Petition received)**

Summary of Recommendation:

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

1 Executive Summary

1.1 Planning permission is sought for the demolition of the existing dwelling and its replacement with a two storey five-bedroom dwelling.

1.2 The surrounding area is residential, comprised primarily of single and double storey detached dwellings in a variety of architectural styles and ages. The site is subject to a Tree Preservation Order (TPO). The site is not located within a conservation area or an area of special local character.

1.3 A petition with 20 signatures in objection to the development has been received. The desired outcome of the petition is for the application to be refused or reduced in size and height with conditions. Two separate representations have also been received in objection to the proposal, as well as an objection from the Northwood Residents Association. The main concerns raised include the impact on the local character, neighbours' amenity, parking, trees and landscaping of the site. Revisions to the scheme have been secured which include reducing the height of the proposed replacement dwelling. A further six comments in support of the scheme have been received following re-consultation on the amended details, as well as an additional objection and the Northwood Residents Association maintaining their earlier objection. A full list of the matters raised in the consultation is included within Section 6 of this report.

1.4 The principle of the replacement dwelling is acceptable as it would continue to provide a large family dwelling house. Whilst it is acknowledged that the existing property exhibits some uniform features with the wider estate, this factor alone does not amount to the building being of such considerable value to warrant its protection from demolition. The building is not statutory or locally listed and is considered to be of limited historic value. The principle of the demolition and replacement of the existing dwelling is therefore acceptable.

1.5 The proposed dwelling is of an appropriate scale and design and would appear visually sympathetic with the character and appearance of the street scene. The applicant has worked cooperatively with the Local Planning Authority and in response to officer feedback during processing of the application has provided a revised scheme including changes to the proposed landscaping and a reduction in height. The proposed landscaping would include a mixture of hedging which would mature to the front of the proposed fencing to ensure the site blends into the verdant local character and street scene. Similar mature hedging exists

along Brookdene Drive. The proposal is considered to harmonise with the character and appearance of the local area.

1.6 The proposal would not cause a detrimental impact on neighbouring residential amenity. The two-storey part of the building would comply with the '45-degree rule' for the adjoining neighbours at 34 Brookdene Drive, ensuring sufficient daylight and sunlight to the adjacent residence is maintained. The replacement dwelling would also be sited a sufficient distance from the neighbouring apartment block building to the north-west of the site (Saxon Court). In the event of an approval, a condition would be secured requiring the side elevation windows facing 34 Brookdene Drive to be obscure glazed with restricted openings to maintain neighbours' privacy. These windows would serve a bathroom and ensuite.

1.7 The dwelling would also provide a satisfactory provision of internal and external amenity space for future occupiers. The Council's Highways Department is satisfied that the proposal would not present a risk to road safety, hinder the free flow of traffic, or lead to parking stress.

1.8 This Committee Report seeks to provide a comprehensive assessment of the full application and supporting documentation. All material planning considerations have been considered. It is therefore recommended that planning permission is granted, subject to the imposition of relevant planning conditions set out in Appendix 1.

2 The Site and Locality

2.1 The application site is semi-rectangular in shape and is located at the T-junction of the Brookdene Drive cul-de-sac. Current development comprises a detached two-storey dwelling with a gable roof and a detached single-storey garage. The rear of the site consists of a landscaped garden containing several mature trees including a scheduled Oak Tree protected under TPO 16.

2.2 The street scene on Brookdene Drive is characterised by two-storey detached dwellings in a variety of ages, architectural styles and materials, albeit brick and gable roofs are predominant features. The site adjoins 34 Brookdene Drive to the south which consists of a two-storey detached dwelling. To the west, the site adjoins the vehicle access for 1-14 Saxon Court, 36 Brookdene Drive which is a three-storey building consisting of flats.

2.3 According to the Council's GIS, the site is located within a Critical Drainage Area. The site has a Public Transport Accessibility Level (PTAL) of 2 (less than moderate).

Figure 1: Location Plan (application site edged red)

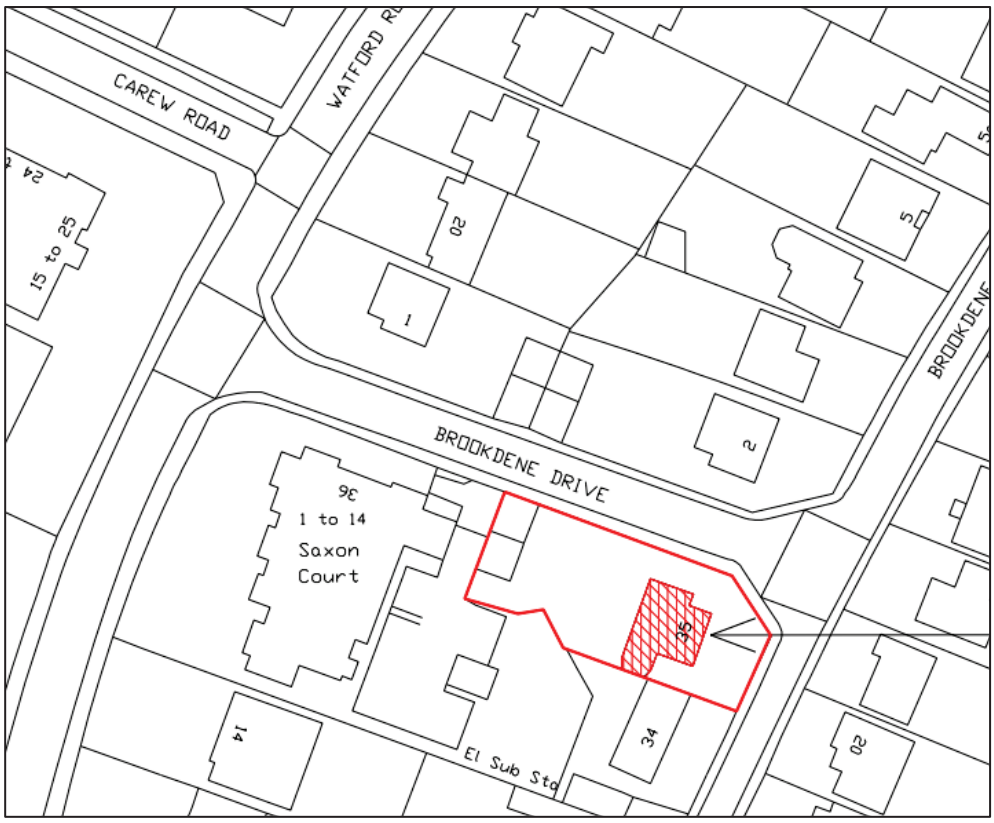


Figure 2: Image of the application property on the right.

Figure 3: Existing garage situated to the north-western boundary of the site.

Figure 4: Rear elevation of the property.

Figure 5: Existing dwelling and conservatory and view facing 35 Brookdene Drive.

Figure 6: The street scene showing the application site to the left. 2 Brookdene Drive is to the right and 1 Brookdene Drive is in the background with a hedged boundary treatment.

3 Proposal

3.1 The application proposes the demolition of the existing dwelling and erection of a two-storey dwelling. The garden boundary is also proposed to be moved closer to the public footway with a 1.8m high fence and hedging proposed along the site boundary. It is also proposed to install a vehicular crossover and driveway at the eastern end of the site with alterations to the landscaping. The existing shared crossover would thus become redundant for the application site, so would be reduced in width and the footway reinstated. The existing garage would be retained, albeit would not be used for parking but for storage and other typical uses incidental to the domestic use of the property (for example, secure cycle parking).

3.2 Amendments were received during the assessment with improvements made to the landscaping provision with more green landscape provided and alterations to the fence line to ensure that the existing Oak Tree would be protected.

3.3 Further amendments were received which clarified the location of the Air Source Heat Pump (ASHP) on the site plan and relocation of the bins away from the neighbouring property boundary with 34 Brookdene Drive. The siting of the proposed ASHP would be 13 metres set-back from the boundary with the nearest neighbour. Amendments were also received to reduce the overall height of the proposed dwelling to better fit in with the heights of the homes in the street.

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

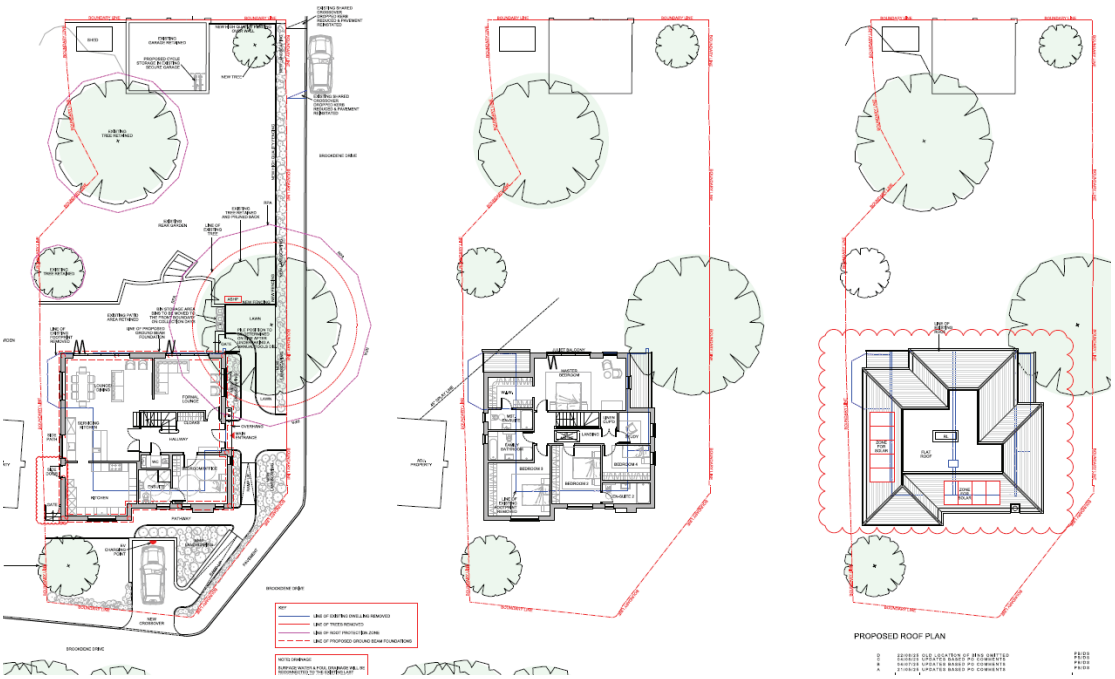
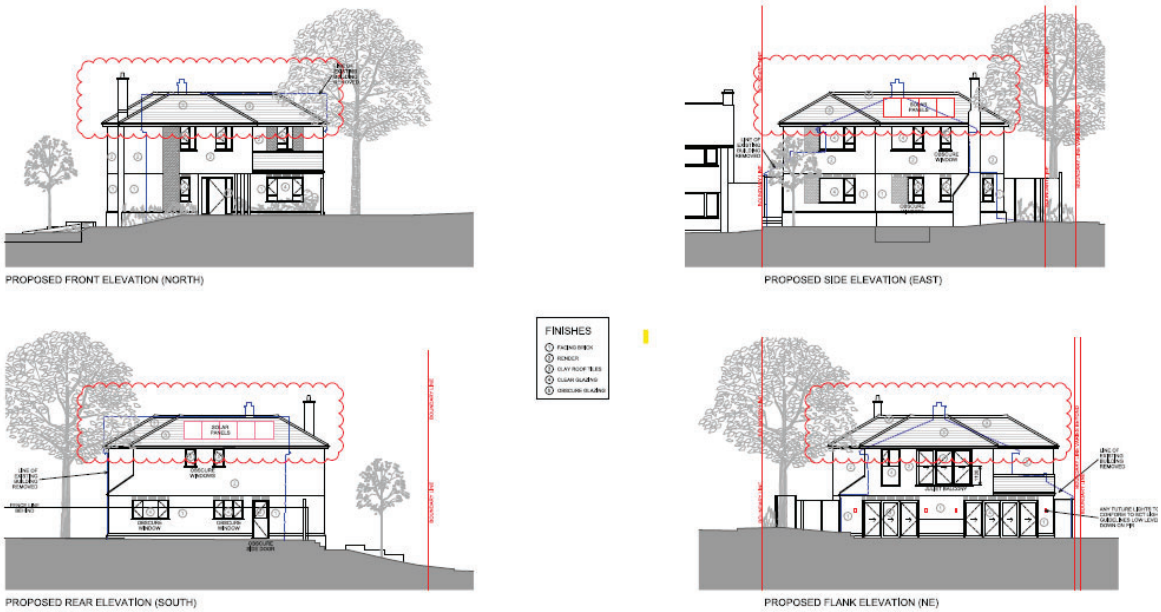


Figure 8: Proposed Elevations *(please note – larger version of plan can be found in the Committee Plan Pack)*



4 Relevant Planning History

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

5 Planning Policy

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

6 Consultations and Representations

6.1 Twenty-four neighbouring properties, Northwood Hills Residents Association and Northwood Residents Association were consulted on the application by letter dated 03.04.25. The consultation period expired 26.04.25. Internal and external consultations were also sent out and a summary of the comments received are noted below in Table 2 of this Committee Report. Re-consultation on revised drawings was carried out on 07.08.25 and the consultation period expired on 21.03.25. The revisions included alterations to the fence line to ensure that the existing Oak Tree would be protected; clarification of the siting of the proposed ASHP; and a reduction in the overall height of the proposed dwelling. A further revised drawing was received to remove the bins adjacent to the boundary with No. 34 Brookdene Drive. It was not considered necessary to re-consult given the nature of this revision. The proposed landscape plan will be updated for consistency and drawing reference reported in the Addendum Report.

6.2 For the second round of consultation, a total of eight additional comments were received, six of which supported the application and two in objection to the proposal (one new objector and the other maintaining earlier concerns).

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

Table 1: Summary of Representations Received

Representations	Summary of Issues Raised	Planning Officer Response
A petition of 20 valid signatures has been	I. Adverse visual impact on the street scene.	This is discussed at paragraphs 7.6 – 7.25 of this report.

received against the application requesting refusal of the application.	II. Overbearing given the higher ground level compared to neighbours.	The potential harm to neighbouring residential amenities is discussed at paragraphs 7.26 – 7.38 of this report.
	III. New access is in an unsafe location.	Highways matters are discussed at paragraphs 7.43-7.54 of this report. The Highways Officer has reviewed the application and is satisfied no harm to highways safety would arise from the application.
	IV. Insufficient onsite car parking provision	The Highways Officer has reviewed the application and is satisfied sufficient onsite parking would be provided in accordance with overriding regional plan requirements.
2 individual letters of objection and an objection from the Northwood Residents Association have been received.	I. Impacts the character of Brookdene Drive. Erodes the street character due to increase in footprint and height, reduction in symmetry with the neighbouring properties, erosion of consistent rooflines and scale.	The scale of the proposed development and impact on the character and appearance of the area is discussed at paragraphs 7.6 – 7.25 of this report.
	II. Location of new vehicle access would impact safety and accessibility of Brookdene Drive.	Highways matters are discussed at paragraphs 7.43 –7.54 of this report. The Highways Officer has reviewed the application and is satisfied no harm to highways safety would arise from the application.
	III. Increased size of dwelling and increased fencing at 35 Brookdene Drive	Highways matters are discussed at paragraphs 7.43 – 7.54 of this report.

	would limit driver visibility.	The Highways Officer has reviewed the application and is satisfied no harm to highways safety would arise from the application.
	IV. Provision of one car parking space is insufficient, not in accordance with the Local Plan and will increase demand for on street parking. Currently the property has a double garage and associated parking. Parking of excess cars on this narrow road will cause additional parking issue	Highways matters are discussed at paragraphs 7.43 – 7.54 of this report. The Highways Officer has reviewed the application and is satisfied sufficient onsite parking has been proposed in accordance with overriding regional plan requirements.
	V. Overdevelopment of the site.	The scale of the proposed development and impact on the character and appearance of the area is discussed in paragraphs 7.6 – 7.25 of this report.
	VI. Increased size of the dwelling would harm the residential amenities of neighbouring properties through overbearingness, loss of natural light and increased overlooking. It would lead to a sense of confinement and oppression to neighbours, and loss of privacy.	The potential harm to neighbouring residential amenities is discussed in paragraphs 7.26 – 7.38 of this report.

	VII. Boundary treatment repositioned close the Brookdene Drive. The fencing would enclose large parts and the existing green verge and will not harmonise with the local character as it would no longer mirror its neighbour.	This is discussed at paragraphs 7.19-7.25 of this report.
	VIII. Construction noise and disturbance would harm the residential amenities of neighbouring sites. Concerned that the road will not be maintained at all times and how construction vehicles will manoeuvre on the narrow street	The development would be subject to standard construction noise and disturbance laws. A construction management plan would also be secured by condition.
	IX. Inappropriate use of the garage as independent residential accommodation.	This is discussed at paragraph 7.4 of this report. A condition is recommended requiring the garage to remain in use incidental to the enjoyment of the main dwellinghouse.
	X. Lack of details of heat pump installation.	This is addressed in paragraphs 7.58-7.59 of this report. A revised site plan has been submitted indicating the positioning of the Air Source Heat Pump towards the eastern side of the garden. This would be over 13 metres away from the common boundary with 34 Brookdene Drive. A condition is recommended regarding the finer details

		of the Air Source Heat Pump to be submitted including a restriction on the level of noise.
	XI. Lack of dimensions on the submitted drawings.	The submitted plans have been drawn to scale with scale information provided to be able to measure the drawings accurately.
	XII. Potentially inaccurate drawing of 45-degree field of view from neighbouring dwelling windows.	Planning officers are satisfied, based on the site visit, that the location of neighbouring sites and dwellings, and 45-degree outlook, has been depicted accurately. This is discussed further in paragraphs 7.26-7.38 of this report.
	XIII. The proposed front fencing should be no more than 1m high due to the location on a highway. A close-boarded fence would be out of keeping with the character of the area.	This is discussed further at paragraphs 7.19-7.23 of this report.
	XIV. Potential odour effects from location of bins alongside the boundary.	This is discussed in paragraph 7.80 of this report. A revised location for the bin storage has since been received. The bin storage would now be situated away from the adjoining residents at 34 Brookdene Drive.
	XV. Trees are protected. Request replanting given the loss of a Yew Tree.	This is discussed further at 7.64 -7.72 of this report.

	Repositioning of the boundary treatment would partially reduce the visibility of T2 [Oak tree] which would impact on the street character.	
Northwood Residents Association	The following concerns were raised: • Fencing and landscaping along the street. • Parking should be maintained to two car spaces. • The bulk of the dwelling. • Impact on the extra height on the neighbours. 45-degree line needs to be clearly shown. • Concerns regarding noise from Air Source Heat Pump (ASHP).	This is discussed further at paragraphs 7.19 – 7.23 of this report. Highways matters are discussed at paragraphs 7.43 – 7.54 of this report. Discussed in the design section at paragraphs 7.6 – 7.25 of this report. The potential harm to neighbouring residential amenities is discussed in paragraphs 7.26 - 7.38 of this report. This is addressed in paragraph 7.58-7.59 of this report. The ASHP would be sited towards the eastern side of the garden, over 13 metres away from the common boundary with 34 Brookdene Drive. A condition regarding the finer details of the ASHP to be submitted including a restriction on the level of noise.
6 representations in support have also been	• The existing dwelling is dated and in poor	Discussed in the design section at paragraphs 7.6 - 7.25 of this report

submitted following re-consultation.	condition. The new plans and house would aesthetically look good and make the street look better. • Welcome the incorporation of sustainable features.	Sustainability features are discussed at paragraphs 7.81-7.83 of this report.

Table 2: Summary of Consultee Responses

Consultee and Summary of Comments	Planning Officer Response
Access Officer No accessibility concerns are raised subject to the inclusion of recommended accessibility conditions.	The comments from the Access Officer are noted. Relevant conditions are recommended to be added to the decision notice in the event of an approval.
Highways Officer No objection. The application has been reviewed by the Highway Authority who are satisfied that the proposal would not discernibly exacerbate congestion or parking stress, and would not raise any measurable highway safety concerns, in accordance with relevant planning policies. The Highways Officer recommends inclusion of conditions and informatives relating to the provision of electric vehicle charging points; the reinstatement of the public footway and construction of the new crossover; and maintenance of pedestrian visibility splays in relation to the proposed crossover.	The comments from the Highways Officer are noted and the relevant conditions are recommended to be added to the decision notice in the event of an approval.
Trees Officer Upon initial review, further clarification was requested on the extent of pruning to the scheduled Oak tree, the methodology of excavations within the root protection area	The comments from the Trees Officer are noted. The conditions are recommended to be added

(RPA) of the scheduled Oak tree and the extent of proposed hardscaping within the RPA of the scheduled Oak tree. Upon receipt of amended plans reducing the extent of works within the RPA of the scheduled Oak tree, clarification on the methodology of excavations, and confirmation that consent for tree pruning would be applied for at a later date, the Council's Trees Officer confirmed that they do not object to the application subject to conditions ensuring the protection of retained trees on site. Whilst separate tree consent would be sought for tree pruning, the Trees Officer was satisfied that an acceptable level of pruning could be agreed that would maintain the tree health.	to the decision notice in the event of an approval.
Urban Design Officer No objection to the overall landscaping scheme. However, several recommended improvements have been identified. Recommended that the proposed 1.8m boundary fence located directly at the base of the protected Oak Tree, as well as some hardstanding, be shifted further away from the tree trunk. Also identified minor changes to the proposed landscaping species and recommended the south-east garden remain a complete green asset instead of introducing the new car parking pad.	The applicant provided an amended landscaping plan re-siting the proposed boundary fence and hardstanding from around protected Oak Tree and updated landscaping with hedging proposed. Whilst the recommendation to retain the south-east garden as fully green is noted, it is also recognised that the existing driveway would be replaced with green landscaping on site. Therefore, on-balance the proposed car parking is considered acceptable.

7 Planning Assessment

Principle of Development

7.1 Policy DMH 1: Safeguarding Existing Housing of the Hillingdon Local Plan: Part 2 (2020) requires proposals to avoid the net loss of housing. The proposal is for the replacement of the existing dwelling with a new dwelling and is therefore in accordance with Policy DMH 1.

7.2 Policy DMH 2 of the Hillingdon Local Plan: Part 2 - Development Management Policies (2020) adds that the Council will require the provision of a mix of housing units of varied sizes in schemes of residential development to reflect the Council's latest information on housing need. The current information on housing need indicates a substantial borough-wide requirement for larger affordable and private market units, particularly 3-bedroom properties, as identified in the Strategic Housing Market Assessment 2016.

7.3 Whilst an existing family sized dwelling (defined in the London Plan 2021 as a three-bedroom or more unit) would be demolished, it would be replaced by a two storey, five-bedroom dwelling. The proposed development would comprise a spacious 5-bedroom dwelling. The proposal would therefore not result in a net loss of family sized housing, in accordance with Policies DMH 1 and DMH 2 of the Hillingdon Local Plan: Part 2 – Development Management Policies (2020). Notwithstanding the above, there are other planning considerations that need to be considered which are discussed in the remainder of this committee report including the design amenity, parking and highway safety.

7.4 Policy DMHD 2 of the Hillingdon Local Plan: Part Two (2020) is clear that outbuildings should only be used for a purpose incidental to the enjoyment of the main dwelling house. The existing and proposed plans demonstrate that the garage on site would be retained as existing. Whilst it is noted that it would not be possible to park a car in the garage (the associated crossover to the site is proposed to be extinguished and footway reinstated), the garage is proposed to remain. A condition is recommended to require the outbuilding to only be used for a purpose incidental to the enjoyment of the main dwellinghouse. This would prevent the outbuilding from being used for primary living accommodation such as a bedroom, living room or kitchen.

7.5 Overall, the principle of the proposed development is accepted and complies with the relevant planning policies. These policies can be read in full in the Committee Report Part 3 - Policy Appendix.

Design / Impact on the Character and Appearance of the Area

7.6 Policy D3 of the London Plan (2021) require development proposals to be of high quality and to enhance the local context by delivering buildings and spaces that positively respond to local distinctiveness. Policy BE1 of the Hillingdon Local Plan Part 1 – Strategic Policies (2012), and policy DMHB 11 of the Hillingdon Local Plan Part 2 – Development Management Policies (2020) in summary seeks to secure a high quality of design that enhances and contributes to the area in terms of form, scale and materials, is appropriate to the identity and context of the townscape and would respect local character. Chapter 12 of the National Planning Policy Framework 2024 (NPPF) also supports these aims.

7.7 Brookdene Drive is a T-shaped cul-de-sac consisting primarily of large two-storey detached dwellinghouses with a variety of attached and detached garages and outbuildings. The road features reasonably uniform front building lines. The site frontages of the existing properties are typically characterised with low level boundary treatment with a mixture of hard and soft landscaping with space for off-street parking. The corner sites 1, 2 and 35 Brookdene Drive all consist of taller 1.8m-2m fences/walls either set-back from the adopted highway or on the site frontage boundary.

7.8 The residential properties along Brookdene Drive vary in age, materials, scale, height and design. Gable-roof forms and brick materiality form the predominant appearance of the streetscape, although the area is not located within a Conservation Area or an Area of Special Local Character.

7.9 At present, the application site is characterised by a two-storey gable-roofed dwelling located on a corner site. The eastern frontage is landscaped and open while the northern-most frontage is walled off albeit with the boundary wall setback from the legal property boundary. The application site also contains a single storey garage towards the northern end of the garden.

7.10 The proposed detached dwelling would also be two-storeys. However, it would be larger in overall size and would have a crown roof. During the application, amended drawings were sought to reduce the overall height of the roof. The amended roof design involved lowering the height of the ridgeline of the roof, so that it would now be more reflective of the height of the existing dwelling and the wider prevailing character. The eaves of the roof would be approximately 300 mm higher than the existing eaves and the crown roof marginally higher than the existing main ridgeline. The dwelling would sit on top of the existing dwelling footprint but would be larger to the south, east and north.

7.11 The siting of the proposed dwelling is acceptable. The dwelling would be centred on the existing dwelling footprint, minimising the change in environment. It would be set-in a minimum of 1.2m from the shared site boundary with 34 Brookdene Drive to the south. This is a reasonable set-in for the suburban environment, maintaining an acceptable level of spaciousness along the shared boundary. The proposed front building line along the eastern frontage would extend forward of the front building line of 34 Brookdene Drive by approximately 800mm which is not excessive and would not appear obtrusive or harmfully bulky. The proposed front building line along the northern frontage would still be well-setback from the site boundary. In the absence of a contiguous building line along this frontage, this is considered acceptable.

7.12 This proposal is greater in height, bulk and scale than the existing dwelling to be demolished. However, it would be similar in bulk to other two-storey dwellings on the street including Nos. 11, 15 and 17 Brookdene Drive and the two-storey form would still sit comfortably in the street scene. The revisions that have also been

sought during the assessment have reduced the overall height/bulk of the development so that it now appears more sympathetic within its immediate setting and the wider street scene.

7.13 Planning permission was granted in 2016 at 17 Brookdene Drive for a replacement dwelling (ref. 68427/APP/2016/1717). The subject proposal at 35 Brookdene Drive would not be dissimilar in scale to this approval. The scale would be mitigated by the deep rear garden which would prevent the site from appearing overdeveloped or cramped.

7.14 It is also worth noting that the site abuts Saxon Court which is a large three storey property to the north-west along Brookdene Drive and its junction with Watford Road. This adjacent site received planning permission in 2007 for the demolition of 36 Brookdene Drive and the erection of the flatted building for 14 apartments (ref. 62535/APP2007/2726). In the context of this neighbouring building, the replacement dwelling would appear modest in scale, bulk and would be sympathetic in design. It is noted that the properties along Brookdene Drive have evolved with both extensions and replacement buildings creating a varied appearance along the street.

7.15 The dwelling would be taller than the height of the adjacent property at No. 34 due to the increased height and differences in underlying ground levels. The new dwelling would have eaves approximately 30cm higher than the existing dwelling to be demolished and 1.2m higher than No.34. It would have a maximum ridge height marginally higher than the existing dwelling and approximately 500mm higher than No.34. However, it is worth noting that the overall ridge height has been reduced by 600mm through the amendments received, to better visually integrate with the appearance of the street scene. Figure 8 depicts the existing dwelling (in blue) with the proposed dwelling overlaid, to demonstrate the height differences between the existing and proposed replacement dwelling.

7.16 The dwelling would remain two-storeys in height with an approximate 5.6m eaves height and an approximate 7.5m roof height. Taken into account the amendments to the height within the immediate street context, the proposed two-storey dwelling would is not considered unreasonably tall or dominant to the appearance and character of the area. The impact on the residential amenities of No.34 is discussed in paragraphs 7.26-7.38 of this report.

7.17 Large crown roofs are generally resisted by the planning department. However, there are several examples of crown roofs in the area including at 15, 17 and 36 (Saxon Court) Brookdene Drive and 12, 7-13 and 15-25 Watford Road. In this context, the proposed crown roof would integrate acceptably with the established character and appearance of the area and would not appear visually incongruous or harmful. Although the proposed crown roof has increased in size because of the reduction in height, in combination with this reduced height, the overall scale ensures it is not considered harmfully large. The lowered ridgeline reduces the visual dominance of the roof and brings it more in-keeping with previously

approved roof forms along Brookdene Drive. Aligning the ridgeline more closely with the height of the existing building and the prevailing local pattern ensures the proposal would integrate acceptably with the surrounding homes.

7.18 The elevations provided indicate that the dwelling would be visually unassuming in appearance and would not be incongruous or overly dominant within the streetscape. The proposed materials of brick, render and rooftile are characteristically evident throughout Brookdene Drive and would not appear out of place. A details condition is also recommended to ensure the finer detail of the proposed materials are sympathetic to the appearance of the area.

Landscaping

7.19 In terms of landscaping, the applicant has provided a detailed landscaping plan that is considered would complement the visual landscaped appearance of the site and streetscape (see figure 9). The proposal includes shifting the northern-most garden boundary treatment closer to the site boundary.

Figure 9: Proposed Landscaping Plan *(please note – larger version of plan can be found in the Committee Plan Pack)*

7.20 While representations have raised concerns about potential impacts on the openness of the streetscene and the symmetry with No. 2 Brookdene Drive, it is not uncommon in the immediate area to have boundary treatments positioned along street-facing site boundaries. This element of the proposal would therefore not result in undue harm to the character of the streetscape sufficient to warrant refusal. The surrounding area contains a mix of open and enclosed street-facing

boundaries, including hedging, soft landscaping, and brick walls. In this context, the proposal to incorporate a fence line softened with a front hedge would help integrate the scheme into the local character.

7.21 The use of privet hedging, to be planted at 80–100 cm and capable of reaching 2m in height, would provide screening for the private amenity space from passing traffic and residents while creating a visual buffer of green landscaping that would be a more aesthetically pleasing frontage than a solid fence or unbroken brick wall. Comparable arrangements exist nearby: 1 Brookdene Drive features a tall hedge, Saxon Court combines hedging with railings, and 18 Brookdene Drive also uses a hedge as its street-facing boundary treatment. All of these are located in the immediate vicinity of the site and contribute positively to the local streetscene. Within the parking area, lower-level planting of evergreen berberis, generally maintained at around 500 mm, is proposed to ensure it does not interfere with visibility splays while still contributing to the site's overall landscaping quality. A condition requires pedestrian visibility splays.

Figure 10: Saxon Court, 36 Brookdene Drive (left) and 1 Brookdene Drive (right) boundary treatment frontages

7.22 It is not unreasonable that this corner site would include higher boundary treatment on this 'secondary' frontage. This would ensure that the outdoor amenity space is adequately private and is like the current site circumstances (albeit re-sited to increase the area of private garden space). This is evident at 1 Brookdene Drive, as well as the nearby corner sites at 31 Carew Road and 1 Foxfield Close (shown in Figures 11 and 12 below). As such, the proposal would not be out of keeping with a typical pattern of development on corner sites in the area.

Figure 11: Established boundary treatment at nearby 31 Carew Road

Figure 12: Established boundary treatment at nearby 1 Foxfield Close street frontage.

7.23 The proposal to move the boundary treatment closer to the legal site boundary would enhance the applicant's private enjoyment of their property. Along the frontage, high-quality hedging is proposed which, although it would reduce the site's openness, would create a visually green and softly landscaped frontage in

keeping with other examples in the street scene and surrounding area. This planting would also help to soften the visual impact of the proposed fencing, which is considered an acceptable and necessary measure to protect the privacy of the proposed rear garden.

7.24 Overall, the design and appearance of the proposed development would sit comfortably within the streetscape and would not unduly harm the character and appearance of the street scene. The proposed massing and layout are comparable to other two-storey dwellings in the area and a good sense of spaciousness and views around the development would be retained. The landscaping scheme would enhance the visual landscape quality of the site and acceptably offset the loss of openness on the site frontage.

7.25 It is considered that the proposed development would comply with the overarching aims of Policy BE1 of the Hillingdon Local Plan: Part One - Strategic Policies (2012), Policies DMHB 11 and DMHB 12 of the Hillingdon Local Plan: Part 2 - Development Management Policies (2020), Policy D3 of the London Plan (2021) and the National Planning Policy Framework (2024).

Residential Amenity

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

7.27 It is considered there would be no undue harm to the residential amenities of No. 34 Brookdene Drive adjacent to the south of the site. The new dwelling has been designed to ensure that the proposed two-storey depth would not intrude into the 45-degree line from the closest first-floor rear elevation window of No.34. Therefore, the proposal would not have any undue impact on loss of sunlight and daylight to habitable rooms. The proposed two storey element would extend 3.6 metres beyond the rear elevation of No. 34 with a set-back between 1.3-1.4 metres from the shared boundary (to the rear side of the dwelling) and 2.6 metres from the flank wall of 34 Brookdene Drive. This is considered a sufficient set-back and depth to not adversely affect outlook from this neighbouring property, or to appear overbearing. The single storey rear element would have a commensurate depth to the existing conservatory proposed for demolition.

7.28 Whilst representations received have queried the accuracy of the submitted drawings with respect to showing the 45-degree BRE line from the nearest first floor rear elevation window of 34 Brookdene Drive, planning officers are satisfied this is accurately presented. This is based on the site visit and clarification was also provided by the applicant who confirmed the plans' accuracy. Figures 13 and 14 below provide an image of the siting of the nearest windows at 34 Brookdene

Drive in relation to the existing dwelling and the proposed first floor plan depicting the 45-degree line.

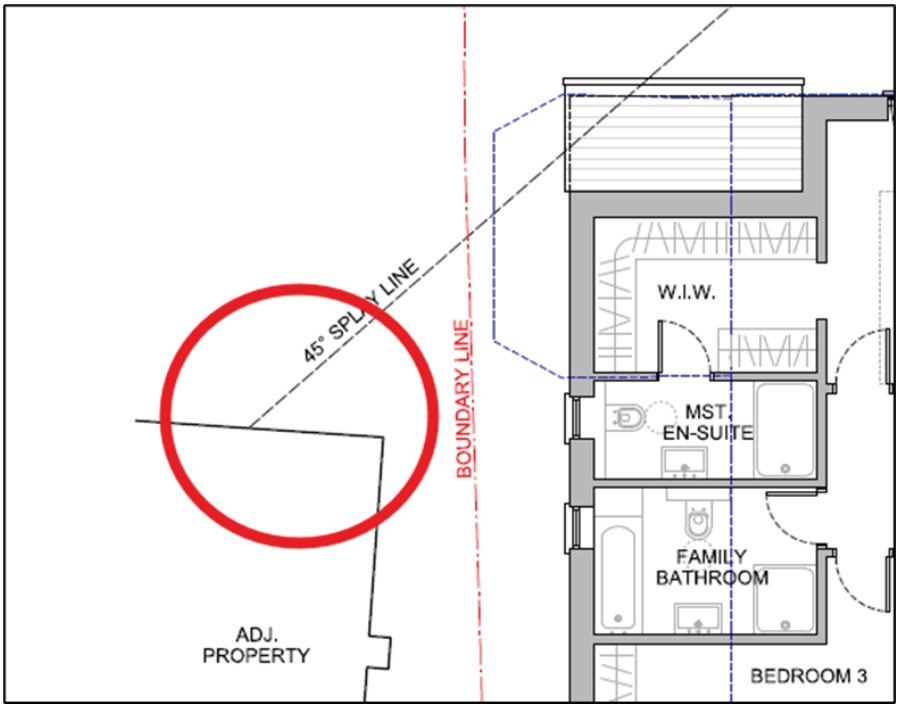
Figure 13: Aerial imagery of the nearest first-floor rear elevation window at No. 34 Brookdene Drive.

7.29 It can be seen from aerial imagery (Figure 13) and the proposed plan below (Figure 14) that the footprint of the neighbour is accurately depicted for the purpose of this assessment. The plan (Figure 14) shows in a dotted blue line the existing conservatory which extends in proximity to the common boundary. This is evident on the aerial above that the existing conservatory maintains a minimal gap with the neighbour along the boundary. When measured, the proposed two-storey element would be set-in approximately 2.6m from the flank wall of the neighbouring property at 34 Brookdene Drive. The two-storey element would project approximately 3.6m beyond the rear building line of this neighbour. However, as can be seen from the plan, it would not breach the 45-degree line taken from the centre of the first-floor window that serves this neighbour's habitable accommodation.

7.30 Given the set-in from the shared boundary, the existing conservatory, and that the nearest windows pass the 45-degree testing, Officers are satisfied that the impact on daylight and sunlight to habitable room windows would be acceptable. The outlook from the neighbours' glazed double doors and first-floor windows would

be maintained to the rear garden. As the proposed dwelling would also be set-in between 1.3 and 1.4 metres from the common boundary with No. 34 Brookdene Drive, it would maintain a level of openness between both plots and not lead to an undue sense of enclosure to the adjoining residents.

Figure 14: Confirmation the dwelling passes '45-degree test'. The blue line indicates the footprint of the dwelling, including the conservatory.



7.31 The amendments to the height of the dwelling (reduced by 600mm) would ensure that the dwelling would align more closely to the existing height. Further, the first floor would still be located at minimum approximately 1.2m away from the shared boundary (to the front) which increases to 1.3/1.4m to the rear given the nature of the plots. The set-back from the side shared boundary would ensure that visual gaps are maintained between both properties. This would ensure that the proposed dwelling would not lead to a sense of enclosure to the nearest neighbour.

7.32 The site is located almost directly due north of 34 Brookdene Drive and therefore would introduce minimal, if any, additional shading over the neighbouring site and would not unduly harm the sunlight and daylight access of No.34 Brookdene Drive.

7.33 Four new obscured windows and an obscured glazed door are proposed in the south side elevation facing 34 Brookdene Drive. The obscure glazing would ensure no harmful overlooking over this neighbouring property is generated by the proposed dwelling, ensuring no undue harm to privacy. To ensure the obscure

glazing is sufficient to prevent overlooking, it is recommended the obscurity level is secured by adding a condition to the decision notice (Condition 5).

7.34 In summary, while the proposal introduces a larger dwelling on the site compared to the existing dwelling to be replaced, the development would not unduly harm the residential amenities of 34 Brookdene Drive. It would not lead to an unacceptable reduction in daylight or sunlight, nor lead to a sense of enclosure or loss of privacy.

7.35 In respect to 1-14 Saxon Court (to the north-west) it is considered there would be no undue harm to the residential amenities of these adjacent flats. The proposed dwelling would be set on a similar building footprint to the existing building and therefore setback over 25m from the closest side elevation of Saxon Court, which is noted to be blank with no outlook or windows. Due to this generous separation distance, there would be no undue harm on the residential amenity of 1-14 Saxon Court.

7.36 It is considered that there would be no undue harm to the residential amenities of properties opposite the road, across Brookdene Drive to the north and east. The proposed dwelling would be set on a similar building footprint to the existing building and would be well separated from opposing properties by the highway. Due to the intervening highway providing sufficient separation, there would be no undue harm on the residential amenity of these properties.

7.37 Representations have raised concern with the potential use of the existing outbuilding/garage as an independent unit of accommodation or primary habitable living space. These concerns raise potential adverse noise and disturbance effects on neighbouring properties with regards to unreasonable comings and goings from the site. Whilst planning permission would be required to use the outbuilding as an independent dwelling or for an ancillary use, a condition has been recommended to prevent these uses (Condition 15).

7.38 Having regard to the above, it is considered that the proposed development would not unduly impact on the living conditions of neighbouring occupiers. It would therefore comply with Policy DMHB 11 of the Hillingdon Local Plan: Part 2 - Development Management Policies (2020).

Quality of Residential Accommodation (Internal and External)

7.39 Regarding internal accommodation, Policy D6 of the London Plan (2021) sets out the requirements for the gross internal floor area of new dwellings at a defined level of occupancy. Table 3.1 of the London Plan (2021) set outs the same gross internal area space standards set out in the technical housing standards - nationally described space standard (2015). Policy DMHB 16 of the Local Plan (2020) aligns with this policy.

7.40 The proposed development comprises a spacious 5-bedroom dwelling with multiple living areas and utility areas. The dwelling would meet all internal space standards of the London Plan (2021) and it is considered that all habitable rooms would have an adequate source of light and outlook. As such the proposed development complies with Policy D6 of the London Plan (2021) and Policy DMHB 16 of the Local Plan (2020).

7.41 With regard to external amenity space, Policy DMHB 18 of Local Plan (2020) states that all new residential development and conversions will be required to provide good quality and usable private outdoor amenity space. Amenity space should be provided in accordance with the standards set out in Table 5.3, which requires a 4-plus bedroom house to provide a minimum of 100 square metres of private genuinely usable amenity space.

7.42 The site would retain in excess of 300sqm of private rear garden for private external amenity space which is considered to be of a sufficient size, usability and functionality, in accordance with Policy DMHB 18 of the Hillingdon Local Plan (2020).

Highways and Parking

Access / Crossover

7.43 Several representations received have raised concerns that the proposed new vehicle access would impact the safe and efficient operation of Brookdene Drive due to its location and that the provision of a single carpark would create additional demand and stress on street parking in the area. The existing vehicular crossover would be removed as part of the proposal with the kerb reinstated. This is a shared crossover (with Saxon Court) so would be reduced in width as part of the reinstatement of the kerb. These works would be secured with the Council's Highways Department and the reinstatement of the works secured prior to occupation via a condition at full cost to the developer (Condition 12).

7.44 The Highways Officer has reviewed the proposal and confirmed that the proposed new carriageway crossing is considered acceptable in principle and should conform to the council's maximum allowable width for crossing provisions as stipulated within the council's 'Domestic Vehicle Footway Crossover' Policy (2022). Final designs would be arranged post-permission, and it should be noted that the crossing would need to be constructed to an appropriate council standard executed under S184 of the Highways Act 1980 (or suitable alternative arrangement) all at the applicant's/developer's expense. This would also apply to all works linked to the reinstatement of public footway.

Parking

7.45 Hillingdon Local Plan: Part 2 Policy - DMT 6 requires that new development will only be permitted where it accords with the council's adopted parking standards

unless it can be demonstrated that a deviation from the standard would not result in a deleterious impact on the surrounding road network. London Plan (2021): Policy T6.1 (Residential Parking) requires that new residential development should not exceed the maximum parking standards as set out in table 10.3.

7.46 The application proposes to disestablish the existing garage for car parking and provide one new onsite car parking space on the south-eastern frontage of the site. The Highways Officer is satisfied this is sufficient as the provision complies with the maximum parking provision of 1 space under the overriding regional standard of the London Plan. London Plan (2021): Policy T6.1 (Residential Parking) requires that new residential development should not exceed the maximum parking standards as set out in table 10.3. The maximum requirement for a 3-bedroom + dwelling as per the overriding regional standard demands up to 1 space. As the established double garage and parking directly in front would cease to function as a provision for car parking, the new replacement single on-plot space conforms to the standard.

7.47 Whilst concerns have been raised during the consultation process that the development would lead to parking pressures with the loss of the double garage. The policy requirement for a dwelling house of this size would be 1 car parking space. It is also questionable whether the existing garage is of sufficient size for two modern vehicles. Notwithstanding this, as there is a parking space re-provided, it would be in line with the policies requirements. As such, the parking provision is in accordance with Policies DMT 6 and T6.1 and is acceptable.

Cycle Parking

7.48 In terms of cycle parking there should be a provision of 2 secure and accessible spaces to conform to the adopted borough cycle parking standard. This quantum is to be provided within the retained ‘double garage’ which is considered an acceptable arrangement.

Electric Vehicle Charging Points (EVCP)

7.49 In line with the London Plan (2021), within the final parking quantum there is a requirement for a minimum of 20% 'active' EVCP provision with all remaining spaces being designated as 'passive' provisions. In this case, 1 ‘active’ space should be provided in order to future proof for anticipated demand which is demonstrated on the proposed plan. This would be secured by Condition 2.

Vehicular Trip Generation

7.50 Policies DMT 1 and DMT 2 of the Hillingdon Local Plan Part 2 (2020) requires the council to consider whether the traffic generated by proposed developments is acceptable in terms of the local highway and junction capacity, traffic flows and conditions of general highway or pedestrian safety.

7.51 The Highways Officer considers there would be no discernible difference in vehicle bound activity as compared to the scale and single tenure of the existing dwelling (which will remain the same for the replacement build) hence any generated activity can therefore be readily absorbed within the local road network without notable detriment to traffic congestion and road safety. The application is in accordance with Policies DMT 1 and DMT 2.

Operational Refuse Requirements

7.52 Refuse collection would continue to take place via Brookdene Drive. To conform to the council's 'waste collection' maximum distance collection parameter of 10m distance from a refuse vehicle to the point of collection, arrangements should ensure that waste is positioned at a collection point within this set distance. The proposed waste storage positioning conforms to this requirement and refuse would be brought to the front boundary on collection days.

Construction Management Plan (CMP)

7.53 The Highways Officer considers a full and detailed CMP should be required given the constraints and sensitivities of the local road network to avoid/minimise potential detriment to the public realm. It is recommended provision of a CMP is secured by adding condition (Condition 6)

Conclusion

7.54 The Highways Authority have been consulted on the application and are satisfied, subject to conditions, 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 (2020) Policies DMT 1, DMT 2 and DMT 6 and Policies T4, T5 and T6 of the London Plan (2021).

Noise

7.55 Policy D14 of the London Plan (2021) requires that proposals minimise noise pollution and Policy EM8 of the Hillingdon Local Plan: Part 1 - Strategic Policies (2012) promotes the maximum possible reduction in noise levels and seeks to ensure that noise impacts can be adequately controlled and mitigated.

7.56 The site would be used in an exclusively residential capacity. Therefore, in terms of the operational phase of the proposed development (occupation of the dwelling), no significant issues are raised by the proposal in respect to noise.

7.57 Given the built-up residential nature of the area, a Construction Management Plan would be necessary to minimise noise and other emissions caused during the construction phase as far as practicable. This would be secured by Condition 6.

7.58 The proposal also includes an Air Source Heat Pump (ASHP) which would provide some comfort in achieving sustainability in energy usage. A revised plan has been submitted showing an indicative location for the ASHP which would be situated within the private amenity garden along the eastern side of the property. It would be approximately 13.5m away from the common boundary with 34 Brookdene Drive.

7.59 Given this separation distance, Officers are satisfied that the ASHP would not lead to any adverse impact on the adjoining neighbours. Whilst satisfied with the overall positioning, a condition has been recommended which requires the finer details of the air source heat pump to be submitted prior to occupation (Condition 19). Furthermore, to safeguard the neighbours, the condition also ensures that the noise generated would be in line with industry practice and shall be 5 decibels below the lowest existing background noise measured 1 metre outside the nearest and/or most affected noise sensitive premises.

Flooding Risk/Critical Drainage Area

7.60 Policy DMEI 9 requires all new development to adequately manage flood risk. Policy DMEI 10 requires all new development proposals to include water efficiency measures, including the collection and reuse of rainwater and grey water.

7.61 The application site is not located within a Flood Zone 2 or 3 or at risk of surface flooding. It is located within a Critical Drainage Area and proposes construction of a new dwelling. A Sustainable Urban Drainage Strategy (SudS) prepared by Aval Consulting Group, has been submitted in support of the application. The strategy confirms attenuation tank/s (11.4sqm); flow control devices and permeable paving would be used as part of the development to ensure sustainable drainage occurs. While this approach is acceptable in principle, further details are required as to the dimensions, appearance and specific siting of the proposed attenuation tank/s to assess the potential impacts of its appearance. Condition 17 has been included in this recommendation to secure further details. Subject to compliance with any approved details the development would be in accordance with Policies DMEI 9 and 10.

Accessibility

7.62 Policy D5 of the London Plan (2021) seeks to ensure development proposals achieve the highest standards of accessible and inclusive design. Policy D7 of the London Plan (2021) requires at least ten percent of dwellings to meet Building Regulation requirement M4(3) 'wheelchair user dwellings', with all other dwellings meeting Category M4(2) 'accessible and adaptable dwellings'.

7.63 The Councils Access Officer has been consulted on the application and has no objection to the proposed development in terms of accessibility subject to securing conditions pertaining to ensuring step free access to the dwelling and requiring certification of compliance with M4(2) accessibility regulations prior to occupation

of the dwelling. It is recommended these are added as Conditions 13 and 14 to ensure the development is in accordance with Policies D5 and D7.

Trees and Landscaping

7.64 Policy DMHB 14: Trees and Landscaping of the Hillingdon Local Plan Part Two (2020) states that all developments will be expected to retain or enhance existing landscaping, trees, biodiversity or other natural features of merit, and will be required to provide tree surveys and protection plans where proposals might affect existing trees. It also states that development proposals will be required to provide a landscape scheme that includes hard and soft landscaping appropriate to the character of the area, which supports and enhances biodiversity and amenity.

7.65 The site is subject to a Tree Preservation Order (TPO) and there is a scheduled Oak Tree located on the eastern boundary of the site as well as several other mature trees. Sometime prior to submission of the planning application, several mature trees have been removed from the site. The trees removed were not protected under the TPO and therefore did not require planning permission to be removed. The removal of these trees requires no further action.

7.66 An Arboricultural Impact Assessment, prepared by Arbol EuroConsulting, has been submitted in support of the application. The report confirms no further tree removal is proposed as part of the application. However, construction works would occur within the Root Protection Area of the scheduled Oak Tree. The report confirms the extent of proposed works and includes an arboricultural method statement to ensure these works are undertaken with due regard for the health and safety of all mature trees on the site.

7.67 The report also identifies facilitation pruning would be required to the scheduled Oak Tree however does not determine the extent of tree pruning required. This is because it is not determinable without detailed construction methodology. Therefore, this pruning does not form part of this planning application and separate tree works consent would be submitted in due course. It is noted that the proposed plan (24024 FP1 01.02 Rev C) includes an annotation regarding pruning works to be carried out to the protected Oak Tree. For the avoidance of doubt, Condition 11 has been added reminding the applicant that no permission has been granted for these tree pruning works. Such works would need to be secured through a tree works consent application and an informative is also included reminding the applicant of the need for a follow-up application related to any pruning works. The Council's Tree Officer agrees with this approach.

7.68 The Council's Tree Officer has reviewed the application and originally identified concerns with the extent of works and methodology of excavations around the scheduled Oak Tree. The applicant subsequently submitted amended plans reducing the extent of hard surfaces and fencing within the root protection area (RPA) of the Oak Tree and confirmed all excavations within the extent of the RPA would be undertaken by hand to avoid undue harm to the roots of the tree.

7.69 The Council's Tree Officer reviewed these amended plans and confirmed that the proposal would be acceptable, subject to conditions. This would include a requirement for all works within the RPA to be undertaken by hand as detailed within the submitted arboricultural impact assessment and an informative reminding the applicant that future consent would be required for the pruning of the Oak Tree. Therefore conditions 9, 10 and 11 and an Informative are included to ensure the development accords with Policy DMHB 14.

7.70 The applicant submitted a high-quality landscaping plan in support of the proposal, which is welcomed by Officers. The plan includes planting of two new specimen trees, a variety of ornamental hedging, mown grass in the rear yard and wildflower turf in the front garden. The Council's Urban Design Officer originally provided informal comments and was supportive of the high-quality of the scheme, particularly with the quantity and species being proposed. Upon full review of the scheme, the Officer identified concerns with the extent of works proposed within the RPA of the scheduled Oak Tree (which have been amended as already discussed above) and potential improvements to the landscaping scheme.

7.71 The applicant subsequently provided an amended landscaping plan with updated species and reduced hardstanding within the RPA of the scheduled Oak Tree. Overall, the amended landscaping plan is considered to be of a high-quality that would improve the landscape values and quality of the site. The proposed planting has been confirmed to be of good quality by the Urban Design Officer and is extensive with landscaping proposed across the site.

7.72 It is recommended that Condition 8 is added to the decision notice for any grant of permission requiring the landscaping scheme to be implemented by the end of the first planting season following first occupation of the dwelling to ensure the development is in accordance with Policy DMHB 14.

Biodiversity Net Gain

7.73 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

7.74 Policy 15 of the National Planning Policy Framework (2024) requires planning decisions to contribute to and enhance the natural and local environment by minimising impacts and delivering net gains for biodiversity. At the local level, Policy DMEI 7 (Biodiversity Protection and Enhancement) of the Hillingdon Local Plan Part Two (2020) requires applications to be informed by appropriate ecological survey work and encourages adherence to BS 42020:2013. Where

relevant, the DEFRA biodiversity impact calculator must be used to demonstrate net gain or no net loss.

7.75 During the processing of this application, a BNG Assessment was requested and submitted. The assessment identified a biodiversity net loss of 29.24% (equivalent to 0.15 habitat units) against the statutory requirement for a 10% net gain. However, a net gain of 0.17 hedgerow units would be achieved.

7.76 The loss primarily results from the prior removal of a mature yew tree at the site frontage. Under the Environment Act 2021, habitats significantly altered or removed since 30 January 2020 must still be included in baseline calculations. The tree's condition and dimensions were taken from the submitted Arboricultural Report.

7.77 The applicant's BNG report confirms it is not possible to achieve the statutory 10% gain on-site. Further to this, Officers would point out the presence of the existing garage, the need to provide private garden space, and the role of proposed boundary hedging in softening the visual impact of fencing as factors limiting the on-site provision further. Given these constraints, and in accordance with statutory BNG guidance, off-site delivery via biodiversity units or statutory credits can also be acceptable in meeting the statutory requirement.

7.78 In this case, the required 0.2 units can be delivered off-site through purchase from a habitat bank operator or via statutory biodiversity credits. While off-site offsetting is intended as a last resort, it would ensure compliance with statutory requirements. A Biodiversity Net Gain condition has been attached which requests further information post application. This information includes a follow up Baseline Biodiversity Assessment which seeks 10% gain within the site. If this is not possible, the condition requires proof of purchase of Biodiversity Credits or Statutory Credits to meet the statutory requirement. This information would be required prior to commencement of the development through condition. Condition 20 deals specifically with these requirements.

Waste Management

7.79 Policy DMHB 11 Part (d) of the Hillingdon Local Plan (2020) states that development proposals should make sufficient provision for well-designed internal and external storage space for general, recycling and organic waste, with suitable access for collection. External bins should be located and screened to avoid nuisance and adverse visual impacts to occupiers and neighbours. To conform with the Council's 'waste-collection' distance parameter of 10 metres, refuse, recycling and food waste would need to be deposited kerbside on collection day.

7.80 The proposed plans show provision for refuse and recycling storage that would of an adequate size, accessible for collection, and be discreetly screened from the street and neighbours. An objection was received in relation to potential odour effects from the revised location of the waste bins to neighbouring occupiers.

Amended drawings have been received with the bin storage area relocated and now situated on the opposite side from the adjoining neighbour. Given its revised location, any odour effects from the residential household waste would be negligible and an accepted part of the residential environment. As such, the proposed location of the bins is considered acceptable.

Sustainability

7.81 Policy DMEI 2 of the Hillingdon Local Plan (2020) requires all developments to make the fullest contribution to minimising carbon dioxide emissions in accordance with the London Plan targets. Policy DMEI 10 requires development to utilise no more than 110L of water per person per day.

7.82 An energy statement, prepared by Wires & Wiresless, has been submitted in support of the application. The statement confirms the dwelling would achieve a carbon emission reduction of 78.74% against 2021 Building Regulations and would achieve compliance against TER (Target Emission Rate), TFEE (Target Fabric Energy Efficiency) and TPER (Target Primary Energy Rate) and is therefore in accordance with Policy DMEI 2. It is recommended a condition (Condition 18) is included requiring that the development must be undertaken in accordance with the submitted energy report to ensure the development is in accordance with Policy DMEI 2.

7.83 A water efficiency calculation, prepared by Wires & Wiresless, has been submitted in support of the application. The calculation confirms the dwelling would consume less than 110L per person per day and is therefore in accordance with Policy DMEI 10. It is worth noting that the development includes the installation of solar panels on the roof and the installation of an Air Source Heat Pump. Both these additional measures would contribute towards energy efficiency, an air quality neutral minor development and contribute towards reducing carbon emissions.

Land Contamination

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

Fire Safety

7.85 Policy D12 of the London Plan states that all developments must achieve the highest standards of fire safety. The proposal is for a replacement dwelling that would have a street frontage. There would be unobstructed outside space on the road to accommodate fire appliances and to serve as an evacuation assembly point.

7.86 A fire statement has been submitted within the information to address fire safety matters. It states that the dwelling has been designed in accordance with guidelines contained in Approved Document Part B Volume 1 of the Building Regs. All internal doors forming part of the enclosure to a protected area or habitable room would be FD30 fire rates. The proposed escape and evacuation strategy would be in line with Approved Document Part B Volume 1 of the Building Regs. The fire strategy and details would be further scrutinised within a building regulations application.

7.87 It is considered that the design of the proposal would enable effective evacuation from the dwelling. The application is therefore considered to be in general accordance with Policy D12 of the London Plan.

8 Other Matters

Human Rights

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

Equality

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

Local Finance Considerations and CIL

8.3 The Council adopted its own Community Infrastructure Levy (CIL) on 1st August 2014. The Hillingdon CIL charge for residential developments is in addition to the Mayoral CIL charge. CIL rates are index linked. The proposal involves the erection of a new dwelling and is therefore CIL liable if planning permission is granted.

9 Conclusion / Planning Balance

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

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

10 Background Papers

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

APPENDICES

Planning Application

44049/APP/2025/799

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 Plans**

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

24024 FP1 01.01 (Existing Plans, Elevations & Location Plan)
24024 FP1 01.02 Rev D (Proposed Ground and First Floor Plans)
24024 FP1 01.03 Rev A (Proposed Elevations and Proposed Section)
CWLD-DSSA-BD-2480-01 Rev B (Proposed Landscaping Arrangements)
CWLD-DSSA-BD-2480-02 Rev B (Planning & Implementation Notes)

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. COM5 **General compliance with supporting documentation**

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

Fire Strategy Statement 24024 fp1.05.01
Part G Water Efficiency Calculator produced by Wires & Wiresless
Phase II Arboricultural Impact Assessment (AIA) Ref.101 958 Date 20/03/2025
Construction Phase Health and Safety Plan
Energy Statement produced by Wires and Wiresless dated 17/03/2025

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 Policies . Specify Hillingdon Local Plan Part 2 (2020)

4. COM7 **Materials (Submission)**

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

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

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

5. RES13 **Obscure Glazing**

The flank windows facing 34 Brookdene Drive shall be glazed with permanently obscured glass to at least scale 4 on the Pilkington scale and be non-opening below a height of 1.8 metres taken from internal finished floor level for so long as the development remains in existence.

REASON
To prevent overlooking to adjoining properties in accordance with policies DMHB 11 and DMHD 1-2 of the Hillingdon Local Plan Part 2 (2020).

6. NONSC **Demolition and Construction Management Plan**

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

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

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

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

7. RES15 **Sustainable Water Management (changed from SUDS)**

The development must be implemented and retained/maintained in accordance with the SUDS Operations and Maintenance Plan contained within 'Flood Risk Assessment & Drainage Strategy, John Davies Associations, 14/01/2025, C' details for as long as the development remains in existence.

REASON
To ensure the development does not increase the risk of flooding in accordance with Policies DMEI 9 and DMEI 10 of the Hillingdon Local Plan Part 2 (2020) and Policies S12 and 13 of the London Plan (2021).

8. RES19 **Landscape Plan Implementation**

The approved hard and soft landscape plan CWLD-DSSA-BD-2480-01 B and planting details CWLD-DSSA-BD-2480-02 B shall be implemented prior to the end of the fist planting season following occupation of the development and thereby retained in perpetuity.

Any trees or other planting which die, are removed or become seriously damaged or diseased within a period of 5 years from the completion of development, 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
In order to ensure a high quality landscaped environment is achieved in accordance with policy DMHB 14 of the Hillingdon Local Plan Part 2 (2020).

9. A3 **Trees Retained**

Trees, hedges and shrubs shown to be retained on the approved tree survey plan contained within 'Phase II Arboricultural Impact Assessment, ref: 101 958, dated 20/03/2025' shall not be damaged, uprooted, felled, lopped or topped without the prior written consent of the Local Planning Authority (LPA).

Any trees, hedges and shrubs severely damaged during construction, seriously diseased or dying shall be replaced by one of a size and species to be agreed in writing with the LPA. Where damage is less severe, a schedule of remedial works necessary to ameliorate the effect of damage by tree surgery, feeding or ground work shall be agreed in writing with the LPA.

New planting should comply with BS 3936 'Nursery Stock, Part 1, Specification for Trees

and Shrubs'. Remedial work should be carried out to BS3998 (1989) 'Recommendations for Tree Work' and BS 4428 (1989) 'Code of Practice for General Landscape Operations (Excluding Hard Surfaces)'. Such work or planting shall be completed within 8 months of the commencement of the development or such period as agreed in writing by the LPA.

REASON
The trees and other vegetation makes a valuable contribution to the amenity of the area therefore their deliberate damage or loss should be prevented and their unintentional damage or loss mitigated in order to accord with policy DMHB 14 of the Hillingdon Local Plan: Part Two (2020).

10. TL3 **Protection of Trees**

The development hereby approved shall be carried out strictly in accordance with the recommendations contained within the approved Phase II Arboricultural Impact Assessment, ref: 101 958, dated 20/03/2025.

Prior to the commencement of any site clearance or construction work, the tree protection fencing and ground protection measures identified in the report shall be retained in position until development is completed. The area within the approved protective fencing shall remain undisturbed during the course of the works and in particular in these areas:

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

REASON
To ensure that trees and other vegetation to be retained are not damaged during construction work and to accord with policy DMHB 14 of the Hillingdon Local Plan: Part Two (2020).

11. NONSC **No Pruning of Oak Tree (without written consent)**

Notwithstanding the details shown on 24024 FP1 01.02 Rev C (Proposed Ground and First Floor Plans), no consent is hereby granted for any pruning, lopping, topping, or removal of any part of the existing protected Oak Tree shown. Any works to this tree shall require the prior written approval of the Local Planning Authority through the submission of a separate application for consent under the relevant tree legislation.

REASON
For the avoidance of doubt, and to ensure the protection and retention of the tree in the interests of visual amenity and the character of the area, in accordance with policy DMHB14 of the Hillingdon Local Plan: Part Two (2020).

12. NONSC **Redundant crossover (and reinstatement of kerb and footway)**

The proposed dwelling, hereby permitted, shall not be occupied until the part of the existing shared crossover made redundant (along the northern boundary of the site) has been removed by reinstatement to full-height kerb with footway made good to the specification of the local highway authority. The works shall be carried out in accordance with details approved by the Highways Authority delivered at the developer's expense.

REASON
In the interest of public and highway safety as well as ensuring the development presents a satisfactory appearance in accordance with Policies
DMT 1, DMT 2 & DMT 6 and DMHB 11 of the Hillingdon Local Plan Part 2 (2020).

13. 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).

14. NONSC **Accessible Dwellings**

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.

15. RPD13 **Restrictions on Outbuildings**

The outbuilding hereby permitted shall be used only for domestic purposes incidental to the enjoyment of the approved dwellinghouse at 35 Brookdene Drive and shall remain within the same planning unit. The outbuilding shall at no time be used for purposes such as a living room, bedroom, kitchen or as a separate unit of accommodation.

REASON
To avoid any future undesirable fragmentation of the curtilage or the creation of a separate residential use and in the interests of protecting the amenity of adjoining residential properties in accordance with Policies DMHB 11 and DMHD 2 of the Hillingdon Local Plan -

Part Two (2020).

16. RPD5 **Restrictions on Erection of Extensions and Outbuildings**

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 extension to any dwellinghouse(s) nor any garage(s), shed(s) or other outbuilding(s) shall be erected without the grant of further specific permission from the Local Planning Authority.

REASON
So that the Local Planning Authority can ensure that any such development would not result in a significant loss of residential amenity or harm to the character and appearance of the area in accordance with Policies DMHB 11 and DMHD 2 of the Hillingdon Local Plan - Part Two (2020).

17. NONSC **Sustainable Urban Drainage (Details)**

Notwithstanding the submitted drainage strategy (SUDS Drainage Strategy, ref: 94063 A, dated: 18 March 2025), prior to commencement (excluding demolition and site clearance) a revised SUDS that includes further details of the scale, dimensions, appearance and siting of the proposed attenuation tank/s, shall be submitted to the Local Planning Authority for approval. The development shall be carried out in accordance with the approved details.

REASON
To ensure sustainable drainage occurs in accordance with Policy DMEI 10 of the Hillingdon Local Plan - Part Two (2020).

18. NONSC **Compliance with Energy Strategy**

The development hereby approved shall be carried out strictly in accordance with the recommendations contained within the approved report Energy Statement, Wires and Wiresless, 17.03.2025.

REASON
To ensure the development is sustainable and minimises its carbon emissions in accordance with Policy DMEI 2 of the Hillingdon Local Plan - Part Two (2020).

19. NONSC **Air Source Heat Pump (Details and Noise Limitations)**

Prior to the installation of the Air Source Heat Pump (ASHP), further details of the design, scale and external appearance of the ASHP to be installed on site shall be submitted to and approved in writing by the Local Planning Authority. The submitted details shall include a technical specification demonstrating compliance with the noise criteria set out below.

For the lifetime of the development hereby permitted, the rating level of noise cause by the operation of the air source heat pump shall be lower than the lowest existing background

noise level by at least 5dBA measured 1 metre outside the nearest and/or most affected noise sensitive premises, determined in accordance with the procedures set out in British Standard latest version of BS 4142: Methods for rating and assessing industrial and commercial sound.

The ASHP shall be installed in accordance with the approved details prior to first occupation of the dwelling and shall thereafter be retained and maintained in good working order for the lifetime of the development.

REASON
To safeguard the amenity of neighbouring occupiers from noise and disturbance, and to ensure the equipment is appropriately sited in the interests of visual amenity, in accordance with Policy DMHB11 of the Hillingdon Local Plan Part 2 (2020).

20. NONSC **Biodiversity Net Gain (Details)**

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

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

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

a) Description and evaluation of the features to be managed.
b) Aims, objectives and targets for management.
c) Description of the management operations necessary to achieving aims and objectives.
d) Prescriptions for management actions.
e) Preparation of a works schedule, including an annual works schedule.
f) Details of the monitoring needed to measure the effectiveness of management.
g) Details of the timetable for each element of the monitoring programme.
h) Details of the persons responsible for the implementation and monitoring.
i) Report to the Council routinely regarding the state of the Biodiversity Net Gain requirements for development in years 1 (post-completion), 3, 5, 10, 20, and 30, with biodiversity reconciliation calculations at each stage; or

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

iii. Off-Site Biodiversity Credits or Statutory Credits: Where on-site measures do not achieve the 10% net gain, confirmation of the purchase of off-site biodiversity credits or statutory

credits must be provided, including a receipt or proof of transaction as part of the Plan.

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

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

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

Notwithstanding the provisions of the Town and Country Planning (General Permitted Development)(England)Order 2015 (or any order revoking and re-enacting that Order with or without modification), no additional windows, doors or other openings shall be constructed in the walls or roof slopes of the development hereby approved facing No 34 Brookdene Drive.

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

22. RES23 **Visibility Splays - Pedestrian**

The access for the proposed car parking shall be provided with those parts of 2.4m x 2.4m pedestrian visibility splays which can be accommodated within the site in both directions and shall be maintained free of all obstacles to the visibility above the height of 0.6m above the level of the adjoining highway.

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

23. NONSC **Solar Panels**

The solar panels hereby approved shall not protrude more than 0.2 metres beyond the plane of the roof slope. The solar panels shall be removed as soon as reasonably practicable when no longer needed.

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

Informatives

1.

The proposed carriageway crossover is considered acceptable in principle and should conform to the council's maximum allowable width for crossing provisions as stipulated within the council's 'Domestic Vehicle Footway Crossover' Policy (2022). Final designs would be arranged post-permission, and it should be noted that the crossing would need to be constructed to an appropriate council standard executed under S184 of the Highways Act 1980 (or suitable alternative arrangement) all at the applicant's/developer's expense. This would also apply to all works linked to the reinstatement of public footway fronting the double garage which would also be incorporated within this process at full cost to the developer.

2.

Within the application site there is a tree that is subject to a Tree Preservation Order (TPO). You are advised that no tree that is the subject of a TPO may be pruned, lopped, topped, felled or uprooted without the consent of the Local Planning Authority.

No tree pruning is approved under this planning permission as the submitted arboricultural impact assessment cannot quantify the extent of tree pruning due to requiring details of detailed construction methodology. Therefore, a further application for separate tree works consent would be required once the detailed construction methodology is known.

Please contact the Trees and Landscapes Officer, Residents Services, 3N/02, Civic Centre, Uxbridge, UB8 1UW for further advice.

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

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

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

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

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

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

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

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

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

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

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

You are advised to consult the Council's Environmental Protection Unit (www.hillingdon.gov.uk/noise 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. I59 **Councils Local Plan : Part 1 - Strategic Policies**

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

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

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

The above forms can be found on the planning portal at:

www.planningportal.gov.uk/planning/applications/howtoapply/whattosubmit/cil

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

7. I70 **LBH worked applicant in a positive & proactive (Granting)**

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

8. 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).

Appendix 2: Relevant Planning History

44049/PRC/2024/218 35 Brookdene Drive Northwood

Demolition of existing dwelling and construction of replacement dwelling with associated works

Decision: 22-01-2025 Objection

Appendix 3: List of Relevant Planning Policies

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

Part 1 Policies:

PT1.BE1	(2012) Built Environment

Part 2 Policies:

DMH 1	Safeguarding Existing Housing
DMEI 2	Reducing Carbon Emissions
DMEI 7	Biodiversity Protection and Enhancement
DMEI 9	Management of Flood Risk
DMEI 10	Water Management, Efficiency and Quality
DMHB 11	Design of New Development
DMHB 12	Streets and Public Realm
DMHB 14	Trees and Landscaping
DMHB 16	Housing Standards
DMHB 18	Private Outdoor Amenity Space
DMHD 2	Outbuildings
DMT 1	Managing Transport Impacts
DMT 2	Highways Impacts
DMT 6	Vehicle Parking
LPP D1	(2021) London's form, character and capacity for growth
LPP 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 SI2	(2021) Minimising greenhouse gas emissions
LPP T4	(2021) Assessing and mitigating transport impacts
LPP T5	(2021) Cycling
LPP T6	(2021) Car parking
LPP T6.1	(2021) Residential parking
NPPF11 -24	NPPF11 2024 - Making effective use of land
NPPF12 -24	NPPF12 2024 - Achieving well-designed places
NPPF2 -24	NPPF2 2024 - Achieving sustainable development
NPPF9 -24	NPPF9 2024 - Promoting sustainable transport

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

Case Officer: **Christos Chrysanthou**	**17979/APP/2025/1314**

Date Application Valid:	**09.05.25**	Statutory / Agreed Determination Deadline:	**09.09.25**
Application Type:	**Full**	Ward:	**Northwood Hills**

Applicant:	**Hillingdon Council**
Site Address:	**Haydon Drive, Pinner, HA5 2PL**
Proposal:	**Demolition of 16 studio bungalows and the erection of 21 affordable family-sized houses with associated facilities.**
Summary of Recommendation	**GRANT planning permission subject to section 106 legal agreement and conditions**
Reason Reported to Committee:	**Required under Part 6 of the Planning Scheme of Delegation (the Council is the Applicant)**

Summary of Recommendation:

GRANT planning permission subject to the 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.

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

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

i. To secure on-site affordable housing, to include a provision of 100% by habitable room with all units being Social Rent.
ii. London Healthy Urban Development Unit (HUDU) financial contribution of £18,428 to fund enhanced or new health facilities within the London Borough of Hillingdon.
iii. Carbon offset contribution of £17,670.
iv. Air Quality Mitigation contribution of £18,188.
v. The provision of Public Open Space and Children's Play Space in the location outlined on drawing no. APL006 Rev D shall remain open to all members of the public in perpetuity and be managed and maintained in accordance with the agreed Landscape Management Plan.
vi. 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 preparing the Section 106 Agreement and any abortive work as a result of the agreement not being completed.

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

D) That, if the Legal Agreement has not been finalised within 6 months (or such other time frame as may be agreed by the Director of Planning 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, Health, Carbon Emissions and Air Quality). 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 application seeks planning permission for the demolition of 16 studio bungalows and the erection of 21 affordable family-sized houses with associated facilities.

1.2 The proposal is considered to be acceptable in principle, making effective use of an existing brownfield site to provide additional housing, and notably provide 100% affordable housing, secured as Social Rent. The proposal also secures the provision of 3no. accessible housing units and communal play space and open space that provides an inclusive, accessible and flexible development.

1.3 The proposed site layout and density are considered to represent the optimal use of the site. The overall scale, massing and appearance of the development is considered to respond well to local context and the proposed detailed design is of high quality, The proposed building along Joel Street provides a coherent frontage facing onto the public highway and harmonises with the street scene.

1.4 Due to the siting of the proposed development coupled with separation distances to adjoining buildings, the impact on residential amenity of nearby properties would be acceptable. The quality of accommodation proposed is considered to be of a high standard with sufficient outlook and access to natural light within the future units and amenity spaces, with all units meeting the minimum space standard requirements. A sufficient level of parking provision is also provided. Having due regard to the need to optimise the use of the site, the impacts on townscape, residential amenity and local transport impacts are all considered to be acceptable

1.5 Overall, the proposal is considered to bring forward a number of significant benefits, namely the provision of 100% affordable housing explicitly targeted at addressing the tenure in the highest demand within the borough, several on-site improvements, including improvements to parking arrangements and public realm enhancements. Taking all matters into account, the proposed development is considered to comply with the Development Plan and the application is therefore recommended for approval subject to the conditions and s106 obligations set out in Appendix 1.

2 The Site and Locality

2.1 The application site area measures 0.58ha and contains 16 studio bungalows and large amounts of green open space, including a wide range of mature trees and public lawns. The surroundings are a low-density suburban setting characterised

by 2-storey family housing with pitched roofs, including along Joel Street. Front gardens along Joel Street generally provide greening, car parking and access to private front doors. The public transport accessibility level (PTAL) of the area is 1b which is at the lower range of the scale.

Figure 1: Location Plan (application site edged red)

Figure 2: Street View of the Application Site (taken from Joel Street)

3 Proposal

3.1 Planning permission is sought for the demolition of 16 studio bungalows and the erection of 21 affordable family-sized houses with associated facilities. The development would be 100% affordable housing tenure for the purposes of social rent.

3.2 Comprising a mix of 6no 3bedroom dwellings and 15no 4bedroom dwellings, the proposal would replace the existing substandard and poor-quality studios with high-quality family-sized dwellinghouses that would benefit from private amenity spaces, parking and access to communal open space and play space.

Figure 3: Proposed Scheme (the set of proposed plans can be found in the Committee Plan Pack)

4 Relevant Planning History

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

5 Planning Policy

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

6 Consultations and Representations

6.1 160 neighbouring properties and Northwood Hills Residents' Association were consulted on 20th May 2025. A newspaper advert was placed on 28th May 2025. The consultation period expired on 18th June 2025.

6.2 A total of 16 objections were received.

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

Table 1: Summary of Representations Received

Representations	Summary of Issues Raised	Planning Officer Response

16 individual letters of objection have been received.	1. Overdevelopment	Discussed at paragraphs 7.6 – 7.8 of this report.
	2. Impact on amenity, noise and anti-social behaviour	Discussed at paragraphs 7.22 - 7.23 and 7.57 - 7.58 of this report.
	3. Noise and disturbance from building work	Discussed at paragraph 7.22 of this report.
	4. Fly tipping and waste	Fly tipping is not a material planning consideration. Waste/refuse is discussed at paragraph 7.7 of this report.
	5. Parking, traffic and highway safety	Discussed at paragraphs 7.42 – 7.50 of this report.
	6. Impact on wildlife	Discussed at paragraphs 7.64 – 7.65 of this report.
	7. Other properties needing work	Comment is noted, however this is not a material planning consideration.
	8. The Council has a duty of care to prevent homelessness and not force existing tenants out without finding suitable alternative housing.	Discussed at paragraph 8.3 of this report.

Table 2: Summary of Consultee Responses

Consultee and Summary of Comments	Planning Officer Response
Policy Request to retain Public Open Space, including public access, plus improved Biodiversity Net Gain.	Public Open Space to be secured by obligation and plans have been revised to achieve an

	acceptable level of BNG.
Urban Design The proposal creates urban repair and a better layout than the existing buildings. which is supported and welcomed. The appearance of the buildings is a modern twist on the existing houses in the area which is supported. Landscaping details to be secured by condition.	Support for the proposals is noted. Relevant conditions are recommended to be attached should the application be approved.
Access No objection subject to conditions.	Relevant conditions are recommended to be attached should the application be approved.
Air quality No objection subject to conditions and an air quality contribution.	Relevant obligation secured and conditions are recommended to be attached should the application be approved.
Building Control No comments.	Noted.
Contaminated Land No objection subject to a condition and informative.	Relevant condition is recommended to be attached should the application be approved.
Highways No objection subject to conditions.	Relevant conditions are recommended to be attached should the application be approved.
Waste	

No objection. Note that Hillingdon Council is not a wheeled bin borough for refuse and recycling. Food waste bins can be presented for collection but refuse and recycling would need to be removed from bins and presented as loose sacks at front boundary of property for collection.	Noted and informative added.
Cadent Gas No comments.	Noted.
Historic England No objection.	Noted.
Thames Water No objection to the development proposed. Additional information provided in terms of waste water network and water provision.	Noted and informative added.

7 Planning Assessment

Principle of Development

7.1 The site accommodates existing residential dwellings therefore the residential use of the site is already established. Furthermore, the development plan provides significant support for the redevelopment and optimisation of existing residential sites and brownfield land for residential intensification provided it is designed appropriately. This development brings forward the opportunity to increase local housing stock including the provision of family sized dwellings, through the intensification of the use of the site, whilst maintaining adequately standards of living accommodation and promoting good design. The development would comply with Policy H2 of the Local Plan Part 2 which identifies a need for sites with a capacity for 10 or more units to ensure that the affordable housing mix reflects housing needs in the Borough, particularly the need for larger family units of three or more bedrooms.

Affordable housing

7.2 The application is supported by an affordable housing statement which confirms the proposal would be a 100% affordable housing scheme under Social rent tenure which would be secured via a legal agreement. Policy H5 of the London Plan outlines that developments which provide 75% or more affordable housing may follow the Fast Track Route where the tenure mix is acceptable to the borough

or the Mayor where relevant. The proposal therefore does not require consideration of financial viability information.

7.3 The proposal is 100% affordable housing, in line with Policy H8 Part E of the London Plan. The development would result in a net increase of five units of affordable housing provision within the application site. The proposal would replace existing outdated and substandard housing units with modern family size dwellings, thus increases and improves the offer of affordable housing stock within the borough.

Housing Mix

7.4 The plans and schedule of accommodation submitted with the application indicate there will be a mix of 3 bedroom and 4 bedroom dwellinghouses which meets the Council's definition of family sized housing, which is also defined in the London Plan as 'a dwelling that by virtue of its size, layout and design is suitable for a family to live in and generally has three, four, five, or more bedrooms'.

7.5 As stated previously, there is an identified local need for affordable housing that are 3+ bedroom units. The mix of housing proposed is therefore supported.

Density

7.6 Under Table 5.2 of the Local Plan Part 2, for dwellinghouses, a density range of 35 - 70 units per hectare (u/ha) would be considered acceptable for the site context. The site area measures 0.58 hectares and 21 no. units are proposed. The development would have a density of 36.2 u/ha, which is towards the lower end of the residential matrix.

7.7 The application site as a whole is currently under-utilised and the level of residential accommodation provided by the bungalows within the context of the size of the application site is suboptimal. The appropriate density has been determined by the ability of the development to sit comfortably within the suburban context whilst accommodating the appropriate levels of car parking, landscaping with a placemaking approach to the site and its surroundings.

7.8 The development proposed responds to the generally low-rise context of its surroundings, and the scale of development and number of units is considered to achieve the appropriate use of the site which provides a good level of new housing at an appropriate density for the area.

Design / Impact on the Character and Appearance of the Area

7.9 The existing single storey bungalows that would be removed, sit within a residential area comprising predominantly two and three storey buildings. The scheme has been subject to several rounds of pre-application discussions which have informed the evolution of the proposal. In acknowledging the opportunity to increase the density to a more appropriate level and thus make the best use of the site, the scale of development proposed responds to the wider site context

which comprises residential buildings that are 2- 2.5 storeys in height and footprints proposed are consistent with the surrounding buildings on Haydon Drive and Joel Street.

7.10 Block D is formed of a 2.5 storey building comprising a row of four terraced dwellinghouses. The building is orientated to face onto Joel Street and the siting of the building follows the established pattern of development and respects the front and rear building lines. Three of the four dwellings are provided with private gardens to the rear and the other dwelling is provided with a relatively larger amenity space to the side and front. The building design incorporates a gabled roof form and materials that correspond to the neighbouring properties along Joel Street. The massing and proportions of the building are considered to be acceptable and allow the block to sit comfortably in relation to the neighbouring properties and provide a defined frontage along Joel Street.

7.11 Directly behind Block D is Block A2, which is formed of a 2.5 storey building comprising a row of six terraced dwellinghouses. The building is orientated to face northwest which provides surveillance of the car parking area and open space and play space. Block A1 is located southeast of Block A2 and is formed of a 2.5 storey building comprising a row of five terraced dwellinghouses with its principal elevation facing northeast. All eleven dwellinghouses in these blocks are provided with rear garden areas.

7.12 Opposite Block A1 and located towards the eastern boundary of the site are Blocks B and C which are 2 storey buildings set out as two rows of three terraced dwellinghouses. All six dwellinghouses in these two blocks are provided with rear patios and garden areas. The siting of Blocks B and C in this part of the site supports a transition in scale from the dwellings on Haydon Drive to the east, which are also two storey in height, and allows for an optimisation of roof spaces in Blocks A1, A2 and D to reflect the higher density developments along Joel Street, which includes 2.5 storey buildings.

7.13 Due to the irregular shape of the site, Blocks A1, A2 and C are of a staggered design to optimise the site layout and this also helps to break down the massing of the development and along with the design features incorporated into the scheme, adds an element of visual interest. Whilst the ground levels where Block D is sited are relatively flat, the other buildings would have a varied height, which responds well to the changes in ground levels across the site.

7.14 A detailed materials schedule has been provided. The materials schedule indicates that red brick and red/brown roof tiles would be the primary exterior material used in the development with secondary materials such as the standing seam cladding, panels, windows, doors, rainwater goods canopies and balcony enclosures being of a grey/brown colour scheme. Surfaces are of a neutral colour scheme. The specific details of the materials would be secured by condition in the event of an approval.

7.15 Overall, the proposed materials coupled with the detailed design of the scheme indicate that a high-quality finish would be achieved. The current scheme is

considered to represent the optimal use of the site and is acceptable with regards to character and appearance considerations.

Neighbouring Residential Amenity

7.16 The separation distance between Block A1 and the rear elevations of Nos.195-199 Joel Street is at least 35.6 metres, which far exceeds the minimum separation distance of 21 metres described in the Hillingdon Local Plan. Consequently, there would not be any undue overlooking or loss of privacy experienced by these neighbours. The rear elevations of Units 10 and 11 on Block A2 would face towards the foot of the rear garden of No.195, however given the separation distance and screening provided by the boundary treatment and existing trees, there is not considered to be any significant loss of amenity to the neighbouring properties.

7.17 Block B would be sited approximately 14.5 metres to the north of Nos.33-39 Haydon Drive where it is noted there are 4no. windows in the side north facing elevation. These windows on the neighbouring building would face primarily onto the new road and the front gardens of Block B. Further, the two-storey massing of Block B has been designed with a part step back to increase the separation at first floor level. As such there would not be any undue loss of outlook to these neighbouring windows.

7.18 Blocks B and C have been designed with non-habitable rooms towards the rear at first floor level which avoids any potential overlooking, loss of privacy and inter-visibility with the rear elevations and gardens of Nos. 114-120 and Nos. 121-128 Haydon Drive which are located to west of the blocks. The first-floor rear windows of Blocks B and C would be obscure glazed as secured by a suitable condition. Blocks B and C are both two storeys in height and of a similar scale to the neighbouring properties that are located behind them to the east. Due to the acceptable separation distance between the two blocks and these neighbours, there would not be an undue overbearing impacts or loss of outlook experienced by these neighbouring properties.

7.19 Block D would not extend into the 45-degree line of sight measured from the nearest windows at No.195. The neighbour on the other side at No.185 is located approximately 30.7 metres away from the north facing side elevation of Block D. Therefore, both adjacent neighbours on Joel Street would not experience any significant loss of outlook. Any first-floor views from the rear of the Block D towards the rear garden of No.195 would be at an oblique angle and not harmful in terms of overlooking or loss of privacy.

7.20 The application is supported by a Daylight & Sunlight Amenity Study that assesses the likely significant effects to daylight for neighbouring buildings in terms of Vertical Sky Component (VSC), Daylight Distribution (DD) (often referred to as No-Sky Line) and Annual Probable Sunlight Hours (APSH). The report demonstrates that satisfactory daylight and sunlight provision would be retained to neighbouring properties following the implementation of the proposed development.

7.21 The report highlights that the kitchen at No.195 Joel Street would not meet the BRE guidance. It is however noted that the kitchen would retain its main rear aspect and therefore the marginal reduction in daylight and sunlight experienced via the glazed side door would not be sufficient to warrant a recommendation for refusal. As kitchens are defined in the Local Plan as non-habitable rooms and noting that the kitchen would achieve an acceptable level of Vertical sky component and daylight distribution, it is considered that the neighbouring properties' kitchen would retain an acceptable level of daylight and sunlight provision.

7.22 Concerns have been raised by residents regarding the potential for anti-social behaviour and noise taking into consideration the proximity of the proposed play area to neighbouring properties on Joel Street. It is highlighted that the existing open space does not benefit from direct surveillance and as discussed in the 'Security' section of this report, the development would be subject to a condition to achieve 'secure by design' accreditation which aims to make places safer. Noise levels are unlikely to reach levels beyond that which would be associated with the residential use and are unlikely to be so significant as to create a nuisance. Anti-social behaviour and noise nuisance are however covered by other legislation which provides residents with the ability to report such activities to the relevant authorities.

7.23 Concerns have been raised in the neighbour representations regarding the noise and disturbance from the construction process. This is an inherent part of any development process and whilst there would inevitably be some disruption, this would be temporary. A construction management plan (titled Demolition Environmental Management Plan) has been submitted in support of the application, which sets out how the development would preserve the amenity of the area and minimise disruption to the local highway network. The plan has been reviewed by the Highway Authority who consider the plan to be acceptable.

7.24 Overall, the development is considered to preserve neighbouring residential amenity.

Quality of Residential Accommodation

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

7.26 Table 3.1 of London Plan under Policy D6 requires the following minimum Gross Internal Area (GIA) to be provided for 3 and 4 bedroom dwellings:

- A dwelling with 3bedrooms, 5person occupancy: a GIA of at least 93 sq. metres
- A dwelling with 3bedrooms, 6person occupancy: a GIA of at least 102 sq. metres
- A dwelling with 4bedrooms, 7person occupancy: a GIA of at least 115 sq. metres
- A dwelling with 4bedrooms, 8person occupancy: a GIA of at least 124 sq. metres

7.27 The proposed 3 bedroom units are provided with GIAs of between 109.5-113.4 sq. metres. The proposed 4 bedroom units are provided with GIAs of between 135-140.2 sq. metres. All 21 of the proposed dwellings exceed the minimum internal floorspace standards.

7.28 A Daylight and sunlight assessment has been submitted in support of the application. It demonstrates that with regards to spatial daylight autonomy (which assesses illumination levels and daylight hours of rooms within the development), that the proposed layout results in Blocks, B, C and D being 100% compliant with BRE guidance. Block A is noted to be 86% compliant with only 9 rooms out of 66 rooms falling below the BRE guidance.

7.29 The 9 rooms that do not meet the BRE criteria are noted to be kitchens which are served by windows that are northeast and northwest facing and therefore would not benefit from consistent direct daylight/sunlight throughout the day. Despite their orientation, these kitchens would benefit from good outlook and a median lux level of between 158 and 178 lux. Whilst the illumination levels for these kitchens are lower than the BRE guidance of 200 lux, this is not considered to be significant in the context of the overall level of daylight/sunlight provision achieved by the development. Kitchens are defined in the Local Plan as non-habitable rooms and in this context, the levels of daylight and sunlight provided to these rooms is considered to be acceptable and would not be detrimental to the living conditions of future occupiers.

7.30 Across the whole development which comprises 114 rooms, BRE compliance is achieved at 92.2% which is considered to represent an acceptable level of daylight/sunlight provision for the development.

7.31 The sunlight exposure assessment results indicate that 33 rooms would have between 0-0.1 sunlight exposure hours. These rooms include the kitchens and bedrooms in Block A that are served by windows that are northeast and northwest facing and a second floor bedroom window in Block D that is northeast facing. However, all remaining habitable rooms including all living rooms in the development achieve compliance with BRE guidance (minimum of 1.5 hours of direct sunlight).

7.32 All units are dual aspect and provided with 2.5 metre floor to ceiling heights for at least 75% of the proposed floor areas. The bedrooms within all units are of a suitable size and all habitable rooms are provided with adequate outlook. Overall, the proposal delivers a high standard of residential accommodation.

Private amenity space

7.33 Private amenity space should be provided in accordance with the standards set out in Table 5.3 of the London Plan. Table 5.3 states that:

- 3-bedroom dwellings should be provided with at least 60square metres of private amenity space; and

- 4-bedroom dwellings should be provided with at least 100 square metres of private amenity space.

7.34 In accordance with the above standards, a total private amenity space provision of 1,860 sq. metres would be required to serve the development. The 21 no dwellings would be provided with an overall private amenity space provision totalling 1,710 sq. metres. The quantum of private amenity space provision is 150 square metres under the required guidance. It is however considered that the shortfall is offset by the provision of the play space and open space which taken together measure 743 sq. metres. The amenity spaces available for use by future occupiers within the site totals 2,453 sq. metres.

7.35 There are a total of 48 amenity spaces which includes gardens and patio areas and terraces which are provided for individual use by future occupiers of the dwellinghouses. The BRE guidance aims for 2 hours of sunlight across at least 50% of private amenity spaces. The Daylight/sunlight assessment submitted with the application includes a 2 hour sunlight analysis of the private amenity spaces and a summary of the findings is provided below.

7.36 The Daylight/sunlight assessment demonstrates that 37 of the 48 amenity spaces would be compliant with the BRE guidance. The 11 spaces that do not meet the BRE guidance include three first floor terraces, two rear gardens and six patio areas. The lower level of Daylight/sunlight provided to these 11 spaces is attributed to the layout and orientation of the spaces.

7.37 Taken as a whole, it is highlighted that all 21 no. residential units would be provided with individual amenity spaces which are good quality and useable and consistent with the overall design of the development. Therefore, having regard to the above and taking a balanced view, it is considered that the development would provide an adequate level of amenity spaces within the site.

Open Space

7.38 The site contains part of an existing public footpath (R55) on its northern boundary and an area of public open space. This is an important pedestrian route for residents providing a footpath between Joel Street, Chamberlain Lane and Haydon Hall Meadows. The proposal would retain the public footpath and the open space alongside a new play space.

7.39 Based on the Council's open space strategy and planning obligations SPD, open space amounting to 1,121.4sq.m would be required. The open space to the north of the site measures 500sq.m. As detailed in the 'Play Space' section below, the development also comprises a dedicated play area measuring 487sq.m. The site also lies in close proximity to Haydon Hall Meadows and Haydon Hall Park providing occupiers with access to recreational open spaces. Taken as a whole, the level of open space available to future occupiers is considered to be sufficient. An obligation is proposed to be secured by legal agreement to ensure that the public open space is secured in perpetuity.

Play Space

7.40 The Mayor's supplementary planning guidance (SPG) 'Shaping Neighbourhoods: Play and Informal Recreation' sets a benchmark of 10m2 of usable child play space to be provided per child, with under-fives play space provided on-site as a minimum. The GLA Population Yield Calculator (v3.2) has been used to determine the play space requirement based on the numbers of children that would be yielded from the proposed development. This would be in addition to the retention of on-site public open space provision. Based on the housing mix listed in the schedule of accommodation, the GLA Population Yield Calculator results in a total play space requirement of 437 sq. metres.

7.41 The landscape plan has been amended to factor this requirement into the scheme. A play space of 487 sq. metres is provided along the northern boundary. It would be enclosed for security and furnished with play equipment and enhances the communal amenity space made available for use by residents. An obligation is proposed to be secured by legal agreement to ensure that the play space is also secured in perpetuity.

Highway safety and Parking

7.42 The application site would continue to be accessed off Haydon Drive as there is no vehicular access off Joel Street. The road would be redesigned to accommodate the proposed layout and the highway works would be subject to a s278 agreement which would be secured directly with the Highway Authority.

7.43 There would be a marginal increase in traffic generation relative to the existing situation, estimated to amount to less than 10 two-way movements during peak traffic periods. The vehicle movements associated with the development could be absorbed within the local road network. As detailed in Table 2 of this report, the Highway Authority do not raise an objection on highway safety grounds.

7.44 The application site has a PTAL of 1b, which is considered to represent a poor level of access to public transport. In accordance with Policy T6.1 of the London Plan, the maximum parking standards applicable in this instance would allow for up to 31 parking spaces (applying a ratio of up to 1.5 spaces per 3+ bedroom dwelling).

7.45 A total of 25no. car parking spaces (including 3 dedicated wheelchair accessible spaces) are proposed to serve the development. The quantum of parking provision would allow for at least one parking space per dwelling, which accords with the London Plan requirement. The parking spaces are proposed to be allocated to the units.

7.46 Five of the spaces would be provided with active electric vehicle charging points and the remaining spaces would be provided with passive electric vehicle charging points. The electric vehicle charging points are shown on the revised site plan and their implementation would be secured by condition.

7.47 As recommended by the Highway Authority, a parking, design and management plan providing details of how the parking spaces would be allocated and managed in perpetuity would be secured by condition.

7.48 The proposed layout also includes two motorcycle/scooter parking spaces. Each dwelling is provided with secure and accessible storage for 2 no. bicycles. A condition would be attached in the event of an approval to ensure these facilities are provided prior to occupation.

7.49 A Travel Plan framework has been submitted in support of the application. It outlines a strategy of promoting walking, cycling, car sharing and use of public transport through providing relevant information and advice to residents upon occupation. The travel plan would be managed by an appointed co-ordinator and is considered to be acceptable. A condition would be attached in the event of an approval, to ensure the travel plan is implemented within the indicated timeframes.

7.50 A construction management plan (titled Demolition Environmental Management Plan) has been submitted in support of the application. The plan has been reviewed by the Highway Authority who consider the plan to be acceptable. A compliance condition would be attached in the event of an approval to secure the implementation of the CMP in the interests of minimising disruption to the local highway network and preserving the amenity of the area.

Air Quality

7.51 The application site is not located within an Air quality management area or an Air quality focus area. In accordance with Policy SI 1 of the London Plan, the application is supported by an Air Quality Assessment (AQA).

7.52 The AQA concludes that the development would be air quality neutral with respect to building-related emissions. The AQA lists mitigation measures including promoting non-car modes of transport, the use of sustainable energy technologies, urban greening and a ventilation strategy to maximise air quality for future occupiers. These mitigation measures would be secured by condition.

7.53 As detailed in Table 2 of this report, the proposal has been assessed by the Council's air quality officer and having reviewed the AQA, it has been determined that the proposed development would not be air quality neutral and therefore further action is required to reduce emissions, and these can include off-site mitigation measures. The level of mitigation required to the proposed development for traffic emissions is £18,188 and this would be secured through a legal agreement. In addition, relevant conditions to be attached in the event of an approval are recommended to manage the control of dust and emissions during construction and demolition as required by the Mayor of London.

Health

7.54 The floorspace occupied by affordable housing is not liable to Community Infrastructure Levy. Accordingly, the HUDU Planning Contributions Model has

been used to assess the health service requirements and cost impacts of the development. A financial contribution amounting to £18,428 has been calculated and is recommended to be secured as part of a legal agreement.

Accessibility

7.55 Three of the proposed dwellings are M4(3) wheelchair accessible. These units are located within Block C and are provided with accessible parking spaces located within close proximity of their frontages. A drawing showing step-free level thresholds throughout the development has been submitted in support of the application.

7.56 A condition is recommended to be attached in the event of an approval to require compliance with the provision of 3 no. M4(3) units and all remaining units being to M4(2) building regulation standards, which ensures the development is accessible and adaptable in accordance with Policy D7 of the London Plan (2021).

Security

7.57 A planning condition is recommended requiring the site to achieve Secured by Design accreditation in consultation with the Metropolitan Police to ensure the proposal meets the requirements of Policy D11 of the London Plan and Policy BE1 of the Hillingdon Local Plan.

7.58 It is noted that a resident's objection refers to the potential for anti-social behaviour to occur within the children's play area. The area where the children's play area would be located is an existing open space located behind the gardens of Nos. 45-51 Haydon Drive which are enclosed with timber boarded fencing to the rear. Natural surveillance would be achieved through Block A2 which faces towards the children's play area and the residential properties would have views of this area. On this basis, the proposal would improve surveillance of the open space and is considered acceptable in terms of safety and security.

Trees and Landscaping

7.59 The proposal includes the delivery of on-site greening, planting and soft landscaping and public realm enhancements including improved rights of way. The submitted documentation indicates that there are 4 trees proposed to be removed. The remaining 47 existing trees would be retained with measures proposed for tree protection.

7.60 Full hard and soft landscaping details are provided in the submitted Proposed Landscape Plan. The landscape proposals include the planting of 8 new trees which results in a 125% increase in soft landscaping representing a significant benefit to existing and future residents.

7.61 The landscape plan also includes areas laid to lawn, hedges, wildflower and shrub planting, formal footpaths, the provision of suitable boundary walls and areas of hardstanding constructed with permeable surfacing. The proposed landscape plan

is considered to be acceptable and would assist with enhancing the visual amenity of the site. A planting and implementation specification is provided in the landscape plan. Details and the implementation of the landscape scheme would be secured by condition.

Urban Greening Factor

7.62 The London Plan recommends that boroughs seek an Urban Greening Factor (UGF) target score of 0.4 for developments that are predominately residential. In broad terms, the UGF is an assessment of the amount, type and value of natural environment provided on site as a proportion of the overall site area.

7.63 In this instance, due to the significant landscaping improvements and increased greening within the application site, the development achieves a UGF of 0.518 which is above the target score set by the London Plan.

Ecology and Biodiversity Net Gain

7.64 The application site is not subject to any ecological designations however it lies in proximity to the River Pinn corridor and adjoining Green Belt to the east and Haydon Hall Meadows SINC to the south. A Preliminary Ecological Appraisal has been submitted in support of the application. The report recommends the submission of a Construction Ecological Management Plan (CEMP), ensuring the scheme is designed to achieve a Biodiversity Net Gain, further surveys including a Preliminary Bat Roost Assessment and a Ground-level Tree Assessment to determine if bats are present. The CEMP and ground level tree assessment would be secured by a suitable condition.

7.65 A Preliminary Bat Roost Assessment has been submitted in support of the application. The report identifies that all four of the existing buildings and one of the trees that is proposed to be removed may have the potential to support roosting bats. The report recommends the carrying out of bat emergence surveys and notes that if a roost is found a licence from Natural England would be required. The report also details recommendations regarding the scheme design and lighting. The recommendations including the additional surveys and measures listed within the report would be secured by a suitable condition.

7.66 In accordance with the statutory framework for Biodiversity Net Gain (BNG), a Biodiversity Statement & Metric Assessment have been submitted in support of the application. The report identifies a shortfall of 0.1 habitats required to meet the 10% BNG requirement. As the shortfall is relatively low, the site/landscape plan have been updated to reduce the amount of parking and hardstanding and increase the number of on-site trees to be planted. Taken together, the shortfall has been addressed, and the scheme therefore meets the 10% BNG target. The standard BNG condition would be attached in the event of an approval.

Flooding and Drainage

7.67 The application site lies in a Flood Zone 1 (low risk) and a Critical Drainage Area (CDA) identified in the Surface Water Management Plan (SWMP) for Hillingdon. In accordance with Policy DMEI 10: Part B of the Hillingdon Local Plan: Part 2, the application is supported by a Drainage statement.

7.68 The Drainage statement comprises a flood risk assessment that demonstrates that the site is at a low risk of flooding from all sources.

7.69 The surface water strategy detailed within the Drainage statement, demonstrates a reduction in surface water run-off to a rate of 7.75 l/s which is lower than the pre-development run-off rate of 8.34 l/s and the greenfield run-off rate of 8.34 l/s (based on calculations for a 1:100 year storm scenario including a 40% climate change allowance).

7.70 Surface water is proposed to be attenuated by way of below ground attenuation tanks and the use of permeable paving. A maintenance schedule is also detailed to ensure long-term efficiency of the drainage strategy. The implementation of the measures listed in the Drainage statement would be secured by condition. Further, an informative would be attached with guidance on how the applicant can reduce the surface water from the site entering the sewers.

Overheating

7.71 An Overheating Analysis has been submitted in support of the application. The report identifies passive design measures including energy efficient lighting and appliances, insulation of the building above building regulations standards, glazing design that keeps heat out, shading provided by the development, natural and mechanical ventilation and ventilation louvres. The report demonstrates compliance with Part O of the building regulations. The implementation of the measures listed in the Overheating Analysis would be secured by condition.

Energy and Sustainability

7.72 In accordance with Policy SI2 of the London Plan, Major development should be net zero carbon. A minimum on-site reduction of at least 35 per cent beyond Building Regulations is required for major development. 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, through a cash in lieu contribution to the borough's carbon offset fund.

7.73 An Energy Assessment has been submitted in support of the application. The report details measures to reduce carbon including the installation of photovoltaic panels and air source heat pumps and concludes that following the implementation of the three-step Energy Hierarchy, the development will achieve the following:

- 80% overall regulated CO2 reduction against 2021 (Part L compliant baseline)
- 58% overall regulated CO2 reduction by renewable sources ('Be green')
- 22% overall regulated CO2 reduction by efficiency measures ('Be Lean')

7.74 The report identifies the development would not meet the zero-carbon target due to a shortfall of 6.2 tonnes Co2/yr. A carbon offset contribution has been calculated at a sum of £17,670 which would be paid into the borough's carbon offset fund and is recommended to be secured as part of a legal agreement.

7.75 A Sustainability Statement has been submitted in support of the application. The report identifies further measures including the use of green roofs, water efficiency, waste management and materials efficiency and principles to promote sustainability throughout the development. The implementation of the measures and principles detailed in the report would be secured by condition.

Re-use and circular economy

7.76 A Circular Economy Report and a Pre-Demolition Audit Report have been submitted in support of the application. Whilst the application is not referable to the Greater London Authority (GLA), the reports provide a summary and strategy of how materials from the existing buildings can be re-used and re-cycled. According to the audit report, over 95% of waste materials by weight could be diverted from landfill, which accords with the target set by Policy SI 7 of the London Plan. The implementation of the strategy detailed in the reports would be secured by condition.

Refuse and Waste Management

7.77 Refuse collection points are proposed on-site along Haydon Drive and on Joel Street in conjunction with existing refuse collection arrangements. The quantum of refuse storage proposed, and the proposed arrangements are considered to be acceptable. No objection has been raised by the Council's waste services.

Land Contamination

7.78 There is the possibility for contamination within the site as it is identified as being located on a potential former contaminated land use. A Preliminary Investigation Report has been submitted in support of the application and reviewed by the Council's Contaminated Land Officer.

7.79 The Council's Contaminated Land Officer has recommended a condition to restrict any importing of contaminated soils or other materials to the site and an informative which requires a remediation scheme be submitted in the event of any contamination being identified when works are carried out. The condition and informative would be attached in the event of an approval.

Fire Safety

7.80 In support of the application, a fire statement form has been submitted that provides limited detail with regards to fire safety including the location of fire hydrants in proximity of the development. A swept path analysis demonstrating acceptable access and turning for emergency vehicles has been provided.

7.81 It is unclear whether the materials used in construction of the building are fully non-combustible. The fire statement form indicates that the balconies and external walls would be of materials that are classified as having limited combustibility. Due to the lack of clarity on this matter, it is recommended that details are secured through the imposition of a condition.

7.82 The fire statement form does not detail the means of escape for future residents or provide an evacuation strategy, details of evacuation lifts, fire-protected stairways and evacuation assembly points and other active fire safety measures including fire detection alarm systems and automatic water fire suppression systems (i.e. an automatic sprinkler system). A condition is recommended to secure a fire safety strategy.

Planning Obligations

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

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

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

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

7.86 Section 106 Heads of Terms are as follows:

i. To secure on-site affordable housing, to include a provision of 100% by habitable room with all units being Social Rent.

ii. London Healthy Urban Development Unit (HUDU) financial contribution of £18,428 to fund enhanced or new health facilities within the London Borough of Hillingdon.
iii. Carbon offset contribution of £17,670.
iv. Air Quality Mitigation contribution of £18,188.
v. The provision of Public Open Space and Children's Play Space in the location outlined on drawing no. APL006 Rev D shall remain open to all members of the public in perpetuity and be managed and maintained in accordance with the agreed Landscape Management Plan.
vi. A Project Management and Monitoring Fee, equalling 5% of the total financial contributions to be paid under this agreement.

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.

Duty of Care

8.3 The Council is committed to supporting tenants who are required to move due to proposed redevelopment, ensuring the process is handled with fairness and compassion. Statutory Home Loss and Disturbance Payments will be made in line with the Land Compensation Act 1973, covering the permanent loss of a home and reasonable moving costs such as mail redirection and utility reconnections. Moving services will also be provided. Additional support, including a packing service, will be offered to vulnerable tenants, specifically those with a disability or serious health condition, and those aged 65 or over. Tenants may also receive help with bidding for new properties and be offered accompanied viewings where needed. In cases of serious financial difficulty, early partial payment of the Home Loss Payment may be considered. The Council recognises its duty of care and is committed to offering personalised, practical assistance throughout the decant process.

Local Finance Considerations and CIL

8.4 Not applicable as the proposed development is 100% Affordable Housing and is therefore not CIL liable.

9 Conclusion / Planning Balance

9.1 The principle of development is considered to be acceptable, given the established residential use of the land, making effective use of the site to deliver a notable 100% affordable housing scheme of 21 family sized units, secured as Social Rent tenure. The development will make a positive contribution by providing new homes that meet the borough's identified needs, bringing an underused brownfield site into optimal use.

9.2 Due to the siting of the proposed development coupled with separation distances to adjoining buildings, the impact on residential amenity of nearby properties would be acceptable. The proposal would be inclusive and accessible and future residents would be provided with a high standard of living accommodation and amenity.

9.3 The overall scale, density, and layout of the development are considered to respond well to local context. The design of the development as a whole, including the massing, scale, bulk and detailed architecture of the proposed buildings, is considered appropriate for the site and surroundings. Having due regard to the need to optimise the use of the site, the impacts on townscape, residential amenity and local transport impacts are all considered to be acceptable.

9.4 Overall, the proposal is considered to bring forward significant benefits, in the form of public realm improvements and by optimisation of the existing site, the increase in the quality and quantity of affordable housing provision that is specifically targeted at addressing the tenure in the highest demand within the borough. 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 and s106 obligations set out in Appendix 1.

10 Background Papers

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

APPENDICES

Planning Application

17979/APP/2025/1314

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:

- APL001 A
- APL006 D
- APL007 D
- APL101 B
- APL102 B
- APL103 B
- APL104 B
- APL201 B
- APL202 B
- APL203 C
- APL204 C
- APL205 B
- APL210 B
- APL211 B
- APL301 B
- APL302 B
- APL303 B
- APL304 B
- APL305 B
- APL306 A
- APL401 A
- APL402 A
- APL403 A
- Proposed External Materials 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 of the Hillingdon Local Plan Part 1 (2012), Part 2 (2020) and the London Plan (2021).

3. RES5 **General compliance with supporting documentation**

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

- Travel Plan (Revised Issue 14th February 2025, Motion)
- Demolition Environmental Plan (Rev. B)
- Air Quality Assessment (27/02/2025, Eight Versa)
- Drainage Statement (P02, 27/03/2025, SD Engineers and Drainage Design) and Drawing Number 2002-SDE-00-XX-DR-C-1000 P04
- Overheating Analysis (04/03/2025, Eight Versa)
- Energy Assessment (25/02/2025, Eight Versa)
- Sustainability Statement (28/03/2025, Eight Versa).
- Pre-Demolition Audit Report (11/06/2025, Eight Versa)
- Circular Economy Report (30/05/2025, Eight Versa).

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

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

4. RES7 **Materials (Submission)**

Notwithstanding the approved plans, no development (excluding demolition and works below slab level) shall take place until details of all materials and external surfaces, including details of windows, doors and balconies have been submitted to and approved in writing by the Local Planning Authority. Thereafter the development shall be constructed in accordance with the approved details and be retained as such. Details should include information relating to make, product/type, colour and photographs/images.

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

5. NONSC **Means of enclosure**

Notwithstanding the approved plans, no development (excluding demolition and works below slab level), shall take place until details of boundary fencing and/or other means of enclosure have been submitted to and approved in writing by the Local Planning Authority. The approved means of enclosure shall be erected before the development is occupied and shall

be permanently retained thereafter.

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

6. RPD2 **Obscured Glazing and Non-Opening Windows**

The rear first floor windows on Blocks B and C facing east 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).

7. NONSC **Noise levels**

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 dwelling whilst achieving acceptable internal living conditions with respect to ventilation and temperature.

REASON
To ensure that occupants of the permitted development would not be exposed to noise that would be likely to cause a significant adverse effect on their health and quality of life in accordance with guidance set out in 'Guidance on Sound Insulation and Noise Reduction for Buildings' British Standard Institution BS8233: 2014 and Policies DMHB 11 and DMTC 4 of the Hillingdon Local Plan: Part 2 - Development Management Policies (2020) and Policies D3 and D13 of the London Plan (2021).

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

Notwithstanding the approved plans, no development (excluding demolition and works below slab level) shall take place until a landscape scheme has been submitted to and approved in writing by the Local Planning Authority. The scheme shall include: -

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

2. Details of Hard Landscaping
2.a Refuse Storage

2.b Cycle Storage and allocation plan
2.c Car Parking Layouts (including demonstration of 3 wheelchair accessible spaces and that 5 parking spaces are served by 'active' electrical charging points with the remainder served by 'passive' electric vehicle charging point)
2.d Provision of 2 Motorcycle/scooter parking spaces
2.e Parking allocation Plan
2.f Hard Surfacing Materials
2.g External Lighting
2.h Other structures (such as wayfinding, signage, play equipment and furniture)

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 turfing/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, DMT 1, DMT 2 and DMT 6 of the Hillingdon Local Plan Part 2 (2020) and Policy G5 of the London Plan (2021).

9. RES8 **Trees retention**

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.

10. NONSC **Tree protection**

The development hereby permitted, shall be carried out in strict accordance with the Method Statement and Tree Protection Measures detailed in the approved Arboricultural Impact Assessment Method Statement & Tree Protection Plan (14th February 2025, Trevor Heaps). The tree protection measures for the site will be monitored and supervised by an arboricultural consultant at key stages of the development including during demolition and records of the site inspections/meetings shall be submitted to the Local Planning Authority.

REASON
To ensure that retained trees and other vegetation will not be damaged during construction work and to ensure that the development conforms with Policies DMHB 11 and DMHB 14 of the Hillingdon Local Plan Part 2 (2020).

11. NONSC **Parking design and management plan**

Prior to any above ground works for the development hereby approved (excluding demolition), a Parking Design and Management Plan shall be submitted to, and approved in writing by, the Local Planning Authority. It shall include the arrangements for all on-site parking, including provisions for managing, monitoring, enforcement and review. The vehicle parking provision and its management, as outlined in the approved Parking Design and Management Plan, shall be fully implemented as approved prior to the first occupation of the development, and so maintained in good working order, and the parking spaces shall not be used for any other purpose for the lifetime of the development.

REASON
To ensure the appropriate operation of the car parking spaces in accordance with Policies DMT 1, DMT 2 and DMT 6 of the Hillingdon Local Plan: Development Management Policies (2020) and Policies T4 and T6 of the London Plan (2021).

12. NONSC **Cycle parking and EVCP**

Prior to the first occupation of the development hereby permitted, the cycle parking provision and the electric vehicle charging points shown on the approved plans shall be fully implemented and maintained in perpetuity for the lifetime of the development.

REASON
To ensure that adequate arrangements are made for cycle parking and electric vehicle charging points in accordance with Policies T5 and T6 of the London Plan (2021).

13. NONSC **Non-Road Mobile Machinery**

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

REASON
To ensure compliance with the London's Low Emission Zone for non-road mobile machinery as per requirements of the London Environment Strategy and to reduce the impact on air quality in accordance with Policy DMEI 14 of the Hillingdon Local Plan: Part Two - Development Management Policies (2020) and Policy SI 1 of the London Plan (2021).

14. NONSC **Step free access**

Prior to occupation of the development hereby permitted, step free access shall be provided to all dwellings in accordance with approved drawing number APL205 B. Such provision shall remain in place for the lifetime of the development.

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

15. NONSC **M4(2) and M4(3) dwellings**

The dwellings hereby approved shall accord with the requirements of Policy D7 of the London Plan and shall not be occupied until certification of compliance with the technical specifications for 3 number M4(3) dwellings and the remaining as M4(2) dwellings, as set out in Approved Document M to the Building Regulations (2010) 2015, has been obtained. All such provisions must remain in place for the lifetime of the development.

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).

16. NONSC **Secure by Design**

The dwelling(s) 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 dwelling shall be occupied until accreditation has been achieved.

REASON
In pursuance of the Council's duty under section 17 of the Crime and Disorder Act 1998 to consider crime and disorder implications in excising its planning functions; to promote the well being of the area in pursuance of the Council's powers under section 2 of the Local Government Act 2000, to ensure the development provides a safe and secure environment in accordance with Policy DMHB 15 of the Local Plan Part 2 (2020) and Policy D12 of the London Plan (2021).

17. NONSC **Ecology**

No development shall take place until the following details have been submitted to and approved in writing by the Local Planning Authority:

- A Dusk Emergence & Dawn Re-entry Bat Survey including details of any ecological mitigation and habitat enhancements and a site plan showing their location.
- A Ground-Level Tree Assessment for roosting bats.
- In the event that the Dusk Emergence & Dawn Re-entry Bat Survey discovers any bat roosts, a copy of a European Protected Species Mitigation Licence (EPSML) (under the 2010 Regulations) issued by Natural England pursuant to Regulation 53 of The Conservation of Habitats and Species Regulations 2017 (as amended) authorising the specified development to go ahead.
- A Construction Ecological Management Plan (CEMP); and
- A Landscape and Ecology Management Plan (LEMP).

Thereafter, the development shall be implemented only in accordance with the recommendations detailed in the approved

Dusk Emergence & Dawn Re-entry Bat Survey, CEMP, LEMP, Preliminary Bat Roost Assessment (RT-MME-181875, April 2025, Middlemarch) and Preliminary Ecological Appraisal (RT-MME-162897-01, March 2025, Middlemarch).

The development shall be carried out in accordance with the Natural England licence and all mitigation measures and habitat enhancements shall be fully installed before occupation and retained in full accordance with the approved details.

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

18. NONSC **Biodiversity Net Gain**

No development shall take place on any part of the site until a Biodiversity Gain Plan for the

site, demonstrating compliance with the 10% biodiversity net gain requirement in accordance with the Environment Act 2021, has been submitted to and approved in writing by the Local Planning Authority. The Biodiversity Gain Plan should include:

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

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

a) Description and evaluation of the features to be managed.
b) Aims, objectives and targets for management.
c) Description of the management operations necessary to achieving aims and objectives.
d) Prescriptions for management actions.
e) Preparation of a works schedule, including an annual works schedule.
f) Details of the monitoring needed to measure the effectiveness of management.
g) Details of the timetable for each element of the monitoring programme.
h) Details of the persons responsible for the implementation and monitoring.
i) Report to the Council routinely regarding the state of the Biodiversity Net Gain requirements for development in years 1 (post-completion), 3, 5, 10, 20, and 30, with biodiversity reconciliation calculations at each stage; or

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

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

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

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

19. NONSC **Contamination**

No contaminated soils or other materials shall be imported to the site. All imported soils for landscaping and/or engineering purposes shall be clean and free of contamination. Before any part of the development is occupied, all imported soils shall be independently tested for chemical contamination, and the factual results and interpretive reports of this testing shall

be submitted to and approved in writing by the Local Planning Authority. In the event that contamination is found at any time when carrying out the approved development that was not previously identified it must be reported in writing immediately to the Local Planning Authority. An investigation and risk assessment must be undertaken using a Watching Brief and Discovery Strategy, and where remediation is necessary, a remediation scheme must be prepared subject to the approval in writing of the Local Planning Authority. Following completion of measures identified in the approved remediation scheme, a verification report must be prepared, which is subject to the approval in writing of the Local Planning Authority.

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

20. NONSC **Fire strategy**

Prior to above ground level works of the development hereby approved, a revised Fire Safety Strategy shall be submitted and approved in writing by the Local Planning Authority. The development shall accord with the approved Fire Safety Strategy and thereafter shall be maintained and retained as such.

REASON
To ensure that the development meets Fire Safety Standards in accordance with Policy D12 of the London Plan (2021).

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

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

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

22. RES14 **Outbuildings, extensions and roof alterations**

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

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

Informatives

1.

The development hereby approved includes the carrying out of highway works. Prior to undertaking highway works you will require a Section 278 agreement with the Highway Authority. The works shall be to the specification and constructed to the satisfaction of the Highway Authority. Fees are payable for the approval of the highway details, and inspection of the works. For further information and advice contact: - Highways Maintenance Operations, 4W/07, Civic Centre, Uxbridge, UB8 1UW.

2.

The site lies in a Critical Drainage Area (CDA). Therefore, the surface water from the site entering the sewers should minimised.
- Water run off from any roof or hard paving associated with the development should be directed to a soakaway, or tank or made permeable. This includes any work to front gardens not part of the planning application, must be permeable or be collected and directed to a permeable area, or it would need an additional permission.
- A water butt should be incorporated.
- No drainage to support the extension should be connected to any existing surface water network, other than as an overflow.

3.

You are advised this development is on a potential former contaminated land use identified as infilled/possibly infilled, factory (various) and works (various). The above advice is therefore provided on the grounds of Health and Safety of the workers on site and to ensure the appropriate restoration of the site is done should there be any contamination identified during the development where there is a need, for groundwork once such works are complete to minimise risk to the occupants of the site.

4.

Nuisance from demolition and construction works is subject to control under The Control of Pollution Act 1974, the Clean Air Acts and other related legislation. In particular, you should ensure that the following are complied with:-
A. Demolition and construction works which are audible at the site boundary shall only be carried out between the hours of 08.00 and 18.00 hours Monday to Friday and between the hours of 08.00 hours and 13.00 hours on Saturday. No works shall be carried out on

Sundays, Bank or Public Holidays.
B. All noise generated during such works shall be controlled in compliance with British Standard Code of Practice BS 5228:2009.
C. Dust emissions shall be controlled in compliance with the Mayor of London's Best Practice Guidance' The Control of dust and emissions from construction and demolition.
D. No bonfires that create dark smoke or nuisance to local residents.
You are advised to consult the Council's Environmental Protection Unit (www.hillingdon.gov.uk/noise Tel. 01895 250155) or to seek prior approval under Section 61 of the Control of Pollution Act if you anticipate any difficulty in carrying out construction other than within the normal working hours set out in (A) above, and by means that would minimise disturbance to adjoining premises.

5.

Thames Water have provided the following information:

Waste Comments:
Public sewers are crossing or close to your development. Build over agreements are required for any building works within 3 metres of a public sewer and, or within 1 metre of a public lateral drain. This is to prevent damage to the sewer network and ensures we have suitable and safe access to carry out maintenance and repairs. Please refer to our guide on working near or diverting our pipes:
https://www.thameswater.co.uk/developers/larger-scale-developments/planning-your.development/working-near-our-pipes

Please ensure to apply to determine if a build over agreement will be granted.

With regard to SURFACE WATER drainage, Thames Water would advise that if the developer follows the sequential approach to the disposal of surface water we would have no objection. Management of surface water from new developments should follow Policy SI 13 Sustainable drainage of the London Plan 2021. Where the developer proposes to discharge to a public sewer, prior approval from Thames Water Developer Services will be required. Should you require further information please refer to our website.
https://www.thameswater.co.uk/help/home-improvements/how-to-connect-to-a-sewer/sewer-connection

Water Comments:
With regard to water supply, this comes within the area covered by the Affinity Water Company. For your information the address to write to is - Affinity Water Company The Hub, Tamblin Way, Hatfield, Herts, AL10 9EZ - Tel - 0845 782 3333.

6.

Hillingdon Council is not a wheeled bin borough for refuse and recycling. Food waste bins can be presented for collection but refuse and recycling would need to be removed from bins and presented as loose sacks at front boundary of property for collection.

7.

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).

8.

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.

9.

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.

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.EM11	(2012) Sustainable Waste Management
PT1.BE1	(2012) Built Environment

Part 2 Policies:

DMEI 12	Development of Land Affected by Contamination
DMCI 7	Planning Obligations and Community Infrastructure Levy
DMHB 14	Trees and Landscaping
DMHB 15	Planning for Safer Places
DMHB 16	Housing Standards
DMEI 14	Air Quality
DMHB 18	Private Outdoor Amenity Space
LPP D14	(2021) Noise
LPP GG2	(2021) Making the best use of land
DMHB 11	Design of New Development
LPP SI1	(2021) Improving air quality
DMT 1	Managing Transport Impacts
DMT 2	Highways Impacts
DMT 5	Pedestrians and Cyclists
DMT 6	Vehicle Parking
LPP SI13	(2021) Sustainable drainage
DMEI 1	Living Walls and Roofs and Onsite Vegetation

LPP D5	(2021) Inclusive design
DMEI 10	Water Management, Efficiency and Quality
DMH 1	Safeguarding Existing Housing
DMH 2	Housing Mix
DMH 7	Provision of Affordable Housing
DMHB 12	Streets and Public Realm
LPP D3	(2021) Optimising site capacity through the design-led approach
LPP D7	(2021) Accessible housing
LPP G1	(2021) Green infrastructure
LPP G4	(2021) Open space
LPP G7	(2021) Trees and woodlands
LPP GG4	(2021) Delivering the homes Londoners needs
LPP H1	(2021) Increasing housing supply
LPP H10	(2021) Housing size mix
LPP H4	(2021) Delivering affordable housing
LPP H6	(2021) Affordable housing tenure
LPP H7	(2021) Monitoring of affordable housing
LPP T1	(2021) Strategic approach to transport
LPP T2	(2021) Healthy Streets
LPP T3	(2021) Transport capacity, connectivity and safeguarding
LPP T7	(2021) Deliveries, servicing and construction
LPP D6	(2021) Housing quality and standards
LPP D11	(2021) Safety, security and resilience to emergency
LPP D12	(2021) Fire safety
LPP SI2	(2021) Minimising greenhouse gas emissions

LPP SI7	(2021) Reducing waste and supporting the circular economy
LPP G5	(2021) Urban greening
LPP T4	(2021) Assessing and mitigating transport impacts
LPP T5	(2021) Cycling
LPP T6	(2021) Car parking
LPP T6.1	(2021) Residential parking

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

Case Officer: **Michael Briginshaw**	**2370/APP/2023/1727**

Date Application Valid:	**15.06.2023**	Statutory / Agreed Determination Deadline:	**30.09.2025**
Application Type:	**Full**	Ward:	**Yiewsley**

Applicant:	**Habourside Investments Ltd & WM Morrison Supermarkets PLC**
Site Address:	**Morrisons Supermarket, 41-67 High Street**
Proposal:	**Phased demolition of the existing buildings and the redevelopment of the site for a replacement foodstore (Class E), 158 residential units (Class C3), car parking, servicing and access arrangements and associated works.**
Summary of Recommendation:	**GRANT planning permission subject to section 106 legal agreement and conditions**
Reason Reported to Committee:	**Required under Part 1 of the Planning Scheme of Delegation (Major application recommended for approval)**

Summary of Recommendation:

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

Mayor of London Stage 2 Referral & S106 Legal Agreement Heads of Terms

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

A) That the application be referred to the Mayor under Article 5 of the Town and Country Planning (Mayor of London) Order 2008.

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

i. Affordable Housing: To secure on-site affordable housing, to include a provision of 10% Shared Ownership tenure (measured by habitable room). The obligation shall include an Early and Late-Stage Viability Review mechanism.
ii. Air Quality Mitigation Contribution: Financial contribution equal to £60,789.
iii. Canal & River Trust Contribution: Financial contribution equal to £70,000.
iv. Carbon Offset Contribution: A carbon offsetting contribution, based on £95 per tonne over a period of 30 years, to be calculated through the submission of an updated Energy Strategy.
v. Highway Improvement Works Contribution: Financial contribution equal to £49,500.
vi. Car Club: Provision on site of 2 no. car club parking spaces.
vii. Employment and Construction Training Scheme: An Employment/ Construction Training Scheme secured in accordance with the Council's Planning Obligations SPD.
viii. Residential Parking Permit Restrictions: Residential Parking Permits restriction (excluding Blue Badge holders).
ix. Residential Travel Plan: A full Residential Travel Plan to be approved in writing by the Local Planning Authority.
x. Retail Travel Plan: A full Retail Travel Plan to be approved in writing by the Local Planning Authority.
xi. HUDU Health Contribution: Financial contribution equal to £29,898.
xii. Project Management and Monitoring Fee: A Project Management and Monitoring Fee, equalling 5% of the total financial contributions to be paid under this agreement.

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

D) That officers be authorised to negotiate and agree the detailed terms of the proposed agreement and conditions of approval and agree any changes requested by the Greater London Authority.

E) 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, Canal Enhancements, Carbon Emissions, Highways Safety, Car Club Provision and Travel Planning, Parking, Health, Employment and Planning Obligations Monitoring). The scheme therefore conflicts with Policies DMCI 7 of the Hillingdon Local Plan: Part 2 (2020); the adopted Planning Obligations Supplementary Planning Document (2014); Policy DF1 of the London Plan (2021); and paragraphs 56-58 of the National Planning Policy Framework (2024).'

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

1 Executive Summary

1.1 This application seeks permission for the phased demolition of the existing buildings and the redevelopment of the site for a replacement foodstore (Class E) (1,672m2), and 158 residential flats (Class C3). This would comprise 74 no. 1 bed flats (46.8%), 66 no. 2 bed flats (41.8%), and 18 no. 3 bed flats (11.4%), including 10% of units (based on habitable rooms) as shared ownership affordable housing. A total of 88 no. car parking spaces are proposed to be split between residents and customers, alongside servicing and access arrangements, and landscaping works to create communal and private amenity space, alongside some play space.

1.2 The proposed reduction in the floorspace of the Morrisons retail unit has previously been accepted under previous applications and there is no reason to conclude otherwise under the current application. There are no objections to the loss of the existing building which has little or no architectural merit and the provision of additional residential flats on sustainably located brownfield land within the Yiewsley and West Drayton Town Centre is supported. The retail unit will generate jobs on a site which has remained vacant for a number of years and the new residents of the development will provide further business for local

traders and support the vitality and viability of the town centre. This weighs significantly in favour of the development in the planning balance.

1.3 The proposal for 11.4% family housing (3-bedroom units) is less than would be expected for such a scheme. However, in this regard it is recognised that there are some clear site constraints for the proposal, which includes the town centre location. In this circumstance, any request for an increase to the number of family units, which would therein result in an overall reduction of units, would compromise viability and potentially jeopardise the delivery of the scheme. On balance, the unit mix as proposed is accepted but the lack of family housing does not weigh in favour of the application.

1.4 The scheme has been subject to viability testing by the Council's third-party consultants and the Greater London Authority. Following such assessment, it has been concluded that the scheme generates a deficit but is within the range of deliverability when accounting for growth within the market. Despite this, the developer has made a 10% shared ownership affordable housing offer. This offer increases the deficit generated by the scheme and reduces its viability and deliverability. It is therefore concluded that this offer would represent the maximum viable affordable housing provision deliverable. In the event of an approval, it is recommended that the 10% shared ownership affordable housing offer is secured by legal agreement and includes Early and Late-Stage Viability Review mechanisms as defined by Policy H5 of the London Plan (2021).

1.5 Other matters which are considered to be planning policy conflicts include the location of a tall building on a site not identified as suitable for a tall building in the development plan, the failure to meet urban greening factor requirements, and the delivery of a shortfall in amenity space provision, play space provision, and open space provision.

1.6 Planning obligations are proposed to secure affordable housing provisions, an air quality contribution, Canal & River Trust contribution, carbon offset contribution, highways improvement works contribution, car club provisions, employment strategy and construction training, parking permit restrictions, travel plans, and a HUDU health contribution. A project management and monitoring fee would also be secured to manage and monitor the planning obligations.

1.7 Subject to the planning conditions and obligations recommended, the proposed development is considered acceptable with respect to design, heritage, residential amenity, environmental issues, transport, and sustainability.

1.8 Section 38(6) of the Planning and Compulsory Purchase Act 2004 states that planning applications should be determined in accordance with the development plan unless material considerations indicate otherwise. For the reasons outlined above and within the main body of the report, the application is considered to broadly comply with the Development Plan. Where there are minor conflicts with the Development Plan, there are considered to be sufficient mitigating factors and benefits which outweigh such conflicts. Accordingly, the application is recommended for approval, subject to Stage 2 referral to the Mayor of London,

securing the planning conditions set out in Appendix 1 and a Section 106 legal agreement.

2 The Site and Locality

Figure 1: Location Plan (application site edged red)

2.1 The application site is outlined in red in Figure 1 and comprises a 0.52 hectare piece of land occupied by a large two storey building with a mansard roof, formerly used as a Morrisons supermarket at ground floor level with ancillary offices at first floor level. The site fronts the western side of High Street, Yiewsley, immediately to the north of the High Road's southern junction with St Stephen's Road. There is surface level parking and a service area to the rear of the building, accessed from St Stephen's Road. This area also provides ramped access to the single level basement car parking area beneath the store. There are a number of stairwells that provide direct access to the High Road from the basement and a walkway also provides access from the store entrance to the rear parking area along the northern elevation of the building.

2.2 The northern and eastern boundaries of the site comprise predominantly 3 storey retail parade buildings, with retail units on the ground floor and predominantly residential use above and to the south of the site is located a recently completed residential development, beyond which the High Street crosses the Grand Union Canal. To the rear of this development, the Grand Union Canal and its towpath immediately adjoin the opposite side of St Stephen's Road, separated by a narrow strip of hedging abutting the site's rear (western) boundary is St Matthews Primary School, also accessed via St Stephen's Road.

Figure 2: Street View Image of the Application Property

2.3 The site is located within the `Primary Shopping Area' of the Yiewsley/West Drayton Town Centre as designated by the Hillingdon Local Plan: Part Two - Development Management Policies (January 2020). The site is designated as part of the Heathrow Opportunity Area as part of the London Plan (2021), identified as a significant location for development capacity. Other designations at the site include air safeguarding height restrictions, the Canals and Rivers Trust Zone, potentially contaminated land, the Hillingdon Air Quality Management Area (AQMA) and the West Drayton/Yiewsley Air Quality Focus Area (AQFA). Transport for London's WebCAT planning tool also identifies the site as moderately accessible with a Public Transport Accessibility Level (PTAL) rating of 3.

3 Proposal

3.1 This application seeks permission for the phased demolition of the existing Morrisons Supermarket buildings and the redevelopment of the site for a replacement foodstore (Class E), 158 residential units (Class C3), car parking, servicing and access arrangements and associated works. Please see Figure 3 for the elevation of the proposal as seen from the High Street.

Figure 3. Proposed High Street View (sourced from drawing ref. 2-200 Rev. K)

3.2 The proposal would demolish 5,480m2 Gross Internal Area (GIA) of Class E floorspace and would replace it with 4,024m2 GIA of Class E floorspace (including 1,672m2 of foodstore floorspace), plus 13,101m2 GIA residential floorspace (totalling 17,125m2 GIA). The development comprises a range of storey heights, ranging from 8 stories down to part 7, 6, 5 and 4 stories. There are two main forms of massing proposed. One is located on the High Street to the front (comprising the retail space as well as Cores A and B) and one is located on St. Stephen's Road to the rear (comprising Core C). First floor amenity decks are proposed in between these blocks, as well as to the rear of Core C. All residential units are served by balconies as part of the amenity space strategy. Please see Figure 4 for a proposed site plan.

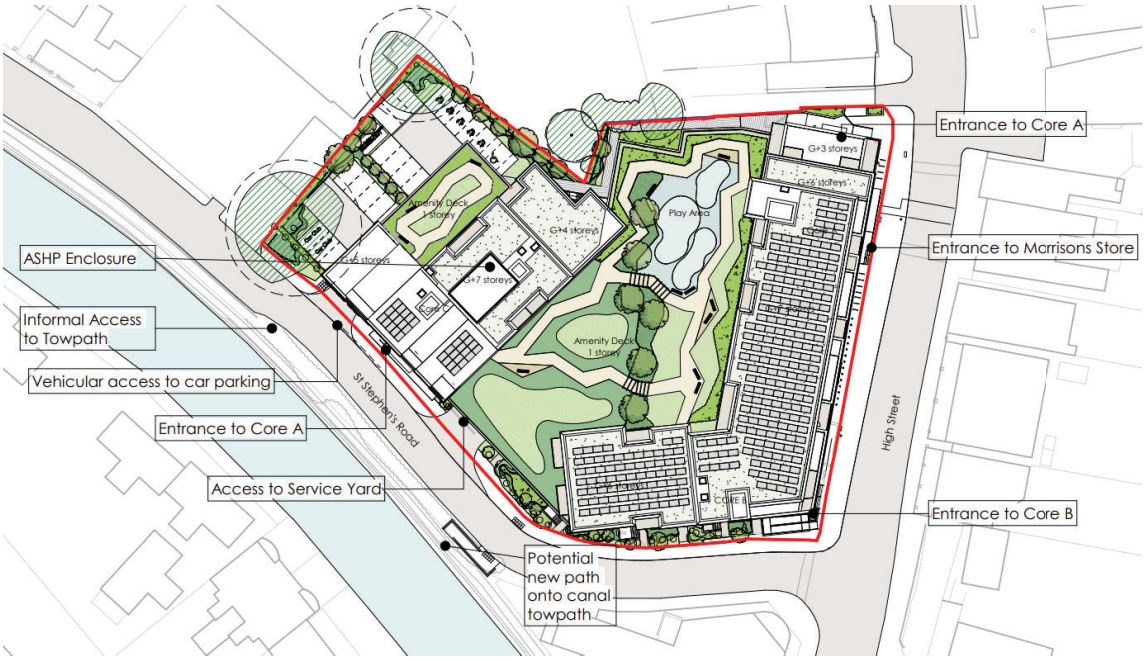

Figure 4. Proposed Site Plan indicating amenity space and storey heights (sourced from drawing ref. 2-100 Rev. E)

3.3 The retail space would be located on a ground floor level and mezzanine level and the residential units would be located on the first floor and above. Pedestrian access to the retail space would be taken from the eastern elevation, from the High Street. Pedestrian access to the residential units would be via the northern and southern Cores A and B, taken from the High Street, and via Core C taken from St. Stephen's Road. Please see Figure 5 for a proposed ground floor plan.

Figure 5. Proposed Ground Floor Plan (sourced from drawing ref. 2-101 Rev. S)

3.4 The retail space would be serviced via a yard space accessed off St. Stephen's Road to the rear. Customer and residential car parking spaces are also accessed from St. Stephen's Road. The number of parking spaces on site is proposed to reduce from the existing 114no. spaces to 88no. car parking spaces, including 64 no. car parking spaces (plus 4 no. motorcycle spaces) allocated for use by customers and 24 no. car parking spaces (including 2 no. car club spaces, and 4 no. accessible spaces) allocated for use by residents.

3.5 During the course of the application, amendments were agreed and submitted as part of a revised proposal. Additional stair cores were proposed to each residential core in accordance with fire safety requirements for tall residential buildings. The energy strategy was amended and agreed that the development would be served by PV panels and a communal heating system. Following viability testing, it was also agreed that the development would provide 10% of

the habitable rooms as shared ownership affordable housing, equating to 13 units (or 42 habitable rooms).

3.6 Please note that larger versions of the plans 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 Application reference 2370/APP/2018/2793 was granted consent on 21 August 2019 for the demolition of the existing buildings and the redevelopment of the site to provide a part 4 to part 8 storey building comprising a replacement Class A1 1,643sq.m (GIA) food store, 144 residential units, basement car parking and associated works. The consent expired on the 21 August 2022. Although this planning permission was not implemented, it is highlighted that this permission is a material planning consideration.

4.3 Application reference 2370/APP/2019/2880 sought planning permission to vary planning permission reference 2370/APP/2018/2793 in order to allow the removal of the lower basement car park level and reconfiguration of the upper-level basement car park layout. This involved a reduction in the number of car parking spaces for the residential units from 101 to 23 spaces and additional off-site highway improvement works on St Stephen's Road. The application was refused for two reasons, as stated below:

"1. The proposed reduction of on-site car parking for future residential occupiers fails to address the needs of future occupiers. Due to the sites only moderate public transport accessibility, there is a heavy reliance on the private car to provide access to jobs, schools, services etc. The proposed development would lead to future residents and visitor vehicles being displaced onto the surrounding local and strategic road network. The Council's evidence shows that this displacement of vehicles would lead to further congestion on the highway network resulting in an unacceptable impact on highway and pedestrian safety, particularly when combined with the cumulative impacts of future housing developments in the vicinity of the site, coming forward with similarly low on-site parking ratios, leading to a severe residual cumulative impacts on the road network and resultant impacts on highway and pedestrian safety. The proposal is therefore contrary to Policies DMT 1 and DMT 2 of the Hillingdon Local Plan: Part Two - Development Management Policies (January 2020), Policy 6.3 of the London Plan (March 2016), Policy T4 of the draft London Plan (Intend to Publish Version 2019), para 105, 106 and 109 of the NPPF (January 2019), Mayors Transport Strategy 2018 and TfL Travel Plan Guidance (2013).

2. The applicant at this stage has failed to provide a Deed of Variation that would secure the contributions previously agreed and now required for this scheme. In the absence of the Deed of Variation the proposal is considered to be contrary

to Policy DMCI 7 of the Hillingdon Local Plan: Part 2 - Development Management Policies (January 2020), the London Borough of Hillingdon Supplementary Planning Document on Planning Obligations (2014), Policy 8.2 of the London Plan (March 2016), Policy DF1 of the Draft London Plan (Intend to Publish Version 2019) and para 54, 56 and 57 of the NPPF (January 2019).”

4.4 The decision to refuse this application was appealed and allowed as the Appeal Inspector concluded:

“44. I therefore conclude on this main issue that the proposed variation of the parking arrangements would not unacceptably harm the safety or convenience of users of the highway network in the vicinity of the site including pedestrians, or the quality of life of existing residents or future occupiers of the development. Accordingly, I find no conflict with Policies DMT 1 or DMT 2 of the Local Plan or Policy 6.3 of the LP. Nor do I find conflict with Policy T4 of the ITPLP to which I give significant weight. These policies require, amongst other things, that the transport needs of development are met, that transport impacts are addressed in a sustainable manner and that development does not contribute to the deterioration of air quality, noise, local amenity or safety.”

4.5 As such, it was concluded that a scheme on this site that delivers 1,643m2 of food store floorspace and 144 residential flats, alongside 23 residential parking spaces was acceptable. For comparison, the current application seeks permission for 1,672m2 food store floorspace, 158 residential flats, alongside 24 residential car parking spaces.

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 350 no. letters were sent to neighbouring properties, a site notice was displayed to the front of the site and an advert was posted in the local paper. The neighbour consultation process expired on 27 March 2024 and a total of three comments in support and 9 comments against the proposal were received from neighbouring residents.

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 total of 9 comments in objection to the development were received from neighbouring residents.	1. The development will cause highways safety issues.	Noted. Please refer to the *Transport* section starting paragraph 7.126 of this report.
	2. The proposal is overdevelopment.	Noted. Please refer to the *Density* section starting paragraph 7.11 of this report.
	3. The design is unacceptable and will impact on privacy, light and the wind environment.	Noted. Please refer to the sections of this report starting at paragraphs 7.32 (*Tall Building*), 7.42 (*Impact on the Character and Appearance of the Area*), 7.49 (*Residential Quality*) and 7.87 (*Residential Amenity*).
	4. The development will cause noise disturbance.	Noted. Please refer to the *Noise* section starting paragraph 7.98 of this report.
	5. The development should deliver community uses and affordable housing instead.	Noted. Please refer to the *Land Use Principles* and *Affordable Housing* sections of this report starting at paragraphs 7.1, 7.7 and 7.22. More specifically, the proposed retail and residential uses are acceptable in land use terms. It is also advised that following amendment to the proposal, the development would deliver some affordable housing.
	6. The development will increase pressure on infrastructure.	Noted. Whilst the development would increase pressure on infrastructure, any permission granted would ensure that acceptable

		details are secured by condition to avoid significant harm. The proposal is also liable to the Community Infrastructure Levy and Section 106 obligations which contribute to the maintenance and improvement of infrastructure.
A total of three comments in support of the development were received from neighbouring residents.	1. The existing building is an eyesore and attracts anti-social behaviour.	All comments in support are noted and taken into consideration as part of the assessment of this application.
	2. Bringing back Morrisons will vitalise the high street and housing is needed.	
	3. Residents miss Morrisons.	

Table 2: Summary of Consultee Responses

Consultee and Summary of Comments	Planning Officer Response
External Consultation	
National Air Traffic Services: The proposed development has been examined from a technical safeguarding aspect and does not conflict with our safeguarding criteria. Accordingly, NATS (En Route) Public Limited Company ("NERL") has no safeguarding objection to the proposal.	The NATS comments are noted.
Thames Water: Waste Comments The proposed development is located within 15 metres of a strategic sewer. Thames Water requests that a condition secures the submission of a piling method statement. As required by Building Regulations part H paragraph 2.36, Thames Water requests that	The Thames Water comments are noted. A Piling Method Statement is proposed to be secured by Condition 20. The final details of the drainage strategy and verification are proposed to

the Applicant should incorporate within their proposal, protection to the property to prevent sewage flooding, by installing a positive pumped device (or equivalent reflecting technological advances), on the assumption that the sewerage network may surcharge to ground level during storm conditions. With regard to surface water drainage, Thames Water would advise that if the developer follows the sequential approach to the disposal of surface water we would have no objection. Management of surface water from new developments should follow Policy SI 13 Sustainable drainage of the London Plan 2021. Where the developer proposes to discharge to a public sewer, prior approval from Thames Water Developer Services will be required. We would expect the developer to demonstrate what measures will be undertaken to minimise groundwater discharges into the public sewer. Groundwater discharges typically result from construction site dewatering, deep excavations, basement infiltration, borehole installation, testing and site remediation. Any discharge made without a permit is deemed illegal and may result in prosecution under the provisions of the Water Industry Act 1991. Should the Local Planning Authority be minded to approve the planning application, Thames Water would request an informative is attached to any planning permission. Thames Water would recommend that petrol / oil interceptors be fitted in all car parking/washing/repair facilities. Failure to enforce the effective use of petrol / oil interceptors could result in oil-polluted discharges entering local watercourses. Thames Water would advise that with regard to the wastewater network and sewage treatment works infrastructure capacity, we would not have any objection to the above planning application, based on the information provided.	be secured via Conditions 27 and 28. Informative 7 is also to be added to any decision for approval in accordance with the Thames Water comments.

Heathrow Airport Safeguarding: The proposed development has been examined from an aerodrome safeguarding perspective and could conflict with safeguarding criteria unless any permission granted is subject to a planning condition for a Bird Hazard Management Plan.	The Heathrow Airport Safeguarding comments are noted. Please refer to Condition 26 and informative 8.
London Underground/DLR Infrastructure Protection: No comment.	Noted.
Greater London Archaeological Advisory Service (GLAAS): The proposal is unlikely to have a significant effect on heritage assets of archaeological interest.	The GLAAS comments are noted.
Canal & River Trust: Suitably worded conditions and a legal agreement are necessary to address comments made below. <u>Increased use of the towpath</u>: The proposals would result in increased usage of the access and towpath and the benefit to potential future occupiers is recognised in the submitted Planning and Transport Statements. The towpath has been upgraded and the pedestrian and cyclists' access to the Grand Union Canal at the point to the east where St Stephens Road starts to run parallel with the Canal has been built with other funding. However, the "works to improve the existing formal pedestrian access where St Stephen's Road bends away from the canal in a northeast direction" would still be required as part of any S106 obligation. The addition of wayfinding to and along the canal and biodiversity improvements to the existing hedge should also be included. The proposals to install a raised table across St Stephens Road, to assist with crossing to	The Canal & River Trust comments are noted. In relation to the proposed elevation to St Stephens Road, the Applicant has responded to similar matters raised by the Council's urban design officer. The Applicant has updated the proposed elevation drawing (2-200 Rev. K). This has resulted in some amendments to the elevation including the provision of enhanced landscaping to St. Stephen's Road. A Canal & River Trust contribution is proposed to be secured by S106 Head of Term (iii). Details of external lighting is proposed to be secured via the landscaping scheme Condition 23.

the access point and calming traffic, would also still be beneficial, though it is noted these works do not form part of the "Canal & River Trust contribution". <u>Impact on the character and appearance of the waterway</u>: The site is located to the north of the Grand Union canal and set back from the towpath (across St Stephens Road) and the set back and existing landscaping will aid in reducing the impact of the proposed development. However, it is disappointing to note that the ground floor elevation facing St Stephen's Road has been amended from the previously approved scheme. This elevation faces the canal and has changed from largely residential (and therefore open and active) to almost exclusively 'back of house' elements comprising bin and bike storage, plant rooms and substations, and vehicular access points, all of which are 'closed' and provide no value to the streetscape. The elevation to the canal boundary would now primarily consist of a two-storey wall which would be largely blank but for louvred panels and the tall gates to the service yard. As above, it is recognised that there is a fairly dense strip of planting between the towpath and St Stephen's Road which forms a visual buffer and will conceal much of the lower section of the building, especially in the summer. With the exception of this, there are improvements to the approved scheme, the breaking of the mass, by reducing the scheme to two separate blocks, and the articulated roof form of the western block are welcomed, and the landscaped amenity block, with views onto the canal, will undoubtedly be welcomed by the residents. Nevertheless, it would be preferrable if, where possible, amendments could be made to the scheme to improve the appearance and add interest and vitality to the ground floor elevation facing onto St Stephen's Road.	Demolition, Construction and Environmental Management Plan details are proposed to be secured via Condition 18. The final drainage strategy is to be secured via Conditions 27 and 28.

Impact on the biodiversity of the waterway corridor: Any external lighting should be angled downwards, and light directed into the site, and it should not provide flood lighting to the canal corridor to show consideration for bats and other nocturnal species. The details of any external lighting could be addressed by condition. Potential contamination of the waterway and ground water during any demolition, remediation and construction works from wind blow, seepage or spillage at the site should be avoided and details of pollution prevention measures provided. Works should also be carried out at appropriate times to avoid adverse impacts to nesting birds / bats etc. This could be addressed by the submission of a Construction and Environmental Management Plan which could be required by condition. Drainage The drainage methods of new developments can have significant impacts on the structural integrity, water quality and the biodiversity of waterways. The submission indicates that a Sustainable urban drainage system is proposed which incorporates green roofs with any surface water runoff being disposed through infiltration into ground at or close to source. This should be addressed by condition. The impact on the structural integrity of the canal: With any development close to the waterway there is the potential for adverse impacts on the infrastructure of the canal in terms of stability, drainage pollution, etc. The proposed development would be in close proximity to the canal and the applicant is advised to review the Canal & River Trust “Code of Practice for Works affecting the	

Canal & River Trust" with particular regard to any potential vibration impacts and ensure that any necessary consents are obtained and that the works comply with the Code.	
Ministry of Defence: The proposed development would be considered to have no detrimental impact on the operation or capability of a defence site or asset. The MOD has no objection to the development proposed.	The Ministry of Defence comments are noted.
London Fire Brigade (LFB): LFB has been consulted and have confirmed that they have no observations to make.	The LFB comments are noted. It is noted that the development should accord with the relevant Building Regulation requirements. Fire safety matters are also to be addressed through Condition 34.
Greater London Authority (GLA) (Stage 1): Strategic issues summary Land use principles: The principle of a mixed use of retail and residential mixed-use development on this town centre site in the Heathrow Opportunity Area is supported in accordance with London Plan Policies SD1, SD6 and SD7. Affordable housing: The applicant is currently proposing no affordable housing, and this is wholly unacceptable. GLA officers are robustly interrogating the viability assessment with a view to increasing the amount of affordable housing. Affordability and eligibility criteria and early and late-stage reviews should be secured. Urban design: The tall building proposals are not fully compliant with London Plan Policy D9. Additional work is required in relation to the functional impacts, inclusion of basement	The GLA's Stage 1 comments are noted. Please refer to Paragraph 7.22 for consideration of affordable housing. Following amendments to the scheme, 10% of the units proposed are to be delivered as shared ownership affordable units. Please refer to the sections of this report starting at paragraph numbers 7.32 (*Tall Building*) and 7.42

parking, public realm and play space, residential quality and elevation design. Transport: The applicant should provide further justification in relation to the level of car parking, and improvements are also required in relation to cycle parking provision. Additional information and clarification is required in relation to healthy streets, vehicular access strategy, transport network impacts, delivery servicing, construction logistics and the travel plan. Further information is also required in relation to inclusive design, and sustainable development.	(*Impact on Character and Appearance of the Area*) for consideration of design matters. Please refer to the section starting at paragraph 7.126 for consideration of transport matters. Regarding inclusive design, the number of M4(3) units has been increased from 15 to 16, equating to 10.1% of all units. This resolves the GLA's comments regarding inclusive design.
Transport for London (TfL) (Dated August 2023): To summarise: 1. An Active Travel Zone Assessment (ATZ) assessment should be submitted to inform further discussions with the Highway Authority about intended mitigation. 2. A contribution towards bus service enhancements should be secured from this development. 3. A reduction in the quantum of retail parking at this site is required. 4. Amendments to the cycle parking provision at this site is required. These amendments should be carried out prior to the determination of this application. 5. A CMP, Parking Design and Management Plan Travel Plan and Delivery and Servicing Plan should be secured through the appropriate mechanism. **Transport for London (TfL) (Dated January 2025):** Due to additional demand being placed on the bus stops in proximity to the site, enhancements to the bus stops and their	The TfL comments are noted. Each point is addressed in turn: 1 & 2. It has been agreed with the Applicant Team that a £49,500 contribution is made towards local highways improvement works, including bus stop enhancements as requested by TfL. This also resolves the comments made by TfL dated January 2025. 3. Given that the retail floorspace is reducing and the basement parking provision is also reducing, the number of retail parking spaces is provided on a like-for-like basis. Car parking is also required to facilitate the retail use which is for weekly food shops in the main. The number of parking spaces complies with local plan standards and is accepted by the Highways Authority.

waiting environment would be appropriate and in line with Policy T3. The following improvements to Bus Stop A and Bus Stop B could be made: • The carriageway within the bus stop cage should be resurfaced. • Raising of the kerb height to meet standards to enable deployment of the mobility ramp and easier access for other passengers. • It should be ensured that the lighting around the bus stop waiting area is of good quality. • Bus cage markings should be remarked. • For Bus Stop A and B, repainting of the yellow bus stop markings on the carriageway.	4. As confirmed by the Highways Authority, an acceptable quantity of cycle parking for retail and residential is proposed. The final detail of this parking is proposed to be secured by Condition 23. 5. A construction management plan is proposed to be secured by Condition 18, a parking design and management plan is to be secured by Condition 32, Travel Plans are to be secured under S106 heads of terms (ix) and (x), and a delivery and servicing plan is to be secured by Condition 33.
Health and Safety Executive (HSE): Following a review of the information provided in the planning application, HSE is content with the fire safety design as set out in the project description, to the extent it affects land use planning considerations. However, HSE has identified matters that the applicant should try to address in advance of later regulatory stages.	The HSE comments are noted and have been passed onto the Applicant Team to address at later regulatory stages, should permission be granted.
Hillingdon Friends of the Earth: The sustainability features of the proposal should exceed minimum requirements, including circular economy, whole life carbon, carbon emissions, ventilation, drainage, sustainable transport, landscaping and ecology.	The Hillingdon Friends of the Earth comments are noted. The development has been assessed against the Development Plan and a balanced planning decision is required to be made, weighing up all relevant material planning considerations.
Internal Consultation	
Planning Policy Officer: Housing Mix: It is noted that the applicant states that the proposal would supply 17% [family sized	The Planning Policy Officer comments are noted. Matters relating to the principle of development and housing mix are

units] when calculating the scheme by habitable rooms within the planning statement. However, this is not considered to be an accurate representation of the proposal in this regard, and it is considered that the site would only provide 11.4% family units. When considering the previously approved scheme there is also a drop in the number of family sized units (3 bedrooms or more). It should be noted that the previous proposal was approved prior to the adoption of the Local Plan: Part 2 (2020) and London Plan (2021), where both of these development plans include policies encouraging a higher proportion of family units within schemes. Policy H10 of the London Plan sets out that schemes should generally consist of a range of unit sizes. In addition, paragraph A.6 of Policy H10 of the London Plan recognises that "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 site is located within the Yiewsley/West Drayton town centre and approximately 300m from the Crossrail station. The site has a PTAL rating of 3. The applicant should therefore revise the proposal to ensure that the proposal provides a minimum of 15% family units to ensure that the proposal is able to conform with the development plans and the housing mix. **Affordable Housing:** The Local Plan Part 2 policy DMH7 and London Plan policy H5, sets out that 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. The applicant has submitted a viability assessment stating that they are unable to provide any affordable housing or any off-site	addressed in the sections starting at paragraph numbers 7.1 to 7.22 of this report. It should also be noted that following amendment to the scheme, 10% of units are proposed to be provided as shared ownership affordable housing.

contributions towards affordable housing. Given this, it is considered necessary that the viability assessment is tested by a third-party consultant.	
Urban Design Officer (Dated August 2023): The principle of re-developing this site for a mixed retail and residential scheme has been established by the granting of previous permissions. This application seeks to increase the building height by one storey, delivering a tall building. This density is above the recommended density for the context as set out in Local Plan Policy DMHB 17 and outside of areas identified for a tall buildings in accordance with Local Plan Policy DMHB 10. Accordingly, the density, height and massing are a concern. Scrutiny of the layout and elevational design show that many of the benefits of the previously approved scheme have been lost or design quality reduced, where it is expected that the design quality should be improved. Lastly, the landscape design needs a comprehensive review. **Urban Design Officer (Dated January 2025):** In previous Urban Design comments, the reduced design quality from the original scheme was outlined. During negotiations with the applicant some of the changes were understood and accepted. However, concerns remain about the raised finished floor level (FFL) as this necessitates ramps to the supermarket impacting the street frontage and ramps to the Core B affecting the entrance design. These latest updates are minimal, confined to changes to the bathrooms and cores. Additionally, comments were raised regarding the quality of the Amenity decks and	The Urban Design Officer comments are noted. Matters relating to design are addressed in the sections starting at paragraph numbers 7.32 to 7.49 of this report. The final design details of the materials and landscape scheme are proposed to be secured by Conditions 21, 22, 23 and 24. These conditions should resolve the concerns raised by the Urban Design Officer, including the quality of amenity space, greening and ramp details. More specifically, it should be noted that density standards are only intended as a guide and density guidance has largely been superseded by the design-led approach taken by Policy D3 in the latest London Plan (2021). 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. The policy then goes on to highlight the relevant considerations which would

streetscape along St Stephens Road. These spaces should be high quality as there is a shortfall of 15% of the outdoor open space required. Further, it was requested that the applicant increase the greening along St Stephens Road as the trees shown along the south side of the proposed buildings do not have sufficient space to reach maturity. Lastly, more detail is needed on the 'Potential new path onto the canal', which is showing the ramp. Clarification is needed on the impact on the green canal edge planting and remaining width of the existing after the proposed ramp is installed. **Urban Design Officer (Dated June 2025):** Conditions are required to secure further detail on materials and the final landscape scheme.	contribute to defining an appropriate density such as site context, amenity considerations etc. These aspects of the proposal are considered in detail within the relevant sections of this report, but it is concluded that overall, the cumulative impacts of the proposal do not suggest that the scheme is of such a density that it is completely inappropriate in terms of the character and amenity of the local area.
Access Officer: This development proposal for a replacement food store and 158 residential units has been reviewed with reference to London plan policy D1, D5, D7, D12, S4 and T6.1. The following comments are provided: 1. A convenient drop off point should be provided for door-to-door transport services such as Dial a Ride, taxis, and hospital transport. An area should be provided for the residential and retail element of the proposal. 2. Details of the height clearance within the basement carpark should be provided to ensure access is possible for high sided vehicles. A minimum height clearance of 2.9m should be achieved. 3. An accessible parking bay should be allocated to every M4(3) wheelchair accessible/adaptable unit.	The Access Officer comments are noted. Each point is addressed in turn: 1. The Applicant Team have responded by stating that there is not sufficient space for a site located within the town centre. Whilst this reasoning cannot be wholly accepted, it is accepted on balance provided that other highways improvement works are to be secured as part of the agreed planning obligations. 2. The basement car park is existing and as such is accepted. 3. A total of 16 no. M4(3) wheelchair accessible units are proposed alongside 4

4. It is noted that 15 M4(3) units have been included on the floor plans however apart from 2 units, they are all 1B2P units. As a large number of wheelchair users would have a companion, a live-in assistant, or may simply require an additional room to store disability related equipment, the number of 2B3P M4(3) units should be increased to 10. 5. 10% of Affordable Housing units would be required to satisfy the design standards for an M4(3) Wheelchair Accessible unit. 6. The affordable units should be suitable for 'day one occupation' by a wheelchair user. These units should be designed and fitted as per the prescribed standards for a Wheelchair Accessible M4(3) unit, as set out in ADM 2015. 7. All remaining units must be designed to the standards for Category 2 M4(2) Accessible and Adaptable dwellings, as set out in Approved Document M 2015. 8. Details of the materials palette should be provided with reference to paver types intended for use within the public realm. A methodology statement is required to ensure that all materials could be installed in accordance with the tolerances set out in BS8300:2018. 9. Details should be required on the accessible play equipment for disabled children, including those with a sensory impairment, or complex multiple disabilities. Provisions could include outdoor sound tubes, colour and lighting canopies, and other play equipment that could stimulate the olfactory senses. Inclusive play is a key requirement of any new residential development. A comprehensive Design & Access Statement should support any future planning application, demonstrating how the principles of inclusive design have informed the design from the inception stage.	no. accessible parking spaces. The policy requirement is for 3% of dwellings be provided with an accessible parking space, equal to 4.74 spaces (rounded to either 4 or 5). Given the accessible town centre location of the site, the number of accessible parking spaces is accepted. Whilst the allocation of a space to each M4(3) unit would be preferred, it is not a planning policy requirement. 4. Should the number of 2B3P M4(3) units be increased to 10, the number of overall M4(3) units would reduce from 16 to 8 units. On balance, the M4(3) mix of units is accepted as proposed. 5. One of the M4(3) 1B2P flats are proposed as an affordable shared ownership unit. This is considered to satisfy this point. 6. Whilst the timing of delivery is not strictly a planning policy requirement, the flats are to be secured as M4(3) units through Condition 9. This is considered to be sufficient. 7. The delivery of M4(2) is to be secured through Condition 9. 8. The materials details are to be secured through Condition 21.

	9. This detail is to be secured through Conditions 23 (Landscape Scheme) and 24 (Play Area Details). Matters relating to accessibility are also addressed in paragraphs 7.74 to 7.77 of this report.
Highways Officer: Considering that the ratio of residential car parking spaces proposed is in accordance with the London Plan standard and only marginally less than the number proposed under planning application ref: 2370/APP/2019/2880 and upheld at appealed application ref. 2370/APP/2019/2880, the number of residential car parking spaces proposed can be accepted. The number of car parking spaces proposed for the supermarket is above the number permitted in the London Plan but would be in accordance with the Local Plan and the number allowed at appeal. Taking all considerations into account, the number of car parking spaces proposed for the supermarket can also be accepted. Subject to the above and planning conditions, there are no highway objections to this proposal.	The Highways Officer comments are noted. Matters relating to transport are addressed in the section starting at paragraph 7.126 of this report.
Air Quality Officer: The proposed 158 residential flats (Use Class C3 residential development) is anticipated to generate 79 daily residential vehicle trips per day for car drivers. The Morrisons proposal includes a 1,672.1 sqm GIA foodstore with an associated trip generation of 383,250 trips per year. The proposed development is within the West Drayton/Yiewsley Focus Area. The proposed development is not air quality neutral and is not air quality positive, as required by the LBH	The Air Quality Officer comments are noted. Please see S106 Head of Term (ii) for confirmation that £60,789 fee is proposed to be secured via a Section 106 legal agreement. Please also refer to Conditions 15 and 36.

Local Action Plan. Therefore, the total emissions associated with these activities need to be mitigated. The level of mitigation required to the proposed development for traffic emissions is £936,984. Flat rate deductions have been applied to account for the Travel Plan, the sustainable transport measures and the viability challenges of the scheme. Once all deductions were applied, the remaining value of mitigation due is £60,789. This fee should be secured by S106 legal agreement and paid to Hillingdon Council to mitigate the impact of the development and deliver the local air quality action plan.	
Flooding and Drainage Specialist: 1. The application does not comply with the hierarchy of drainage set out in the London Plan Policy SI 13. The applicant has not considered the use of rainwater harvesting features, such as blue roofs and/or water butts, in alignment with the Drainage Hierarchy of the London Plan Policy SI 13. 2. The Drainage Strategy Plan does not illustrate the position of the green roofs on site. 3. The Drainage Strategy Plan does not illustrate the routes overland flow will take in events that exceed the 1 in 100-year (plus 40% climate change) event. This information is required in alignment with S9 of Defra's Non-Statutory Technical Standards for Sustainable Drainage. 4. The full site area (5,200m2) has not been used in the calculations. 5. The applicant has not provided the bespoke maintenance tasks and frequencies associated with the proposed vortex flow control device. 6. It is unclear whether the area of the basement will change from existing, and not	The Flooding and Drainage Specialist comments are noted. Matters relating to flood and water management are addressed in the sections starting at paragraphs 7.116 (*Flood Risk*) and 7.118 (*Drainage*) of this report. As the issues raised are a matter of detail rather than a fundamental issue, Conditions 27 and 28 are proposed to resolve the matters raised.

enough information has been provided on the proposed method of drainage for the basement. To address the above, please can the applicant submit information which: 1. Demonstrates that the applicant has considered the use of rainwater harvesting features, such as blue roofs and/or water butts, in alignment with the Drainage Hierarchy of the London Plan Policy SI 13. 2. Illustrates the position of the green roofs and any rainwater harvesting features on site within an updated Drainage Strategy Plan. 3. Illustrates the routes that overland flow will take in events that exceed the 1 in 100-year (plus 40% climate change) event, in alignment with S9 of Defra's Non-Statutory Technical Standards for Sustainable Drainage. 4. Demonstrates that the full site area (5,200m2) has been used in the calculations. 5. Outlines the bespoke maintenance tasks and frequencies associated with the proposed vortex flow control device and any additional rainwater harvesting features. 6. Clarifies whether the area of the basement will change from existing and provides further information on the proposed method of drainage for the basement.	
Noise Specialist: Sufficient information has been provided by the Applicant to make a recommendation with respect to noise. It is recommended that no objection is made on noise grounds subject to the inclusion of suitable conditions which should be met based on the design information provided and considering measurement and prediction uncertainty.	The Noise Specialist comments are noted. Matters relating to noise are addressed in the section starting at paragraph 7.98 of this report. Please also refer to Conditions 10 and 11.

Waste Strategy Officer: The waste provisions are acceptable.	 Noted.
Daylight and Sunlight Consultant: The Council's consultants Avison Young (AY) have commented upon the submitted Neighbouring Daylight, Sunlight and Overshadowing Report prepared by Consil in support of the Applicants' proposals for the site. AY raised the following matters in respect of the technical analysis appended to Consil's report: • Union Wharf, Bentick Road – AY agrees with the conclusions presented in the report. For annual probable sunlight hours (APSH), the north-facing rooms are not pertinent for inclusion in the assessment. • Betjeman Court, Bentick Road - AY agreed with the conclusions. For the ASPH assessment, the north-facing rooms are not pertinent for inclusion in the assessment. • St Matthew Church of England Primary School, High Street – AY agrees to Consil's approach to assessing the two classrooms facing the Site and agree to the conclusions. • St Matthew Vicarage, 93 High Street – AY generally agreed with the vertical skyline component (VSC). AY agree with the no sky line (NSL) conclusion. Regarding the APSH, AY concur with Consil's assertation that the observed losses can be justifiably attributed to the presence of the soffit located above the windows. It is reasonable to argue that the levels of sunlight retained are only marginally below the 25% threshold as recommended by the BRE guidelines. • 34-42 High Street – AY agrees to the conclusions. For the VSC however the reductions are substantial but relatively	The Daylight and Sunlight consultant comments are noted. As explained in Consil's daylight and sunlight report, the BRE guidance gives illuminance recommendations of 100 lux in bedrooms, 150 lux in living rooms and 200 lux in kitchens. In multi-use rooms, such as the proposed living/kitchen/dining rooms, the target value for living rooms can be used. The BRE Report suggests that the target value for a living room can be used for a combined living/kitchen/dining area if the kitchens are not treated as habitable spaces, as it may avoid small separate kitchens in the design. By reference to the submitted floor plans, the kitchens are typically located at the rear of the room, designed to be predominantly artificially lit, with the living areas adjacent to the windows to maximise the natural light. Consequently, it is appropriate for 150 lux to be adopted for this scheme.

small when compared to the previously consented schemes. • 32 High Street – AY agree to the VSC and APSH conclusions. For the NSL, it is recommended that Consil furnish the essential floorplans to definitively verify the actual spatial layout, thereby ensuring accurate and precise understanding of the room's configuration and its impact on daylight distribution. • 24 High Street – AY agree with the VSC and NSL conclusions. For the ASPH, the north-facing rooms are not pertinent for inclusion in the assessment. Overshadowing: • Consil refrained from providing a comprehensive explanation of the outcomes attained from the Overshadowing test. This omission is notable even though the examined area does satisfy the prescribed threshold in accordance with the BRE guidelines. Internal Daylight, Sunlight and Overshadowing: • For the Internal Daylight Results, Consil have applied a lower target of 150 lux to all Living/Kitchen/Dining rooms within the scheme. There is a degree of uncertainty regarding the precise location of the kitchen areas within the rooms due to unavailability of the floor plans. • It remains within acceptable parameters to adopt a 150 lux target should the kitchen area not be classified as a habitable space.	As confirmed by the Council's Daylight and Sunlight Consultant, there are some shortcomings in respect of daylight and sunlight considerations, but it is not considered that the extent of failures warrant a reason for refusal given the urban context of the site. Sunlight and daylight considerations are addressed in paragraphs 7.53 (*Residential Quality*) and paragraph 7.90 *(Impact on Neighbours)* of this report and are considered acceptable.

• It is customary to opt for a lower illumination value of 150 lux only when kitchen is located significantly deep within the room. • It is recommended that Consil provide an additional supplementary analysis adhering to the 200 lux criterion. Nonetheless, it is also AY's opinion that the introduction of the supplementary assessment is unlikely to yield a significant variance in outcomes. • Consil have suggested that a lower target of 150 lux is applied to Living/Kitchen/Dining rooms within the scheme however no rationale as to why they have opted this criterion is discussed. AY recommends that either commentary is provided for this or that a second set of analysis is included applying a 200 lux criteria.	
Contaminated Land Officer: Having considered the applicant submitted supportive information i.e. Geo-Environmental Site Appraisal & Remediation Method Statement with reference 1921629 – R03 (02) prepared by RSK Geosciences Ltd dated June 2023 taken note of sections 4 (Site Investigation Strategy & Methodology (Risk, November 2018)), 5 (Site Investigation Factual Findings), 6 (Geo-Environmental Assessment) and 7 (Remediation Method Statement), please be advised that, we have no objection to the proposed development subject to securing final details by condition.	The Contaminated Land Officer comments are noted. Condition 19 is proposed to secure the final contaminated land detail required.
Economic Development Officer: From an economic development perspective, we require the applicant to deliver a construction employment training scheme for the development during the construction phase.	The Economic Development Officer comments are noted. A construction training scheme / employment strategy is to be secured by S106 Head of Term (vii).

We would also expect Morrisons, the end user of the commercial facility, to deliver a local employment scheme once the construction phase is completed. We would be happy to discuss this requirement with Morrisons. We would expect both of these requirements to be included in the section 106 agreement for this scheme.	

7 Planning Assessment

Land Use Principles

Retail

7.1 Policy E9 of the London Plan (2021) supports convenience retail in town centres and Policy SD6 requires that vitality and viability is promoted in such locations, including commercial use and housing-led (mixed-use) intensification to optimise residential growth potential.

7.2 Policy SD7 of the London Plan (2021) states that development proposals should:
1) ensure that commercial floorspace relates to the size and the role and function of a town centre and its catchment
2) ensure that commercial space is appropriately located having regard to Part A and B above, and is fit for purpose, with at least basic fit-out and not compromised in terms of layout, street frontage, floor to ceiling heights and servicing
3) support efficient delivery and servicing in town centres including the provision of collection points for business deliveries in a way that minimises negative impacts on the environment, public realm, the safety of all road users, and the amenity of neighbouring residents
4) support the diversity of town centres by providing a range of commercial unit sizes, particularly on larger-scale developments.

7.3 The use of the site for retail purposes is already established and consistent with the function of the Yiewsley and West Drayton Town Centre. The proposed reduction in the floorspace of the Morrisons retail unit has been accepted under previous applications and there is no reason to conclude otherwise under the current application. The size of the retail unit is considered to be fit for purpose. It is also noted that new residents will provide further support for local traders and the vitality and viability of the town centre.

Employment Use

7.4 Based on the information submitted, the proposed development would create up to 85 jobs on a disused site. Additionally, the Planning Statement notes an aspiration to employ locally.

7.5 Policy E11 of the London Plan (2021) states that development proposals should support employment, skills development, apprenticeships, and other education and training opportunities in both the construction and end-use phases, including through Section 106 obligations where appropriate. In accordance with this, the Council's Planning Obligations Supplementary Planning Document (2014) requires that developments with estimated construction costs of over £2 million and a construction period of three months or more deliver an in-kind employment and training scheme or financial contributions towards training and employment in the borough. An employment strategy and construction training scheme is proposed to be secured by a Section 106 legal agreement under Head of Term (vii).

Economy

7.6 Paragraph 85 of the NPPF (2024) states that significant weight should be placed on the need to support economic growth and productivity. It is agreed that there would be economic benefits arising from the proposed scheme and weight is afforded to such benefits.

Residential

7.7 Policy GG4 (Delivering the homes Londoners need) of the London Plan (2021) states that to create a housing market that works better for all Londoners, those involved in planning and development must:
- ensure that more homes are delivered.
- support the delivery of the strategic target of 50 per cent of all new homes being genuinely affordable.
- create mixed and inclusive communities, with good quality homes that meet high standards of design and provide for identified needs, including for specialist housing.
- identify and allocate a range of sites, including small sites, to deliver housing locally, supporting skilled precision-manufacturing that can increase the rate of building, and planning for all necessary supporting infrastructure from the outset.
- establish ambitious and achievable build-out rates at the planning stage, incentivising build-out milestones to help ensure that homes are built quickly and to reduce the likelihood of permissions being sought to sell land on at a higher value.

7.8 Policy H1 (Housing Growth) of the Hillingdon Local Plan: Plan 1 - Strategic Policies (2012) requires that the borough meets and exceed its minimum strategic dwelling requirement in accordance with other Local Plan policies. The Borough's target was increased as part of the London Plan (2021).

7.9 The proposed development would deliver a mix of units and will contribute to the delivery of housing within the borough. The NPPF encourages the effective use of land in meeting the need for homes and other uses, while safeguarding and improving the environment and ensuring safe and healthy living conditions.

7.10 The re-use of sustainably located brownfield land for residential flats accords with the local, regional and national planning policies. The delivery of additional residential flats within the Yiewsley and West Drayton Town Centre, which now benefits from the new Elizabeth line connection, is supported in general terms, subject to compliance with other policies in the development plan.

Density

7.11 Policy DMHB 17 of the Hillingdon Local Plan: Part 2 (2020) states that all new residential development should take account of the Residential Density Matrix contained in Table 5.2. Paragraph 5.67 of the Hillingdon Local Plan: Part 2 (2020) states that Hillingdon will apply the density standards set out in the London Plan in a flexible manner, according to local circumstances. Large parts of the borough, including many areas in proximity to town centres, are suburban in character and will lean heavily towards the applications of lower to mid-range density scales. Table 5.2 represents a starting point for discussions on the issue of residential density, which should ultimately be determined by a design led approach.

7.12 Policy D3 (Optimising Site Capacity through the Design-led Approach) of the London Plan (2021) further requires all development to make the best use of land following a design-led approach that optimises the capacity of sites, including site allocations and offers no density matrix figures. The policy further states that 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.

7.13 The Yiewsley/West Drayton Town Centre is considered urban in character and has a moderate PTAL rating of 3. Table 5.2 of the Hillingdon Local Plan: Part 2 (2020) states that such a site should deliver 450-750 habitable rooms per hectare or 150-250 units per hectare. Based on a site area of 0.52 hectares, the site should deliver between 234-390 habitable rooms or 78-130 units. The proposal provides 418 habitable rooms and 158 units and therefore exceeds the density parameters attached to Policy DMHB 17.

7.14 It is noted that these standards are only intended as a guide and density guidance has largely been superseded by the design-led approach taken by Policy D3 in the latest London Plan (March 2021). 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. The policy then goes on to highlight the relevant considerations which would contribute to defining an appropriate density such as site context, amenity considerations etc. These

aspects of the proposal are considered in detail within the relevant sections of this report.

Housing Mix

7.15 The London Plan (2021) outlines in Policy H10 that schemes should generally consist of a range of unit sizes and sets out a number of factors which should be considered when determining the appropriate housing mix on a particular scheme. This includes local evidence of need. Policy DMH 2 of Hillingdon Local Plan: Part 2 (2020) requires 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. Paragraph 4.6 outlines that there is a substantial borough-wide requirement for larger affordable and private market units, particularly three-bedroom properties.

7.16 In terms of factors specific to a site, Policy H10 also includes a need to consider the mix of uses in the scheme, the range of tenures in the scheme and 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.

7.17 Family housing is defined within the glossary of the London Plan and outlines it must generally be of a size that has three or more bedrooms. It is worth noting that the Secretary of State directed changes to Policy H10, in order to address the need for new family housing, to prevent families from being forced to move outside of London. These changes are incorporated into the London Plan (2021).

7.18 This unit mix proposed is summarised below:
- 74 no. 1 bed flats (46.8%);
- 66 no. 2 bed flats (41.8%); and
- 18 no. 3 bed flats (11.4%),

7.19 Whilst a higher proportion of one and two bed units are generally more appropriate in locations within or close to town centres and with high public transport access, the proposed 11.4% family housing is less than would be expected for such a scheme. It is acknowledged that these sites are generally more constrained and a departure from the preferred housing mix can be justified, taking account of the requirements of Policy H10 of the London Plan (2021) and Policy DMH 2 of the Hillingdon Local Plan: Part 2 (2020).

7.20 In this regard it is recognised that there are some clear site constraints for the proposal, which includes the town centre location of the site. It is also acknowledged that providing more three-bedroom units would decrease the number units proposed which would then impact on the financial viability of the scheme. Following the assessment of the scheme by third party consultants and the Greater London Authority, it is concluded that the scheme as proposed would generate a deficit but would be in the range of deliverability when accounting for growth within the market. Despite this, the developer has also made a 10%

shared ownership affordable housing offer which is considered to reduce the viability of the scheme further whilst increasing the deficit.

7.21 Any request for an increase to the number of family units, which would therein result in an overall reduction of units, would compromise viability and potentially jeopardise the delivery of the scheme. On balance, the unit mix as proposed is accepted but the comparatively low amount of family housing does not weigh in its favour.

Affordable Housing

7.22 As per Policy DMH 7 of the Hillingdon Local Plan (2020) and Policies H5 and H6 of the London Plan (2021), the development will need to provide affordable housing. Policy DMH 7 states that development with a capacity to provide 10 or more units will be required to maximise the delivery of on-site affordable housing. 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 a tenure split of 70% social/affordable rent and 30% intermediate, as set out in Policy H2 of the Hillingdon Local Plan: Part 1 (2012).

7.23 Where an application does not meet the requirements set out in Policy H5, Part C, of the London Plan (2021) it must follow the viability tested route. Policy H4, Part B, of the London Plan (2021) also states that affordable housing should be provided on site and only provide off-site or as a cash in lieu contribution in exceptional circumstances. This is supported by Policy DMH 7.

7.24 The scheme has been subject to viability testing by the Council's third-party consultants and the Greater London Authority. Following such assessment, it has been concluded that the scheme generates a deficit (due to what is understood to be an increase in construction costs) but is within the range of deliverability when accounting for growth within the market. Despite this, the developer has also made a 'without prejudice' 10% shared ownership affordable housing offer. This offer increases the deficit generated by the scheme and reduces its viability and deliverability. It is therefore concluded that this offer would represent the maximum viable affordable housing provision possible, within the agreed range of deliverability.

7.25 The affordable units are identified as follows:

First Floor:

A02	3B5P	4 habitable rooms
A03	3B5P	4 habitable rooms
B01	2B3P	3 habitable rooms
B02	2B4P	3 habitable rooms
B05	2B3P	3 habitable rooms
B07	2B4P	3 habitable rooms
B09	1B2P	2 habitable room

Second Floor:

A08	3B5P	4 habitable rooms
A09	3B5P	4 habitable rooms
B10	2B3P	3 habitable rooms
B13	2B3P	3 habitable rooms
B14	2B3P	3 habitable rooms
B16	2B4P	3 habitable rooms

7.26 In total, there are 13 affordable properties proposed, comprising 42 habitable rooms (10% of total within scheme of 418 habitable rooms).

7.27 In the event of an approval, it is recommended that the 10% shared ownership affordable housing offer is secured by legal agreement and includes Early and Late-Stage Viability Review mechanism as defined by Policy H5 of the London Plan (2021).

Design

7.28 The northern and eastern boundaries of the site comprise predominantly 3 storey retail parade buildings, with retail units on the ground floor and predominantly residential use above and to the south of the site is located a recently completed residential development, beyond which the High Street crosses the Grand Union Canal. To the rear of this development, the Grand Union Canal and its towpath immediately adjoin the opposite side of St Stephen's Road, separated by a narrow strip of hedging, abutting the site's rear (western) boundary is St Matthews Primary School, also accessed via St Stephen's Road.

7.29 The proposed development comprises a range of storey heights, ranging from 8 storeys down to part 7, 6, 5 and 4 storeys. There are two main forms of massing proposed. One is located on the High Street to the front (comprising the retail space as well as Cores A and B) and one is located on St. Stephen’s Road to the rear (comprising Core C). First floor amenity decks are proposed in between these blocks, as well as to the rear of Core C. All residential units are served by balconies as part of the amenity space strategy.

7.30 The retail space would be located on the ground floor level and mezzanine level and the residential units would be located on the first floor and above. Pedestrian access to the retail space would be taken from the eastern elevation, taken from the High Street. Pedestrian access to the residential units would be via the northern and southern Cores A and B, taken from the High Street, and via Core C taken from St. Stephen’s Road.

7.31 The retail space would be serviced via a yard space accessed off St. Stephen’s Road to the rear. Customer and residential car parking spaces are also accessed from St. Stephen’s Road. The number of parking spaces on site is proposed to reduce from the existing 114no. spaces to 88no. car parking spaces. This includes 64 no. car parking spaces (plus 4 no. motorcycle spaces) allocated for use by customers and 24 no. car parking spaces (including 2 no. car club spaces, and 4 no. accessible spaces) allocated for use by residents.

Tall Building

7.32 If the development was to be considered a tall building, it is noted that the site is not located within Uxbridge or Hayes Town Centres which are the only areas identified within Policy DMHB 10 of the Hillingdon Local Plan: Part 2 (2020) as appropriate locations for such buildings. Notwithstanding whether it is located appropriately in policy designation terms, as set out within Policy D9 of the London Plan (2021), the visual, functional, environmental and cumulative impacts are relevant considerations.

7.33 A podium form development is proposed with a stepped building massing with a maximum height ranging from 8 down to 4 storeys. It is accepted that the site has previously been granted planning permission for a development of similar height (up to 7 storeys) and the proposed development is one storey taller with a different massing approach. Although the principle of a building of broadly similar height has been previously accepted in this location, the consent is not extant, and policy tests need to be re-applied as per the GLA Stage 1 report received.

7.34 The northern and eastern boundaries of the site comprise predominantly 3 storey retail parade buildings. To the south of the site is a 4-storey flatted development. To the rear of this development, the Grand Union Canal and its towpath immediately adjoin the opposite side of St Stephen's Road. Abutting the site's rear (western) boundary is the low-rise St Matthews Primary School, also accessed via St Stephen's Road.

7.35 The tallest buildings within the vicinity are located circa 80m to the south-west at the Padcroft Works development, located along Bentick Road, measuring up to 8 storeys in height. Whilst the sites are separated by the Grand Union Canal, both sites are located within the Town Centre boundary and respond to the need to optimise central and accessible sites.

7.36 Given that the development would exceed 6 storeys and 18m in height, and would notably change the townscape skyline, it is concluded that the proposed development is a tall building for the purposes of Policy D9.

7.37 In locational terms, whilst the development is not located within the Uxbridge and Hayes Town Centres which are identified as suitable for tall buildings, it is located within the Yiewsley and West Drayton Town Centre where development should be optimised. As such, the site is considered an appropriate location for a sensitively and sustainably designed tall building.

7.38 Officers note the information submitted within the Townscape and Visual Appraisal and agree that the proposal would not be harmful in respect of townscape and visual impacts, in long and medium range views. Views of the proposed development would be relatively localised with views of development along a short stretch of the High Street, a short stretch of the Grand Union Canal and along St Stephen’s Road, with only very limited glimpsed views from the

wider area including from West Drayton Station, crossing the bridges over the Grand Union Canal and at the northern end of Yiewsley Recreation Ground.

7.39 Several of the considerations outlined within Policy D9 are considered elsewhere within the report. Design and visual impacts are considered in the section starting at paragraph 7.42 of this report and heritage is considered in paragraphs 7.82 to 7.86. Impact on the local highway network is considered in the section starting at paragraph 7.126 of this report. Impact on amenity is considered in the sections beginning at paragraphs 7.49 (*Residential Quality*) and 7.87 (*Residential Amenity*) of this report. The consideration of airport safeguarding is addressed in paragraphs 8.1 and 8.2 of this report. Paragraphs 7.78 to 7.79 of this report addresses security, the sections starting at paragraphs 7.49 (*Residential Quality*) and 7.87 (*Residential Amenity*) considers daylight and sunlight and paragraphs 7.80 to 7.81 of this report addresses fire safety.

7.40 Whilst a microclimate or wind assessment has not been submitted to support the application, it is conceivable that the development can achieve acceptable conditions especially considering that a very similar form of development has already been previously approved on this site. Subject to Condition 17 which requires the submission of a detailed microclimate and wind assessment, the proposal is considered to accord with the requirements of Policy D9.

7.41 To conclude, the proposal meets the definition of a tall building and is considered to broadly comply with the requirements set out within Policy D9 of the London Plan (2021).

Impact on the Character and Appearance of the Area

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

7.43 The proposed development comprises a range of storey heights, ranging from 8 storeys down to part 7, 6, 5 and 4 storeys. There are two main forms of massing proposed. One is located on the High Street to the front (comprising the retail space as well as Cores A and B) and one is located on St. Stephen's Road to the rear (comprising Core C). First floor amenity decks are proposed in between these blocks, as well as to the rear of Core C.

7.44 The massing of the building is stepped, and materials, insets and balconies are proposed to create more visual articulation. The proposed first floor podium amenity deck creates an open central space which breaks up the massing of the building and provides good daylight to the space.

7.45 The ground floor of the High Street is activated by the proposed retail space and whilst St Stephen's Road is proposed to be more service oriented, providing access to the car park and retail unit back-of-house, tree planting is proposed to soften this elevation.

7.46 Following discussion with the Applicant Team and submission of amendments, the Council's Urban Design Officer has raised some concern with a proposal which necessitates ramps to provide access to the cores. Whilst the Urban Design Officer comments are noted, this matter is not considered to be fundamental to the scheme and Conditions 21and 23 is proposed to secure sufficient high-quality detail to mitigate any such concerns.

7.47 The proposed path to connect to the Grand Union Canal is proposed to be secured through S106 Head of Term (iii) and is considered a positive benefit of the scheme.

7.48 The final detail of materials and landscape scheme are proposed to be secured by Conditions 21 and 23 to ensure the delivery of high-quality development.

Residential Quality

7.49 Policy DMHB 16 of the Hillingdon Local Plan: Part 2 (2020) states that all housing development should have an adequate provision of internal space in order to provide an appropriate living environment.

7.50 Policy D6 of the London Plan (2021) states that housing development should be of high-quality design and provide adequately sized rooms. Table 3.1 of requires the following:
- One storey 1-bed 1 person unit: minimum 39 square metres Gross Internal Area (GIA) with a bathroom (or 37 square metres with shower room);
- One storey 1-bed 2 person unit: minimum 50 square metres GIA;
- One storey 2-bed 3 person unit: minimum 61 square metres GIA;
- One storey 2-bed 4 person unit: minimum 70 square metres GIA;
- One storey 3-bed 4 person unit: minimum 74 square metres GIA; and
- One storey 3-bed 5 person unit: minimum 86 square metres GIA.

7.51 The proposal comprises the following detailed housing mix:
- 9 x 1B1P units
- 65 x 1B2P units
- 34 x 2B3P units
- 32 x 2B4P units
- 18 x 3B5P units

7.52 Based on the plans submitted, all units proposed meet the minimum internal floorspace standards. The Council's Urban Design Officer notes that the internal configuration is largely a double stacked arrangement with central corridor. This method of internal layout delivers long corridors with no natural light, and a lower percentage of dual aspect units. However, the orientation of the site results in the large majority of units having an east or west outlook, with very few units with

a single north facing aspect which to some degree overcomes the issues with this type of internal configuration.

7.53 A Daylight and Sunlight Assessment has been submitted and independently assessed by the Council's third-party consultants who have confirmed that the internal light provisions are within the parameters of acceptability, especially given the urban context of the scheme.

7.54 Given the above considerations, the proposed residential flats are considered to provide a sufficient level of quality of accommodation.

Amenity Space

7.55 Policy DMHB 18 of the Local Plan: Part Two (2020) requires new developments to provide good quality and usable private outdoor amenity space in accordance with the standards set out in Table 5.3. In summary, each unit type should provide at least the following levels of amenity space:
- 1 bedroom units: 20m2
- 2 bedroom units: 25m2
- 3 bedroom units and larger: 30m2

7.56 There are two main forms of massing proposed. One is located on the High Street to the front (comprising the retail space as well as Cores A and B) and one is located on St. Stephen's Road to the rear (comprising Core C). First floor amenity decks are proposed in between these blocks, as well as to the rear of Core C. All proposed residential units are served by balconies as part of the amenity space strategy.

7.57 The proposed development would provide 158 residential units, comprising 74 no. 1 bed flats (46.8%), 66 no. 2 bed flats (41.8%), and 18 no. 3 bed flats (11.4%). This would require the following amenity space provision:
- 74 x 1 bedroom units: 1,480m2
- 66 x 2 bedroom units: 1,650m2
- 18 x 3 bedroom units: 540m2
- Total: 3,670m2

7.58 The proposed amenity space provisions are summarised as follows:
- Private amenity space: 1,047.5m2
- Communal amenity space: 2,050.5m2
- Total combined amenity space: 3,098m2

7.59 The proposed development would fall short of the required amenity space required by policy by 572m2. It is, however, noted that many of the proposed units exceed the minimum floorspace requirements, equal to 236.2m2. This additional internal space contributes to a better standard of internal amenity and does somewhat offset the shortfall in outdoor amenity space provisions. Taking this into account, the total shortfall would equal 335.8m2 and weighs against the scheme in the planning balance.

7.60 Whilst the development would fall short of the amenity space provisions required by planning policy, it is noted that the proposal would contribute positively to the vitality of the Yiewsley and West Drayton Town Centre, contribute to meeting an identified housing need within the Borough and contribute towards the improvement of the Grand Union Canal and active travel measures. On balance, the minor conflict in respect of outdoor amenity space provision is outweighed by mitigating factors and benefits of the proposed scheme.

Play Space

7.61 Policy S4 of the London Plan (2021) states that residential development proposals should incorporate good-quality, accessible play provision for all ages. At least 10 square metres of play space should be provided per child that:
a) provides a stimulating environment
b) can be accessed safely from the street by children and young people independently
c) forms an integral part of the surrounding neighbourhood
d) incorporates trees and/or other forms of greenery
e) is overlooked to enable passive surveillance
f) is not segregated by tenure

7.62 This is supported by the Mayor's supplementary planning guidance (SPG) 'Shaping Neighbourhoods: Play and Informal Recreation', which sets a benchmark of 10m2 of useable child play space to be provided per child, with under-fives play space provided on-site as a minimum, and makes clear that play space should not be segregated by tenure.

7.63 Policies DMCI 5 and DMHB 19 of the Hillingdon Local Plan: Part 2 (2020) state:
A) For all major development 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 that 10sqm of play space should be provided for each child and an accessibility standard of 400 metres to equipped playgrounds.
B) In areas of deficiency, there will be a requirement for new provision to be made to meet the benchmark standards for accessibility to play provision.
C) The Council will resist the loss of existing play spaces unless:
i) a replacement play space of equivalent size and functionality is provided to meet the needs of the local population. Where this is not possible, development will only be permitted in exceptional circumstances where there are over-riding planning merits to the proposal; and
ii) it can be demonstrated robustly that they are no longer required and that their loss would not lead to a shortfall in overall play provision in the local area.

7.64 Based on the GLA Population Yield Calculator (v3.2), it is anticipated that the following numbers would be yielded from the proposed development:
- 22 no. children under the age of 5 years old;
- 14.5 no. children aged 5 to 11 years old;
- 3.3 no. children aged 12 to 15 years old; and
- 1.8 no. children aged 16 to 17 years old.

7.65 This yields a total of 41.5 children, requiring 415.1 square metres of play space. Based on the plans submitted, it can be identified that approximately 208 square metres of play space is proposed at first floor podium level and falls short of the requirement. It is, however, noted that the application site is located circa 400m or 9 min walk from the child play space situated at the Yiewsley Recreation Ground.

7.66 The shortfall of play space is considered to weigh against the scheme in the planning balance. It is, however, noted that high quality play provision can be secured by Condition 24 and that the existing provision of play space at the Yiewsley Recreation does meet some of the need generated by the proposal. The proposal would not be comply fully with Policy S4 of the London Plan (2021) and Policies DMCI 5 and DMHB 19 of the Hillingdon Local Plan: Part 2 (2020) but is accepted on balance.

Public Open Space

7.68 Policy G4 of the London Plan (2021) states that development proposals should create areas of publicly accessible open space, particularly in areas of deficiency, where possible.

7.69 Policy EM4 of the Hillingdon Local Plan: Part 1 (2012) states that the Council will safeguard, enhance and extend the network of open spaces, informal recreational and environmental opportunities that operate as carbon sinks and that meet local community needs and facilitate active lifestyles by providing spaces within walking distance of homes. Provision should be made as close as possible to the community it will serve. There will be a presumption against any net loss of open space in the Borough. The Council will identify new opportunities for open space through an Open Space Strategy. Major developments will be expected to make appropriate contributions to the delivery of new opportunities, or to the improvement and enhancements of existing facilities.

7.70 Policy DMCI 4 of the Hillingdon Local Plan: Part 2 (2020) states:
A) Proposals for major new residential development will be supported where they make provision for new open space, or enhancements to existing open space, which meets the needs of the occupiers of the development and contributes to the mitigation of identified deficiencies in the quantity, quality and accessibility of open space. Regard will be had to Hillingdon's local recommended standards of provision for all relevant typologies of open space.
B) The provision of major new pieces of open space should contribute positively to Hillingdon's existing networks of green spaces. In major town centre developments, new civic space may be required as an alternative to green open space.
C) Proposals for major new residential development that fail to make provision for new or enhanced open space, or which would result in open space that is inappropriate in type, quality or location, will be resisted.

7.71 Using a 20 square metres per person requirement (based on 2.0 ha per 1,000 people required by London Borough of Hillingdon Open Space Strategy 2011-

2026 (July 2011)) and estimated 422 occupants (based on 2.67 average household size in Hillingdon (as of 2011 census) to reflect that they will never be full at the same time), the development should provide 8,440 square metres of publicly accessible open space.

7.72 The proposed plans indicate that no publicly accessible open space is to be provided. If sufficient publicly accessible open space cannot be accommodated within the site, a financial contribution is required. In the context of the proposed development, contributions were sought for the enhancement of existing public open space in Yiewsley using the methodology set out in the Planning Obligations Supplementary Planning Document (July 2014).

7.73 However, during discussions with the Developer it was agreed that the scheme has viability challenges and as such, in order to secure the delivery of affordable housing as part of the scheme, it has been agreed that, on balance, a contribution towards public open space enhancement can be foregone in these very specific exceptional circumstances.

Accessibility

7.74 Policy D5 of the London Plan (2021) states that development proposals should achieve the highest standards of accessible and inclusive design.

7.75 The proposed development would deliver 16 no. M4(3) units, equating to 10% of all units in accordance with policy requirements. This is considered to be the optimum number and includes a suitable mix of 1 bed and 2 bed units. The delivery of these units is secured via Condition 9.

7.76 A total of 6no. accessible parking bays are proposed as part of the basement for use by customers and 4no. accessible parking bay is proposed to be secured for residential use. A Parking Design and Management Plan is also to be secured via Condition 32.

7.77 The submission of further detail relating to inclusive design measures is also to be secured through the materials Condition 21 and landscape scheme Condition 23.

Security

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

7.79 A secured by design condition has been recommended to achieve appropriate accreditation. Subject to Condition 35, the proposal would accord with Policy DMHB 15 of the Hillingdon Local Plan: Part 2 (2020) and Policy D11 of the London Plan (2021).

Fire Safety

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

7.81 An amended Fire Statement has been submitted and demonstrates consideration of fire safety principles early in the development process. The London Fire Brigade and HSE have not raised any specific objections but have advised that the development should accord with Building Regulation requirements. The GLA raised that buildings with more than 18m height require second stair cores. Amendments were submitted as part of the application process to comply with this requirement. A final Fire Statement is proposed to be secured by Condition 34 and subject to this condition, the proposed would accord with the requirements of Policy D12 of the London Plan (2021).

Heritage

7.82 The application site is not subject to a Conservation Area designation and does not contain any heritage assets, including statutory listed buildings or locally listed buildings.

7.83 The closest listed buildings to the site are The De Burgh Arms Public House 170m to the south and The Railway Arms Public House 230m south (both Grade II listed), which are located either side of the railway line. It is confirmed from the views assessment that there would be no effect on the listed buildings to the south of the site due to the screening provided by intervening buildings.

7.84 There are a limited number of locally listed buildings on the High Street including the Former Town Hall and the Church of St Matthews. Due to the location of these elements any impacts are limited by the bend in the alignment of High Street and their separation from the site. The Townscape and Visual Appraisal (view 3) shows that the development massing steps down towards these buildings with only a very small proportion of the development appearing in the view of these buildings and are assessed as having no impact.

Archaeology

7.85 Policy DMHB 7 of the Hillingdon Local Plan: Part 2 (2020) states that the Council, as advised by the Greater London Archaeological Advisory Service (GLAAS), will ensure that sites of archaeological interest within or, where appropriate, outside, designated areas are not disturbed. If that cannot be avoided, satisfactory measures must be taken to mitigate the impacts.

7.86 The application site forms part of the Colne Valley Archaeological Priority Zone. GLAAS have been consulted and have commented that the proposal is unlikely to have a significant effect on heritage assets of archaeological interest. No

further conditions are therefore required, and the development would accord with the requirements of Policy DMHB 7 of the Hillingdon Local Plan: Part 2 (2020).

Residential Amenity

Impact on Neighbours

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

7.88 The northern and eastern boundaries of the site comprise predominantly 3 storey retail parade buildings, with retail units on the ground floor and predominantly residential use above and to the south of the site is located a recently completed residential development, beyond which the High Street crosses the Grand Union Canal. To the rear of this development, the Grand Union Canal and its towpath immediately adjoin the opposite side of St Stephen's Road, separated by a narrow strip of hedging abutting the site's rear (western) boundary is St Matthews Primary School, also accessed via St Stephen's Road.

7.89 The nearest residential properties to the application site are the residential flats above the ground floor retail/commercial uses within the retail parade buildings opposite and immediately to the north of the site, and in the Artwood apartments building, a residential block sited on the southern side of St Stephen's Road and the Vicarage building to the north of the site.

7.90 A Daylight and Sunlight Assessment has been submitted and independently assessed by the Council's third-party consultants who have confirmed that the impact of the development on neighbour daylight and sunlight provisions are within the parameters of acceptability, especially given the urban context of the scheme.

7.91 The separation distances between the two main blocks of development (Core A&B and Core C) are measured to be at least 21m, meaning that the units that somewhat face towards each other towards the central courtyard do not significantly infringe upon each other's privacy.

7.92 As regards the residential flats on the opposite side of the High Street, the nearest of these would be sited some 18.9m from the proposed frontage of the new building and a number of these units also have projecting balconies at the front which are sited above the projecting ground floors of the retail units which would be sited some 16.0m from the proposed block. As such, these separation distances satisfy the minimum 15m separation distance relating to impact on outlook, although not the 21m overlooking distance, but given that this is a town centre and an across the street relationship, it is considered that an adequate separation distance would be maintained to safeguard the residential amenities of the properties opposite the site.

7.93 As regards the parade to the north, there are no windows in the flank elevation of the parade facing the application site and in terms of rear facing windows, the 45-degree line of sight would not be breached from any window within a 21m distance so that there would be no adverse impact upon these neighbours.

7.94 The Vicarage building (attached to St Matthew's School Church of England Primary School) to the northwest would be sited some 30m from the nearest corner of the proposed building and its rear garden boundary is marked by several mature trees and planting which would help to screen views of the new building.

7.95 St Matthew's School Church of England Primary School adjoins the application site at the rear and immediately adjoining the boundary is a playground. At its nearest point the proposed building would be 6 storeys, containing 5 flats (from first floor level to fifth level) and be set back some 11.9m from this boundary. The only windows in the side elevation facing the school would be a secondary window serving a bedroom, which would be obscure glazed, and this is secured by Condition 12. Behind the block at this point, maintaining a similar set back from the boundary would be an elevated first floor amenity area which could have boundary fencing that restricts any overlooking of the playground. Again, this would be secured by Conditions 22 and 23 and indicative planting plans show how boundary planting would further restrict views. The proposed block does increase to an 8-storey height, some 24m from the school boundary. Given the set back of these windows and balcony from the edge of the roof of the 6-storey element below, overlooking of the nearest part of the school playing ground would not be possible.

7.96 As regards the Art Wood Apartment building to the south, this property contains seven windows on each of the upper floors in its main St Stephen's Road elevation facing the application site. Of these windows, the windows nearest the High Street serve living rooms, with the next windows being secondary bedroom windows and to the rear of these, are windows which serve balconies/winter gardens. The only other windows to serve private accommodation are the rearmost windows which serve small kitchens with the other windows serving communal corridors. The plans submitted show that the proposed building would be separated from these living room windows by 15m. Given the town centre location of the site, this is accepted.

7.97 Given the above considerations, it is concluded that the scheme would not result in any significant impact to the residential amenity of surrounding residential properties, by reason of loss of lighting, dominance or loss of privacy and would maintain the safety and security of the adjoining school. The scheme is therefore considered to comply with Policy DMHB 11 of the Hillingdon Local Plan: Part 2 (2020).

Environmental Issues

Noise

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

7.99 The nearest residential properties to the application site are the residential flats above the ground floor retail/commercial uses within the retail parade buildings opposite and immediately to the north of the site. Residences are also located at the Artwood apartments building, a residential block sited on the southern side of St Stephen's Road and the Vicarage building to the north of the site.

7.100 Conditions 7 and 8 are proposed to limit the hours of operation and servicing as follows:

Operation:

- 06:00 to 23:00 hours, Mondays to Saturdays and
- 10:00 to 18:00 hours on Sundays.

Servicing:

- 0700 and 2300 hours, Monday to Saturday, and
- 09:00 and 18:00 hours on Sundays, Public or Bank Holidays.

7.101 The Council's Noise Specialist has been consulted and confirms that sufficient information has been submitted regarding noise related impacts. No objection has been raised subject to securing the necessary restrictions via planning condition.

7.102 Conditions 7, 8, 10 and 11 are proposed to restrict the hours of operation and restrict the permissible noise levels to protect the amenity of neighbouring residents. Subject to such conditions, the development would accord with Policy EM8 of the Hillingdon Local Plan: Part 1 (2012), Policy DMHB 11 of the Hillingdon Local Plan: Part 2 (2020) and Policy D14 of the London Plan (2021).

Air Quality

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

7.104 The application site forms part of the declared Yiewsley/West Drayton Air Quality Focus Area and Hillingdon Air Quality Management Area. Specifically, Focus Areas are declared where existing conditions exceed the EU annual mean limit value for nitrogen dioxide (NO2), have high human exposure and current planned measures are insufficient to resolve the poor air quality issues.

7.105 The Council's Air Quality Officer has confirmed that the proposed development is not air quality neutral or air quality positive, as required by its Focus Area status. It has been calculated that the air quality impact associated with traffic emissions could be mitigated through the payment of a £936,984 fee towards off-site air quality improvement works. Accounting for the existing retail use, which is to be redelivered at a reduced size, the proposed travel plan measures which will encourage more sustainable forms of transport, and the viability challenges of the scheme, a reduction in the cost has been applied to equal £60,789. As such, a contribution to mitigate against the additional 79 daily residential trips would be secured. Subject to the securement of this financial contribution towards the delivery of the Hillingdon Air Quality Local Action Plan (please refer to S106 Head of Term (ii)), alongside Conditions 15, 18 and 36, including the reduction of emissions during construction, the development would accord with Policy EM8 of the Hillingdon Local Plan: Part 1 (2012), Policy DMEI 14 of the Hillingdon Local Plan: Part 2 (2020), Policy SI 1 of the London Plan (2021) and the NPPF (2024).

Trees and Landscaping

7.106 Policies G1 and G5 of the London Plan (2021), DMEI 1, DMHB 11 and DMHB 14 of the Hillingdon Local Plan: Part 2 (2020) are all directly relevant to the proposed development. These policies can be read in full in the Committee Report Part 3 - Policy Appendix, and in summary, seek to safeguard existing trees and deliver high quality landscaping to enhance amenity, biodiversity and green infrastructure. These aims are also supported by the NPPF (2024) at chapter 12.

7.107 The proposed development requires the removal of 7no. trees of which all are either Category C (6no.) or Category U (1no.). Five of these trees are located on the southern boundary and two are located on the northern boundary. It is considered that the loss of these trees will not have a significant detrimental impact on the visual character of the local area as is provided by trees.

7.108 The proposal also requires the pruning of 1no. Category B tree (i.e., T8) and 11no. Category C trees (i.e., T12-T22). This pruning is accepted and is not likely to have an adverse impact on the health of these trees nor their amenity values. Tree protection measures are proposed to retain and safeguard the remaining trees. This is proposed to be secured by Condition 37.

7.109 The proposal includes the planting of 33no. new trees, comprising 10no. standard and 23no. smaller trees. This amounts to a net gain of 26no. trees. The location of the proposed trees is considered to positively contribute to the character of the site.

7.110 The final details of hard and soft landscaping are proposed to be secured by Condition 23 to ensure that the landscape scheme to be delivered is high quality and retained in the long term. Subject to this condition, the proposal would accord with Policies DMHB 11 and DMHB 14 of the Hillingdon Local Plan: Part 2 (2020).

Urban Greening Factor

7.111 Policy G5 of the London Plan (2021) states that major development proposals should contribute to the greening of London and that the target score for residential development is 0.4.

7.112 The development reports an Urban Greening Factor score of 0.35 which falls short of the minimum target set at 0.4. This weighs against the scheme in the overall planning balance.

Biodiversity

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

7.114 The Biodiversity Net Gain (BNG) Assessment submitted states that the development is anticipated to result in a BNG of +0.47 biodiversity units (+36.06%), compared with the baseline habitats present. This is largely due to the retention of trees and the proposed addition of new trees and areas of modified grassland, ground level planters and green roof habitat. The development is anticipated to result in a Gain of +0.07 hedgerow units. There were no hedgerow baseline habitats present and so there can be no percentage increase.

7.115 The final details of a Biodiversity Net Gain Scheme which maximises net gains in biodiversity value for the development would be secured by Condition 25. Subject to such a condition, the proposal is considered to accord with the NPPF (2024), Policy G6 of the London Plan (2021) and Policy DMEI 7 of the Hillingdon Local Plan: Part 2 (2020).

Flood Risk

7.116 Policy SI 12 of the London Plan (2021) requires that development proposals ensure that flood risk is minimised and mitigated. This is supported by Policy EM6 of the Hillingdon Local Plan: Part 1 (2012) and Policy DMEI 9 of the Hillingdon Local Plan: Part 2 (2020). Notably, proposals that fail to make

appropriate provision for flood risk and surface water flooding mitigation will be refused.

7.117 The application site is location in Flood Zone 1, meaning that the site is at a very low risk of fluvial flooding. The proposed residential use has been established as acceptable under previous applications and there is no reason to conclude otherwise with respect to flooding. The development is considered to accord with Policy SI 12 of the London Plan (2021), Policy EM6 of the Hillingdon Local Plan: Part 1 (2012) and Policy DMEI 9 of the Hillingdon Local Plan: Part 2 (2020).

Drainage

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

7.119 The Council's Flood and Water Management consultants have advised that the information submitted is insufficient for this stage of the planning process. Officers note that the proposed drainage strategy incorporates green infrastructure and SuDS features. It is considered reasonable to assume that a sufficient and acceptable drainage strategy could be secured at the detailed design stage of the planning process. It is also noted that Thames Water have raised no objection in respect of drainage considerations.

7.120 Accordingly, a revised final drainage strategy is proposed to be secured by Conditions 27 and 28. Subject to such conditions, the proposed development is not considered contrary to Policy DMEI 10 of the Hillingdon Local Plan: Part 2 (2020), Policy EM6 of the Hillingdon Local Plan: Part 1 (2012), Policy SI 13 of the London Plan (2021).

Water Infrastructure

7.121 Policy SI 5 of the London Plan (2021) sets out water infrastructure requirements for commercial forms of development, including achieving at least the BREEAM excellent standard for the 'Wat 01' water category160 or equivalent, measures to reduce water use, provide adequate wastewater infrastructure capacity and minimise the potential for misconnections between foul and surface water networks.

7.122 During the consultation process, Thames Water has confirmed no objection to the proposed development in respect of wastewater network and sewage treatment works. However, insufficient information has been submitted in respect of the BREEAM standards for Wat 01 credits and water metering and saving measures.

7.123 It is important to determine whether the submission of insufficient information needs to be resolved prior to determination or post approval via way of condition. The information requested is not of a unique nature and the information provided shows compliance with policy to the extent necessary at this stage of the process. Whilst it is accepted further information is necessary there is nothing to suggest that this would not be forthcoming. Securing the information by way of condition would satisfy the requirements of the planning policy. Subject to Conditions 16, 27 and 28, the proposed development would accord with Policy SI 5 of the London Plan (2021).

Land Contamination

7.124 Policy DMEI 12 of the Hillingdon Local Plan: Part 2 (2020) states that development on potentially contaminated sites shall assess conditions and demonstrate that the site can be safely remediated. Planning conditions and S106 legal agreements can be used to secure the appropriate level of detail required.

7.125 A phase 1 contaminated land study has been submitted for consideration and is considered sufficient and acceptable for the initial stage of the planning process. Condition 19 is proposed to secure further details of a remediation strategy. Subject to such a condition, the proposal is not considered contrary to Policy DMEI 12 of the Hillingdon Local Plan: Part 2 (2020).

Transport

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

7.127 The site is located within the Yiewsley/West Drayton Town Centre and benefits from a connection to the new Elizabeth line. According to the TfL webCAT planning tool, the site has a moderate Public Transport Accessibility Level (PTAL) rating of 3.

7.128 The retail space would be serviced via a yard space accessed off St. Stephen's Road to the rear. Customer and residential car parking spaces are also accessed from St. Stephen's Road. The number of parking spaces on site is proposed to reduce from the existing 114no. spaces to 88no. car parking spaces. This would include 64 no. car parking spaces (including 6 no. accessible spaces) and 4 no. motorcycle spaces allocated for use by customers and 24 no. car parking spaces

(including 2 no. car club spaces, and 4 no. accessible spaces) allocated for use by residents.

Proposed Mixed-Use

7.129 This application seeks permission for a replacement food store at a reduced size to the existing food store, alongside 158 flats. The core hours of retail use are proposed to be secured by Condition 7 as 06:00 to 23:00 hours, Mondays to Saturdays and 10:00 to 18:00 hours on Sundays. The site would employ circa 85no. staff.

Car Parking

7.130 As noted above, the number of car parking spaces on site is proposed to reduce from 114no. spaces to 88no. car parking spaces. The 114 no. spaces for the existing retail space equates to 0.03 spaces per square metre and the proposed 64 no. spaces would equate to 0.04 spaces per square metre. As the retail car parking is provided on a like-for-like basis, it is accepted.

7.131 Policy T6.1 of the London Plan (2021) states that Outer London sites with a PTAL rating of 3 should not exceed a maximum of:
- 0.75 car parking spaces per 1 to 2 bed dwelling; and
- 1 car parking space per 3+ bed dwelling.

7.132 This requires a maximum of 123 car parking spaces. A total of 22 no. car parking spaces for residents are proposed, alongside two car club spaces to total 24 no. spaces. Taking into account the very similar car parking ratio allowed at appeal previously on this site, the proposed number of car parking spaces is accepted.

Disabled Person Car Parking

7.133 For retail, Policy T6.5, Table 10.6, of the London Plan (2021) states that 6% of all car parking spaces should be provided as designated disabled persons parking bays and 4% should be provided as enlarged parking bays which are capable of being converted to disabled persons parking. This would require the provision of 3.84no. disabled persons parking bays and 2.56no. enlarged parking bays.

7.134 For residential, Policy T6.1 of the London Plan (2021) requires 3% of dwellings to be provided for disabled persons from the outset, with capacity to provide an additional 7%. This would require the provision of 4.74no. disabled persons parking bays from the outset and 11no. additional disabled persons parking bays should they be required.

7.135 The development proposes 6no. disabled persons parking bays and 2 no. enlarged spaces for retail purposes and 4no. disabled persons parking bays for residential use. The provision of additional disabled persons parking bays for residential use would come at the expense of other standard car parking spaces, the detail of which is proposed to be secured by a Parking Design and

Management Plan (Condition 32). It is concluded the accessible parking proposal would not be strictly policy compliant, but it is within the parameters of what was allowed at appeal under planning application ref. 2370/APP/2019/2880. The site's PTAL rating of 3 and location within the town centre means that it is accessible and on-site provisions can be outweighed by the benefits of its location. On balance, the parking provision is accepted and the details, alongside a Parking Design and Management Plan are to be secured by Conditions 23 and 32.

Electric Vehicle Charging Points (EVCPs)

7.136 Policy T6 of the London Plan (2021) states that new developments with car parking should make provision for electric vehicles or other Ultra-Low Emission vehicles. Policy T6.1 requires the provision of 20% of spaces with active electric vehicle chargers (EVCPs), with the remainder of spaces made passive.

7.137 To serve the residential parking spaces, a total of 5no. active EVCPs are proposed and 19no. spaces would be fitted with passive infrastructure. This is accepted and would be secured by Condition 23.

7.138 To serve the food store spaces, a total of 3no. active EVCPs are proposed and 13no. spaces would be fitted with passive infrastructure. This is accepted and would be secured by Condition 23.

Cycle Parking

7.139 The development would provide 32no. cycle parking spaces for the food store with the residential element having 176no. cycle parking spaces with space to increase this amount to 214no. in response to demand.

7.140 The London Plan long-stay cycle parking standard for the foodstore is one space per 175sq.m which equals 10no. spaces. The London Plan short-stay parking standard for the supermarket is one space for the first 750sq.m and one space per 300sq.m thereafter which would equal 22no. spaces in total. The 32no. supermarket cycle parking spaces proposed is therefore in accordance with this standard and is accepted.

7.141 The London Plan standard for the residential cycle parking would require that 209no. cycle parking spaces are provided, the initial provision of 176no. cycle parking spaces with capacity to increase this to 214no. in response to demand is accepted.

Parking Design and Management Plan

7.142 As noted above, passive electric vehicle charging infrastructure is proposed. The applicant has therefore committed to increasing the number of electric vehicles charging spaces over time. The detail of a parking design and management plan is proposed to be secured under Condition 32.

Trip Generation

7.143 Based on the information submitted, it is estimated that the proposed residential development would generate 79 vehicle movements per day. The flats would also generate 1 arrival and 3 departures in the AM peak, and 4 arrivals and 4 departures in the PM peak.

7.144 The proposed food store would be smaller than the existing non-operational food store. As such, any such associated movements in the AM and PM peak are already established as acceptable.

7.145 Given the above considerations, the Highways Authority have confirmed no objection to the trips generated by the development, subject to securing mitigation measures.

Access

7.146 The former food store had two points of vehicle access, and the proposed development includes two points of access though both would be in new locations. There would be one access for deliveries/servicing and a second access shared by the food store and residential car parking. The visibility splays at these points of access are in accordance with the recommended dimension contained in Manual for Streets.

Active Travel Zone Assessment

7.147 An Active Travel Zone Assessment has been carried out and identified highway improvement works to encourage more sustainable forms of travel, including bus stop enhancement works as requested by TfL. The sum calculated totals £49,500 and is proposed to be secured under S106 Head of Term (v). Canal improvement works are also proposed to be secured under S106 Head of Terms (iii).

Travel Plan

7.148 A detailed and finalised Travel Plan is proposed to be secured through the proposed S106 legal agreement, listed under Head of Term numbers (ix) and (x).

Construction Logistics Plan and Delivery and Servicing Plan

7.149 Having regard to comments received from TfL and the Highway Authority, a Construction Logistics Plan and Delivery and Servicing Plan are proposed to be secured under Conditions 18 and 33 respectively.

Transport Conclusion

7.150 Subject to the necessary planning conditions and obligations, the proposed development would not be considered to prejudice conditions on the local

highways network, in accordance with Policies DMT 1, DMT 2, DMT 5 and DMT 6 of the Hillingdon Local Plan: Part 2 (2020) and Policies T4 and T7 of the London Plan (2021).

Sustainable Development

Whole-Life Carbon Cycle

7.151 Policy SI 2, Part F, of the London Plan (2021) states that 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.

7.152 The applicant has submitted a Whole Life-Cycle Carbon (WLC) assessment as required. Condition 39 would secure the submission of a post-construction assessment to report on the development's actual WLC emissions. Subject to such a condition, the proposal would accord with Policy SI 2, Part F, of the London Plan (2021).

CO2 Emissions

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

7.154 Following extensive discussion with the GLA, it has been agreed that the development will deliver solar panels to serve the total development and a communal heating system to serve the residential flats. However, an updated Energy Statement has not been submitted to reflect this.

7.155 Nonetheless, whilst not demonstrated through an updated Energy Statement, it is reasonable to expect that the development could achieve the zero-carbon target through a combination of on-site measures (to achieve a minimum 35% reduction) and a subsequent carbon offset contribution to achieve net zero carbon. This is proposed to be secured by Condition 30 and the corresponding S106 Head of Term (iv). An Energy Monitoring, Recording and Reporting Plan is also to be secured by Condition 31. Subject to such conditions and planning obligations, the development would accord with Policy SI 2 of the London Plan (2021).

Energy Infrastructure

7.156 Policy SI 3 of the London Plan (2021) states that major development proposals should make provisions to connect into district heating networks, thereby utilising secondary heat sources.

7.157 Condition 13 is proposed to secure a future connection to a district heating scheme for export of low-grade heat, should one become available, ensuring compliance with Policy SI 3 of the London Plan (2021).

Overheating

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

7.159 Following discussion with the GLA, the overheating strategy remains to be a detailed design matter which requires further consideration. Again, it is conceivable that an acceptable level of detail can be secured and as such, this matter is proposed to be resolved by Condition 29. Subject to securing further information by condition, the proposal will comply with Policy SI 4 of the London Plan (2021).

Circular Economy

7.160 Policy SI 7 and Policy D6 of the London Plan (2021) require developments to be designed with adequate, flexible, and easily accessible storage space and collection systems that support, as a minimum, the separate collection of dry recyclables (at least card, paper, mixed plastics, metals, glass) and food. Policy DMHB 11 of the Hillingdon Local Plan: Part 2 (2020) supports this policy from a design perspective.

7.161 Specifically, Policy SI 7, Part B, of the London Plan (2021) states that referable applications should submit Circular Economy Statements to promote circular economy outcomes and aim to be net zero-waste. Policy EM11 of the Hillingdon Local Plan: Part 1 (2012) also supports these objectives.

7.162 A Waste Collection Strategy has been submitted for consideration. Bin storage areas are proposed in each of the Cores A, B and C. These are within a short distance of the High Street and St Stephen's Road and can be accessed appropriately. The Council's Waste Strategy Officer has raised no issues with the proposal.

7.163 An amended Circular Economy Statement has been submitted for consideration following comments made by the GLA. Whilst the GLA may have further comments on the information submitted, it is considered that these matters can be resolved post-committee as part of the GLA Stage 2 referral process. A post-construction circular economy monitoring report is also proposed to be secured by Condition 38. Subject to such a condition, the proposed development would accord with Policy SI 7 of the London Plan (2021).

Digital Connectivity

7.164 Policy SI 6 of the London Plan (2021) requires that development provides ducting space for full fibre connectivity.

7.165 Condition 14 is proposed and would ensure that sufficient ducting space for full fibre connectivity infrastructure is provided within the development. Subject to the recommended condition, the proposed development would accord with Policy SI 6 of the London Plan (2021).

8 Other Matters

Airport Safeguarding

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

8.2 The site is located outside of the safeguarded areas for Heathrow Airport and RAF Northolt. The National Air Traffic Services, Heathrow Airport Ltd and the Ministry of Defence have been consulted and have confirmed no safeguarding objections, subject to securing a Bird Hazard Management Plan. Condition 26 is proposed accordingly and subject to such a condition, the proposal would comply with Policy DMAV 1 of the Hillingdon Local Plan: Part 2 (2020).

Infrastructure

Infrastructure Assessment

8.3 Policy D2 of the London Plan (2021) states that an unallocated site that may cause planned infrastructure capacity to be exceeded might need to provide additional infrastructure proportionate to the development. This can only be identified through an infrastructure assessment during the planning application process.

8.4 An Infrastructure Impact Assessment has not been submitted for consideration as part of the application process. In respect of the impact upon infrastructure, the proposal will generate Hillingdon and Mayoral CIL contributions to fund the provision of infrastructure. A comprehensive set of planning obligations are also to be secured by a Section 106 legal agreement if recommended for approval. Accordingly, the proposal is not considered to be contrary to Policy D2 of the London Plan (2021).

Health

8.5 Paragraph 96 of the NPPF (2024) states that planning decisions should aim to achieve healthy, inclusive and safe places which:

c) enable and support healthy lifestyles, especially where this would address identified local health and well-being needs.

8.6 Paragraph 98 of the NPPF (2024) states that planning decisions should:
b) take into account and support the delivery of local strategies to improve health, social and cultural well-being for all sections of the community.

8.7 Policy GG3 of the London Plan (2021) states that in order to improve Londoners' health and reduce health inequalities, those involved in planning and development must:
a) ensure that the wider determinants of health are addressed in an integrated and co-ordinated way, taking a systematic approach to improving the mental and physical health of all Londoners and reducing health inequalities.
b) assess the potential impacts of development proposals and Development Plans on the mental and physical health and wellbeing of communities, in order to mitigate any potential negative impacts, maximise potential positive impacts, and help reduce health inequalities.
c) plan for appropriate health and care infrastructure to address the needs of London's changing and growing population.

8.8 Policy CI1 of the Hillingdon Local Plan: Part 1 (2012) states that the Council will ensure that community and social infrastructure is provided in Hillingdon to cater for the needs of the existing community and future populations.

8.9 Paragraph 7.2 of the Hillingdon Local Plan: Part 2 (2020) also states that there is a particularly pressing need in the Borough for additional health care facilities to address higher than expected birth rates and an increase in the older population.

8.10 The floorspace occupied by affordable housing qualifies for relief from Community Infrastructure Levy. Accordingly, the HUDU Planning Contributions Model has been used to assess the health service requirements and cost impacts of that floorspace, equal to £29,898. This contribution is proposed to be secured by S106 Head of Term (xi) if recommended for approval.

Environmental Impact Assessment

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

Human Rights

8.12 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

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

Local Finance Considerations and CIL

Planning Obligations

8.14 Policy DMCI 7 of the Hillingdon Local Plan: Part 2 (2020) states that whilst infrastructure requirements will be predominantly addressed through the Council's Community Infrastructure Levy (CIL), planning obligations will be sought on a scheme-by-scheme basis. Applications that fail to secure an appropriate Planning Obligation to make the proposal acceptable will be refused.

8.15 The Community Infrastructure Levy Regulation 2010 (Regulations issued Pursuant to the 2008 Act) and the NPPF have put three tests on the use of planning obligations into law. It is unlawful (since 6th April 2010) to request planning obligations that do not meet the following tests:
i. necessary to make the development acceptable in planning terms;
ii. directly related to the development; and
iii. fairly and reasonable related in scale and kind to the development.

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

8.17 On the basis of the NPPF and the Community Infrastructure Levy Regulation 2010, it is only considered reasonable to request contributions for the matters outlined in the Heads of Terms contained in the *Summary of Recommendation* section at the beginning of this report.

Community Infrastructure Levy

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

8.19 In addition, the development represents Chargeable Development under the Hillingdon Community Infrastructure Levy, which came into effect on 1st August 2014.

8.20 The liability payable is as follows (subject to indexation):
Hillingdon CIL: £1,536,869.22
Mayoral CIL: £827,853.64
Total: £ 2,364,722.86

8.21 However, please note that this has been calculated based on the information available to the officer. The final amount will be reviewed post determination by the Council's Planning Obligations Team and set out to the liable party in line with the CIL Regulations.

9 Conclusion / Planning Balance

9.1 This application seeks permission for a phased demolition of the existing buildings and the redevelopment of the site for a replacement foodstore (Class E), 158 residential units (Class C3), car parking, servicing and access arrangements and associated works. Whilst the proposal is considered acceptable in land use terms; there are matters which have been identified as not strictly in accordance with planning policy requirements. This includes the unit mix which may be understood as not optimising the number of family units, the location of a tall building on a site not specifically identified as suitable for a tall building in the development plan, the shortfall in meeting the full urban greening factor provision, and the delivery of a shortfall in amenity space provision, play space provision, and open space provision.

9.2 However, the provision of additional residential flats on sustainably located brownfield land within the Yiewsley and West Drayton Town Centre is supported. The retail unit would generate jobs on a site which has remained vacant for several years and the new residents of the development would provide further business for local traders and support the vitality and viability of the town centre. The scheme also provides 13 homes as affordable housing in the shared ownership tenure, despite the viability challenges of the scheme. These considerations weigh significantly in favour of the development in the planning balance.

9.3 Subject to the planning conditions and obligations recommended, the proposed development can mitigate the planning policy conflicts identified. Accordingly, the development is considered, on balance, to be acceptable with respect to design, heritage, residential amenity, environmental issues, transport, and sustainability.

9.4 Section 38(6) of the Planning and Compulsory Purchase Act 2004 states that planning applications should be determined in accordance with the development plan unless material considerations indicate otherwise. For the reasons outlined above and within the main body of the report, the application is considered to

broadly comply with the Development Plan. Where there are minor conflicts with the Development Plan, there are considered to be sufficient mitigating factors and benefits which outweigh such conflicts. Accordingly, the application is recommended for approval, subject to securing the planning conditions set out in Appendix 1 and a Section 106 legal agreement.

10 Background Papers

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

APPENDICES

Planning Application

2370/APP/2023/1727

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:-

2-001 Rev. A Site Location Plan;
2-100 Rev. E Proposed Site Plan;
2-101 Rev. S Proposed Ground Floor Plan;
2-102 Rev. L Proposed Mezzanine Floor;
2-103 Rev. P Proposed First Floor Plan;
2-104 Rev. N Proposed Second and Third Floor Plan;
2-105 Rev. M Proposed Fourth Floor Plan;
2-106 Rev. L Proposed Fifth and Sixth Floor Plan;
2-107 Rev. L Proposed Seventh Floor Plan;
2-110 Rev. G Proposed Basement Floor Plan;
2-115 Rev. G Proposed Roof Plan;
1109-ENP-XX-00-DR-L-90301 Rev. P09 General Arrangement;
1109-ENP-XX-00-DR-L-90302 Rev. P08 General Arrangement;
2-200 Rev. K Proposed Street Elevations;
2-201 Rev. K Proposed Rear Elevations; and
2-300 Rev. C Proposed Sections.

Thereafter the development hereby permitted shall be retained/maintained for as long as the development remains in existence.

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

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

The development hereby permitted shall be completed in accordance with the specified supporting plans and/or documents:

2-401 Rev. B Accommodation Schedule;
Proposed Affordable Housing Accommodation Plans;
Design and Access Statement & Tall Building Assessment (Dated May 2023);
Design and Access Statement Addendum (Dated November 2024);
Utilities Statement (Dated June 2023);
180315-PD-21b Arboricultural Report (Dated June 2023);
180315-PD-29 Arboricultural Report CAVAT Assessment (Dated January 2025);
180315-ED-02 Biodiversity Net Gain Assessment (Dated April 2025);
180315-ED-01Preliminary Ecological Appraisal (Dated March 2025);
Whole Life Carbon Report Issue 2 (Dated April 2025);
Circular Economy Statement (Dated April 2025);
Flood Risk Assessment and Drainage Strategy Rev. B(Dated July 2023);
BB-FST-15141-BC-01-BPlanning Gateway One Fire Statement (Dated 3rd December 2024);
BB-LPFS-15141-BC-02 London Plan Fire Statement (Dated 2nd December 2024);
Geo-environmental Site Appraisal & Remediation Method Statement (Dated June 2023);
PMcL/3377d3/May 2023Transport Assessment;
Written Scheme of Investigation for an Archaeological Evaluation (Dated December 2020);
Archaeological Evaluation (Dated January 2022);
Archaeological Desk Based Assessment (Dated July 2018);
Noise Assessment (Dated 21 February 2023); and
Daylight and Sunlight Report (Dated May 2023).

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

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

4. NONSC **Restriction of Use**

The ground floor and mezzanine level commercial premises hereby approved shall only be used for Class E(a) retail purposes as defined within the Town and Country Planning (Use Classes) Order 1987 (as amended).

REASON
To ensure that the provisions of the development are secured to the retail use proposed to prevent detrimental impacts arising from an alternative use which is not permitted, including impacts on the local highway network and air quality, in accordance with Policies DMTC 1, DMT 1, DMT 2 and DMEI 14 of the Hillingdon Local Plan: Part 2 (2020), Policies T4 and SI 1 of the London Plan (2021) and the National Planning Policy Framework (2024).

5. NONSC **Restrict Enlargement of Use Class E Buildings**

Notwithstanding the provisions of Part 7, Schedule 2 of the Town and Country Planning (General Permitted Development) Order 2015 (or any order revoking and re-enacting that

Order with or without modification), the buildings shall not be extended.

REASON
To ensure that the Local Planning Authority have assessed all the implications of the development, including impacts on design, the local highway network and air quality, in accordance with Policies DMHB 11, DMT 1, DMT 2 and DMEI 14 of the Hillingdon Local Plan: Part 2 (2020), Policies D4, T4 and SI 1 of the London Plan (2021) and the National Planning Policy Framework (2024).

6. NONSC **Restrict Addition of Internal Floorspace**

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

REASON
To ensure that the Local Planning Authority have assessed all the implications of the development, including impacts on design, the local highway network and air quality, in accordance with Policies DMHB 11, DMT 1, DMT 2 and DMEI 14 of the Hillingdon Local Plan: Part 2 (2020), Policies D4, T4 and SI 1 of the London Plan (2021) and the National Planning Policy Framework (2024).

7. NONSC **Operation Hours**

The ground floor retail premises shall only be open to the public between the following hours:-

06:00 to 23:00 hours, Mondays to Saturdays and
10:00 to 18:00 hours on Sundays.

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).

8. NONSC **Servicing Hours**

There shall be no loading or unloading of vehicles, including the collection of waste from the site outside of the hours of:-

0700 and 2300 hours, Monday to Saturday, and
09:00 and 18:00 hours on 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).

9. NONSC **M4(2) and M4(3) Accessible Units**

The development hereby approved shall ensure that 10% of the residential units are constructed to meet the standards for Category 3 M4(3) dwellings, with all remaining units designed to the standards for Category 2 M4(2) dwellings, as set out in Approved Document M to the Building Regulations (2010) 2015, and all such provisions shall remain in place for the life of the building.

REASON
To ensure that sufficient housing stock is provided, in accordance with Policy DMHB 16 of the Hillingdon Local Plan: Part 2 (2020) and Policies D5 and D7 of the London Plan (2021).

10. NONSC **Noise (Plant Noise Mitigation)**

For the lifetime of the development hereby permitted, the sound rating level (LAr) of noise caused by plant serving the development 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+A1 2019.

REASON
To ensure a satisfactory living environment is achieved, in accordance with Policy DMHB 11 of the Hillingdon Local Plan: Part 2 (2020) and Policy D14 of the London Plan (2021).

11. NONSC **Noise (Sound Insulation of Building)**

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 dwelling whilst achieving acceptable internal living
conditions with respect to ventilation and temperature. This has regard to the guidance set out in 'Guidance on Sound Insulation and Noise Reduction for Buildings' British Standard Institution BS8233: 2014.

REASON
To ensure a satisfactory living environment is achieved, in accordance with Policy DMHB 11 of the Hillingdon Local Plan: Part 2 (2020) and Policy D14 of the London Plan (2021).

12. RES13 **Obscure Glazing**

The windows facing north-west towards St Matthew's School Church of England Primary School located within units C01, C08, C18, C28, and C38 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).

13. NONSC **Connection to Future District Heating Network**

The development hereby approved shall have provision to connect to a district heating network should one become available in future and should it be viable to do so.

REASON
To ensure compliance with Policy SI 3 of the London Plan (2021).

14. NONSC **Digital Connectivity Infrastructure**

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

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

15. NONSC **Non-Road Mobile Machinery**

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

REASON
To comply with the London's Low Emission Zone for non-road mobile machinery as per requirements of the London Environment Strategy, in accordance with Policy EM8 of the Hillingdon Local Plan: Part 1 (2012), Policy DMEI 14 of the Hillingdon Local Plan: Part 2 (2020), Policy SI 1 of the London Plan (2021) and the National Planning Policy Framework (2024).

16. NONSC **Use of Water**

The development hereby approved shall incorporate measures to minimise the use of mains water in line with the Optional Requirement of the Building Regulations, achieving mains water consumption of 105 litres or less per head per day (excluding allowance of up to five

litres for external water consumption). Measures shall include smart metering, water saving and recycling measures, including retrofitting, to help to achieve lower water consumption rates and to maximise future-proofing.

REASON
In order to minimise the use of mains water, water supplies and resources should be protected and conserved in a sustainable manner, in compliance with Policy SI 5 of the London Plan (2021).

17. NONSC **Microclimate and Wind Report**

Prior to commencement of development (excluding demolition and site clearance), a Microclimate and Wind Report shall be submitted to and approved in writing by the Local Planning Authority. The report shall detail mitigation measures where appropriate.

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

REASON
In order to ensure that microclimate and wind condtions have been mitigated against where necessary so as to not compromise the comfort and enjoyment of the development and surrounding areas around the building, in accordance with Policy D9 of the London Plan (2021).

18. NONSC **Demolition, Construction and Environmental Management Plan**

(A) Prior to the commencement of demolition works on site, a Demolition Management, Logistics Plan and Environmental Management Plan shall be submitted to and approved in writing by the Local Planning Authority in consultation with relevant stakeholders (including the Canal & River Trust). The demolition works shall be carried out in strict accordance with the approved plan.

(B) Prior to commencement of any construction works, including sub-surface works for the construction of the approved details, a Construction Management, Logistics Plan and Environmental Management Plan shall be submitted to and approved in writing by the Local Planning Authority (in consultation with relevant stakeholders including the Canal & River Trust). The construction works shall be carried out in strict accordance with the approved plan.

The plans referred to in Parts (A) and (B) shall detail:

i.The phasing of the works;
ii.The hours of work;
iii.On-site plant and equipment;
iv.Measures to mitigate noise and vibration;
v.Measures to mitigate impact on air quality;

vi.Waste management;
vii.Site transportation and traffic management, including:
a. HGV Routing enforcement;
b. Signage;
c. Vehicle types and sizes;
d. Hours of arrivals and departures of staff and deliveries (avoiding peaks);
e. Frequency of visits;
f. Parking of site operative vehicles;
g. On-site loading/unloading and wheel washing arrangements
h. Use of an onsite banksman (if applicable)
i. Use of consolidation centres to reduce HGV movements.
j. Achieve FORS Gold standard and 5* Direct Vision Standard.
k. Encourage use of active travel.
viii.The arrangement for monitoring and responding to complaints relating to demolition and construction;
ix. Details of cranes and other tall construction equipment (including the details of obstacle lighting);
x. Environmental Management Plan containing details of pollution prevention measures to avoid potential contamination of the waterway (Grand Union Canal Site of Importance for Nature Conservation) and ground water from wind blow, seepage or spillage at the site during demolition, remediation and construction works. Works hours should also be carried out at appropriate times to avoid adverse impacts to nesting birds/bats.

This plan should accord with Transport for London's Construction Logistic Planning Guidance and the GLA's 'The Control of Dust and Emissions during Construction and Demolition' Supplementary Planning Guidance (July 2014) (or any successor document). It shall cover the entirety of the application site and any adjoining land which will be used during the construction period. It shall include the details of cranes and any other tall construction equipment (including the details of obstacle lighting).

Thereafter, the demolition and construction works shall be carried out in strict accordance with the approved plans.

REASON
To safeguard the amenity of surrounding areas and to ensure that the construction works include appropriate efficiency and sustainability measures so as not to compromise the safe and efficient operation of the local highway network and local air quality, in accordance with Policies DMT 1, DMT 2 and DMEI 14 of the Hillingdon Local Plan: Part 2 (2020) and Policies D14, SI 1, T4 and T7 of the London Plan (2021). To ensure that construction work and construction equipment on the site and adjoining land does not obstruct air traffic movements or otherwise impede the effective operation of air traffic navigation transmitter/receiver systems, in accordance with Policy DMAV 1 of the Hillingdon Local Plan: Part 2 (2020). To ensure that the development mitigates impact on the Grand Union Canal Site of Importance for Nature Conservation, in accordance with Policy DMEI 7 of the Hillingdon Local Plan: Part 2 (2020).

19. NONSC **Contaminated Land**

(i) The development hereby permitted (excluding demolition, site clearance and supplementary ground investigation works e.g. beneath demolished buildings) shall not commence until a scheme to address unacceptable contamination, in accordance with the Environment Agency's guidance "Land contamination risk management" (LCRM), has been submitted to and approved by the Local Planning Authority (LPA). All works which form part of an approved remediation scheme shall be completed before any part of the development is occupied or brought into use unless the Local Planning Authority dispenses with any such requirement specifically and in writing. The scheme shall include the following measures unless the LPA dispenses with any such requirement specifically and in writing:

a) A detailed remediation strategy, to also include how completion of the remedial works will be verified, along with the details of a watching brief to address undiscovered contamination, shall be agreed in writing with the LPA. 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 strategy 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 verification report shall include the details of the final remediation works and demonstrate that they have been conducted 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 laboratory testing including details of placement of the suitable materials shall be submitted to and approved in writing by the Local Planning Authority.

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

20. NONSC **Piling Method Statement**

No piling shall take place until a Piling Method Statement (detailing the depth and type of piling to be undertaken and the methodology by which such piling will be carried out,

including measures to prevent and minimise the potential for damage to subsurface sewerage infrastructure, and the programme for the works) has been submitted to and approved in writing by the Local Planning Authority in consultation with Thames Water.

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

REASON
The proposed works will be in close proximity to underground sewerage utility infrastructure and piling has the potential to significantly impact / cause failure of local underground sewerage utility infrastructure. Development is required to comply with Policy SI 5 of the London Plan (2021).

21. NONSC **Materials**

Notwithstanding the plans submitted and prior to commencement of the development above ground level, details and samples of materials shall be submitted to and approved in writing by the Local Planning Authority. This shall include:

(i) Details and samples of all new external materials, including brickwork, bonding, pointing style, mortar mix, roofing materials, rainwater goods;
(ii) Details of external pipe work, flues and vents;
(iii) Detailed drawings of fenestration and doors, including profiles of all new windows, external doors, together with information on materials, glazing and finishes;
(iv) Detailed drawing including profile of the door entrance canopy with materials and finish;
(v) Comprehensive colour scheme for all built details;
(vi) Details of the materials palette should be provided with reference to paver types intended for use within the public realm and a methodology statement is required to ensure that all materials could be installed in accordance with the tolerances set out in BS8300:2018; and
(vii) Make, product/type, colour and photographs/images.

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

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

22. NONSC **Privacy Screens / Boundary Treatment of Raised Amenity Area**

Prior to commencement of works above ground level, details of privacy screens and boundary treatment to protect the amenity of future occupiers and existing neighbours shall be submitted to and approved in writing by the Local Planning Authority. This shall include details of privacy screens, boundary treatment or defensible space required to protect the amenity of units located around the first floor level podium amenity space between Blocks A

& B to Block C and the St Mathews Church of England Primacy School.

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

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

23. COM9 **Landscape Scheme**

Notwithstanding the approved plans, prior to commencement of works above ground level, a landscape scheme shall be submitted to and approved in writing by the Local Planning Authority, in consultation with relevant stakeholders (including the Canal & River Trust). The scheme shall include:-

1. Details of Soft Landscaping
1.a Planting plans (at not less than a scale of 1:100) with at least 33 no. new trees to be planted, including pollution absorbing species
1.b Written specification of planting and cultivation works to be undertaken,
1.c Schedule of plants giving species, plant sizes, and proposed numbers/densities where appropriate

2. Details of Hard Landscaping
2.a Refuse Storage
2.b Cycle Storage (showing provision for 32 no. spaces for use by retail customers and staff and 176 no. spaces for residential use, including access provisions, in accordance with London Cycling Design Standards)
2.c Full details of the means of enclosure and boundary treatments, including product details with materials and finish
2.d Car Parking Layouts:
- 64 no. car parking spaces (including 6 no. accessible spaces) and 4 no. motorcycle spaces allocated for use by customers and 24 no. car parking spaces (including 2 no. car club spaces, and 4 no. accessible spaces) allocated for use by residents.
- 5 no. residential car parking spaces are served by active charging infrastructure and 19 no. residential car parking spaces served by passive electric vehicle charging infrastructure;
- 3 no. retail car parking spaces are served by active charging infrastructure and 13 no. retail car parking spaces served by passive electric vehicle charging infrastructure;
2.e Hard Surfacing Materials (including the external areas and amenity areas which would be accessible to older and disabled people, including wheelchair users)
2.f External Lighting (External lighting should be angled downwards, and light directed into the site, and it should not provide flood lighting to the canal corridor to show consideration for bats and other nocturnal species).
2.g Other structures (including the access gate(s), play space and the exercise & trim trail space, alongside accessible and inclusive equipment provisions (i.e. sensory impairment and complex multiple disabilities)).

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

4. Schedule for Implementation

5. Other
5.a Existing and proposed functional services above and below ground
5.b Proposed finishing levels or contours (including internal and external levels, noting that there may be scope to reduce the extent and/or location of the external ramps)

6. Confirmation of the final Urban Greening Factor score

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

REASON
To ensure that the proposed development will preserve and enhance the visual amenities of the locality and provide adequate facilities in compliance with Policies DMHB 11, DMHB 12, DMHB 14, DMT 2, DMT 6 and DMEI 1 of the Hillingdon Local Plan: Part 2 (2020) and Policies G1, G5, T5, T6, T6.2 and T7 of the London Plan (2021).

24. NONSC **Play Area Details**

Prior to commencement of above ground works, details of the play area for children shall be submitted to and approved in writing by the Local Planning Authority. This should include details of accessible play equipment for disabled children, including those with a sensory impairment, or complex multiple disabilities. Thereafter, the play areas shall be provided prior to the occupation of any unit within the development and maintained for this purpose.

REASON
To ensure that the development makes adequate provision of children's play space in accordance with Policies DMHB 19 and DMCI 5 of the Hillingdon Local Plan: Part 2 (2020) and Policies S4 and D5 of the London Plan (2021).

25. NONSC **Biodiversity Net Gain**

Prior to commencement of above ground works, a Biodiversity Gain Plan for the site, demonstrating compliance with the 10% biodiversity net gain requirement in accordance with the Environment Act 2021, has been submitted to and approved in writing by the Local Planning Authority. The Biodiversity Gain Plan should include:

i. Baseline Biodiversity Assessment: Using the latest Defra Biodiversity Metric, a report of

the site's pre-development biodiversity value including the site watercourse units; and

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

a) Description and evaluation of the features to be managed.
b) Aims, objectives and targets for management.
c) Description of the management operations necessary to achieving aims and objectives.
d) Prescriptions for management actions.
e) Preparation of a works schedule, including an annual works schedule.
f) Details of the monitoring needed to measure the effectiveness of management.
g) Details of the timetable for each element of the monitoring programme.
h) Details of the persons responsible for the implementation and monitoring.
i) Report to the Council routinely regarding the state of the Biodiversity Net Gain requirements for development in years 1 (post-completion), 3, 5, 10, 20, and 30, with biodiversity reconciliation calculations at each stage; or

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

iii. Off-Site Biodiversity Credits or Statutory Credits: Where on-site measures do not achieve the 10% net gain and/or results in the loss of watercourse units (e.g. the existing pond proposed for removal), confirmation of the purchase of off-site biodiversity credits or statutory credits must be provided, including a receipt or proof of transaction as part of the Plan.

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

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

26. NONSC **Bird Hazard Management Plan**

Prior to commencement of development above ground level, 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 should 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, Feral Pigeons and any other identified problematic species on the roof spaces and on, under or around the PV panels; and
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.

The development shall be carried out and managed strictly in accordance with the details agreed and there shall be no variation without the express written consent of the Local Planning Authority in consultation with MOD.

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

27. NONSC **Sustainable Drainage Scheme Details**

Prior to commencement of groundworks (excluding site investigations and demolition), a final detailed drainage design shall be submitted to and approved in writing by the Local Planning Authority (in consultation with the Canal and River Trust). This shall include drawings and supporting calculations. A detailed management plan confirming routine maintenance tasks for all drainage components must also be submitted to demonstrate how the drainage system is to be maintained for the lifetime of the development.

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

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

28. NONSC **Sustainable Drainage Scheme Verification**

Prior to the first occupation of the development, evidence (photographs and installation contracts) shall be submitted to and approved in writing by the Local Planning Authority (in consultation with Canal and River Trust). This shall demonstrate that the sustainable drainage scheme for the site has been completed in accordance with the submitted details. The sustainable drainage scheme shall be managed and maintained thereafter in accordance with the agreed management and maintenance plan for all of the proposed drainage components.

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

29. NONSC **Overheating**

Prior to commencement of above ground works, the final Overheating Strategy shall be submitted to and approved in writing by the Local Planning Authority. The submission shall demonstrate how the development will reduce the potential for internal overheating and reliance on air conditioning systems in accordance with the following cooling hierarchy:
1) reduce the amount of heat entering a building through orientation, shading, high albedo materials, fenestration, insulation and the provision of green infrastructure;
2) minimise internal heat generation through energy efficient design;
3) manage the heat within the building through exposed internal thermal mass and high ceilings;
4) provide passive ventilation;
5) provide mechanical ventilation; and
6) provide active cooling systems.

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

REASON
To demonstrate that the final strategy will reduce the potential for internal overheating and reliance on air conditioning systems in accordance with the cooling hierarchy and Policy SI 4 if the London Plan (2021).

30. NONSC **GLA Energy**

Prior to commencement of above ground works, an updated Energy Statement shall be submitted to and approved in writing by the Local Planning Authority. The updated Energy Statement shall:-
- Provide a centralised LTHW served by ASHP and site wide heat network strategy for the residential elements as a minimum;
- Demonstrate that the heat loads that are connected to the heat network are maximised;
- Reconsider the wall U-Value and submit example wall build-ups;
- Model more units in order for the sample to be more representative;

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

REASON
To ensure the development's onsite carbon savings from regulated energy demand is

achieved in perpetuity (i.e. annually over 30years) in accordance with the Policy SI2 of the London Plan (2021).

31. NONSC **Energy Monitoring, Recording and Reporting**

Prior to first occupation of the development, a detailed energy monitoring, recording and reporting plan shall be submitted to and approved in writing by the Local Planning Authority. The plan shall accord with the requirements of the London Plan (policy SI2) and the GLA Energy Assessment Guidance (June 2022 or as amended) and demonstrate that the development will maximise savings in CO2 emissions (achieving at least 35% on-site) from the regulated energy load in accordance with the approved energy strategy.

The development must proceed in accordance with the approved details.

REASON
To ensure the development's onsite carbon savings from regulated energy demand is achieved in perpetuity (i.e. annually over 30years) in accordance with the Policy SI2 of the London Plan (2021).

32. NONSC **Parking Design and Management Plan**

Prior to the first occupation of the development, a Parking Design and Management Plan shall be submitted to and approved in writing by the Local Planning Authority. This shall detail 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. This should ensure that parking spaces are allocated appropriately, are leased and are not sold. It should also identify future provisions for electric vehicle charging points and disabled persons parking should a review identify that additional provision is required.

The Parking Management Plan shall be implemented as approved and shall remain in force for the life of the development.

REASON
To allow sufficient space for all vehicles to access the application site and neighbouring sites, and to safeguard the safety of highway users, in accordance with Policies DMT 1 and DMT 2 of the Hillingdon Local Plan: Part 2 (2020) and Policies T4 and T6 of the London Plan (2021).

33. NONSC **Delivery, Servicing and Waste Management Plan**

Prior to the first occupation of the development, details of a final Delivery, Servicing and Waste Management Plan shall be submitted to and approved in writing by the Local Planning Authority. This should accord with Transport for London's Delivery and Servicing Plan Guidance.

Thereafter the development shall be operated in full accordance with the approved details.

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

34. NONSC **Fire Statement**

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

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

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

35. NONSC **Secured by Design**

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

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

36. NONSC **Low Emission Strategy**

Prior to the first occupation of the retail unit hereby approved, a Low Emission Strategy (LES) shall be submitted to and approved in writing by the Local Planning Authority. The LES shall detail but be not restricted to:

i) a clear and effective strategy to encourage users of development to:-
a) use public transport;
b) cycle / walk to work where practicable;
c) enter car share schemes;
d) purchase and drive to work zero emission vehicles.

ii) Install EV fast charging points to promote the use of zero emission vehicles to serve the residential area;

iii) Demonstration of favouring clean fleets for super store deliveries in Morrisons' contractual arrangements; and

iv) Demonstration of last mile approach for delivery services to reduce emissions to the maximum possible extent.

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

REASON
As the application site is within an Air Quality Management Area and Air Quality Focus Area, and to reduce the impact on air quality in accordance with Policy EM8 of the Local Plan: Part 1 (2012), Policy DMEI 14 of the Hillingdon Local Plan: Part 2 (2020), Policies SI 1 and T4 of the London Plan (2021) and the National Planning Policy Framework (2024).

37. COM10 **Tree to be retained**

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

If any retained tree, hedge or shrub is removed or severely damaged during 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.

38. NONSC **Circular Economy Monitoring Report**

Within 3 months of first occupation of the development, a post-construction monitoring report should be completed in line with the Greater London Authority's (GLA) Circular Economy Statement Guidance.

The post-construction monitoring report shall be submitted to the GLA, currently via email at: circulareconomystatements@london.gov.uk, along with any supporting evidence as per the guidance.

Confirmation of submission to the GLA shall be submitted to, and approved in writing by, the Local Planning Authority, prior to first occupation of the development.

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

39. NONSC **Whole Life-Cycle Carbon Assessment**

Within 3 months of first occupation of the development, the post-construction tab of the Greater London Authority's (GLA) Whole Life-Cycle Carbon Assessment template should be completed in line with the GLA's Whole Life-Cycle Carbon Assessment Guidance.

The post-construction assessment should be submitted to the GLA at: ZeroCarbonPlanning@london.gov.uk, along with any supporting evidence as per the guidance.

Confirmation of submission to the GLA shall be submitted to, and approved in writing by, the Local Planning Authority, prior to first occupation of the development.

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

Informatives

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

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

2. I70 **LBH worked applicant in a positive & proactive (Granting)**

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

3. I72 **Section 106 Agreement**

Section 106 Agreement Informative:

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

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

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

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

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

5.

Equality Act 2010 Informative:

The Equality Act 2010 seeks to protect people accessing goods, facilities and services from discrimination on the basis of a 'protected characteristic', which includes those with a disability. As part of the Act, service providers are obliged to improve access to and within the structure of their building, particularly in situations where reasonable adjustment can be

incorporated with relative ease. The Act states that service providers should think ahead to take steps to address barriers that impede disabled people.

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

Control of Environmental Nuisance from Construction Work:

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

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

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

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

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

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

7.

Thames Water Informative:

A Groundwater Risk Management Permit from Thames Water will be required for discharging groundwater into a public sewer. Any discharge made without a permit is deemed illegal and may result in prosecution under the provisions of the Water Industry Act 1991. Thames Water expect the developer to demonstrate what measures he will undertake to minimise groundwater discharges into the public sewer.

Permit enquiries should be directed to Thames Water's Risk Management Team by telephoning 020 3577 9483 or by emailing trade.effluent@thameswater.co.uk . Application forms should be completed online via thameswater.co.uk. Please refer to the Wholsesale; Business customers; Groundwater discharges section.

Please note that Thames Water recommends that petrol / oil interceptors be fitted in all car

parking/washing/repair facilities. Failure to enforce the effective use of petrol / oil interceptors could result in oil-polluted discharges entering local watercourses.

Please note that with respect to the sewage network, Thames Water requests that protection to the property to prevent sewage flooding should be incorporated, by installing a positive pumped device (or equivalent reflecting technological advances), on the assumption that the sewerage network may surcharge to ground level during storm conditions.

8.

Heathrow Airport Safeguarding Informative:

Bird Hazard Management Plan:

The Bird Hazard Management Plan must ensure that flat/shallow pitched roofs be constructed to allow access to all areas by foot using permanent fixed access stairs ladders or similar. The owner/occupier must not allow gulls, to nest, roost or loaf on the building. Checks must be made weekly or sooner if bird activity dictates, during the breeding season. Outside of the breeding season gull activity must be monitored and the roof checked regularly to ensure that gulls do not utilise the roof. Any gulls found nesting, roosting or loafing must be dispersed by the owner/occupier when detected or when requested by BAA Airside Operations staff. In some instances it may be necessary to contact BAA Airside Operations staff before bird dispersal takes place. The owner/occupier must remove any nests or eggs found on the roof.

The breeding season for gulls typically runs from March to June. The owner/occupier must obtain the appropriate licences where applicable from Natural England before the removal of nests and eggs.

Cranes:

Given the nature of the proposed development it is possible that a crane may be required during its construction. We would, therefore, draw the applicant's attention to the requirement within the British Standard Code of Practice for the safe use of Cranes, for crane operators to consult the aerodrome before erecting a crane in close proximity to an aerodrome. This is explained further in Advice Note 4, 'Cranes and Other Construction Issues' (available at http://www.aoa.org.uk/policy-safeguarding.htm

It is important that any conditions requested in this response are applied to a planning approval. Where a Planning Authority proposes to grant permission against the advice of Heathrow Airport Ltd, or not to attach conditions which Heathrow Airport Ltd has advised, it shall notify Heathrow Airport Ltd, and the Civil Aviation Authority as specified in the Town & Country Planning (Safeguarded Aerodromes, Technical Sites and Military Explosive Storage Areas) Direction 2002.

9.

Canal & River Trust Informative:

1) The applicant/developer is advised to contact the Works Engineering Team on 0303 040 4040 in order to ensure that any necessary consents are obtained and that the works comply with the Canal & River Trust "Code of Practice for Works affecting the Canal & River Trust".

2) The applicant is advised that any surface water discharge to the waterway will require prior consent from the Canal & River Trust. As the Trust is not a land drainage authority, such discharges are not granted as of right-where they are granted, they will usually be subject to completion of a commercial agreement. Please contact Chris Lee, Utilities Surveyor (chris.lee@canalrivertrust.org.uk).

I53 **Compulsory Informative (2)**

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

DMAV 1	Safe Operation of Airports
DMCI 4	Open Spaces in New Development
DMCI 5	Childrens Play Area
DMCI 7	Planning Obligations and Community Infrastructure Levy
DME 2	Employment Uses Outside of Designated Sites
DMEI 1	Living Walls and Roofs and Onsite Vegetation
DMEI 10	Water Management, Efficiency and Quality
DMEI 12	Development of Land Affected by Contamination
DMEI 14	Air Quality
DMEI 2	Reducing Carbon Emissions
DMEI 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 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 3	Locally Listed Buildings
DMHB 4	Conservation Areas
DMT 1	Managing Transport Impacts
DMT 2	Highways Impacts
DMT 3	Road Safeguarding
DMT 4	Public Transport
DMT 5	Pedestrians and Cyclists
DMT 6	Vehicle Parking
LPP D1	(2021) London's form, character and capacity for growth
LPP D11	(2021) Safety, security and resilience to emergency
LPP D12	(2021) Fire safety
LPP D13	(2021) Agent of change
LPP D14	(2021) Noise
LPP 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 E11	(2021) Skills and opportunities for all
LPP E2	(2021) Providing suitable business space
LPP E3	(2021) Affordable workspace
LPP E4	(2021) Land for industry, logistics and services to support London's economic function
LPP E7	(2021) Industrial intensification, co-location and substitution
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 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 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 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 T6.2	(2021) Office parking
LPP T6.5	(2021) Non-residential disabled persons parking
LPP T7	(2021) Deliveries, servicing and construction

LPP T8	(2021) Aviation
LPP T9	(2021) Funding transport infrastructure through planning
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

2370/APP/2018/2793 Morrison Supermarket 41-67 High Street Yiewsley

Demolition of the existing buildings and the redevelopment of the site to provide a part 4 to part 8 storey building comprising a replacement Class A1 1,643sq.m (GIA) foodstore, 144 residential units, basement car parking and associated works.

Decision: 30-01-2019 Approved

2370/APP/2019/2880 Morrison Supermarket 41-67 High Street Yiewsley

Minor material amendment to revise Conditions 2 (Approved Plans), 3 (Approved Documents) and 7 (Landscaping Scheme) of planning permission ref: 2370/APP/2018/2793, dated 21/8/19: Demolition of the existing buildings and the redevelopment of the site to provide a part 4 to part 8 storey building comprising a replacement Class A1 1,643sq.m (GIA) foodstore, 144 residential units, basement car parking and associated works to allow the removal of the lower basement car park level and reconfiguration of the upper level basement car park layout, involving a reduction in the number of car parking spaces for the residential units from 101 to 23 spaces and additional off-site highway improvement works on St Stephen's Road.

Decision: 17-03-2020 Refused **Appeal:** 08-10-2020 Allowed

Appendix 3: List of Relevant Planning Policies

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

Part 1 Policies:

PT1.BE1	(2012) Built Environment
PT1.E1	(2012) Managing the Supply of Employment Land
PT1.EM1	(2012) Climate Change Adaptation and Mitigation
PT1.EM11	(2012) Sustainable Waste Management
PT1.EM4	(2012) Open Space and Informal Recreation
PT1.EM6	(2012) Flood Risk Management
PT1.EM7	(2012) Biodiversity and Geological Conservation
PT1.EM8	(2012) Land, Water, Air and Noise
PT1.H1	(2012) Housing Growth
PT1.H2	(2012) Affordable Housing
PT1.HE1	(2012) Heritage

Part 2 Policies:

DMAV 1	Safe Operation of Airports
DMCI 4	Open Spaces in New Development
DMCI 5	Childrens Play Area
DMCI 7	Planning Obligations and Community Infrastructure Levy
DME 2	Employment Uses Outside of Designated Sites
DMEI 1	Living Walls and Roofs and Onsite Vegetation
DMEI 10	Water Management, Efficiency and Quality
DMEI 12	Development of Land Affected by Contamination

DMEI 14	Air Quality
DMEI 2	Reducing Carbon Emissions
DMEI 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 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 3	Locally Listed Buildings
DMHB 4	Conservation Areas
DMT 1	Managing Transport Impacts
DMT 2	Highways Impacts
DMT 3	Road Safeguarding
DMT 4	Public Transport
DMT 5	Pedestrians and Cyclists
DMT 6	Vehicle Parking

LPP D1	(2021) London's form, character and capacity for growth
LPP D11	(2021) Safety, security and resilience to emergency
LPP D12	(2021) Fire safety
LPP D13	(2021) Agent of change
LPP D14	(2021) Noise
LPP 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 E11	(2021) Skills and opportunities for all
LPP E2	(2021) Providing suitable business space
LPP E3	(2021) Affordable workspace
LPP E4	(2021) Land for industry, logistics and services to support London's economic function
LPP E7	(2021) Industrial intensification, co-location and substitution
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 GG5	(2021) Growing a good economy
LPP GG6	(2021) Increasing efficiency and resilience
LPP GG4	(2021) Delivering the homes Londoners needs
LPP H1	(2021) Increasing housing supply
LPP H10	(2021) Housing size mix
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 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 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 T6.2	(2021) Office parking
LPP T6.5	(2021) Non-residential disabled persons parking
LPP T7	(2021) Deliveries, servicing and construction
LPP T8	(2021) Aviation
LPP T9	(2021) Funding transport infrastructure through planning
LPP E9	(2021) Retail, markets and hot food takeaways
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
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

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

Case Officer: **Michael Briginshaw**	**75111/APP/2025/739**

Date Application Valid:	**02.04.2025**	Statutory / Agreed Determination Deadline:	**30.09.2025**
Application Type:	**Full**	Ward:	**Pinkwell**

Applicant:	**Ark UP4 Ltd.**
Site Address:	**Union Park UP4, North Hyde Gardens**
Proposal:	**Redevelopment of site to deliver extension to existing Union Park data centre campus consisting of (a) free standing data centre building; (b) energy, power, and water infrastructure; (c) site access and internal roads; (d) site security arrangements; (e) hard and soft, green landscaping; and (f) other ancillary and auxiliary forms of development.**
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.

Mayor of London Stage 2 Referral & S106 Legal Agreement Heads of Terms

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

A) That the application be referred to the Mayor under Article 5 of the Town and Country Planning (Mayor of London) Order 2008.

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

i. Air Quality Contribution: A financial contribution shall be paid to the Council to address air quality impacts arising from the development, amounting to £210,508 (damage cost 1), and potentially rising to more depending on emission monitoring results in year 2 of operation of the energy centre and subsequent years, in accordance with the air quality conditions.
ii. Architect Retention: Retention of the existing architectural design team to the completion of the project.
iii. Carbon Offset Contribution: A Carbon Offset contribution of £602,149.
iv. Travel Plan: A full Travel Plan to be approved in writing by the Local Planning Authority.
v. Healthy Streets / Active Travel Zone Contribution: A Healthy Streets/ Active Travel Zone contribution of £43,000.
vi. Transport for London (TfL) A312 Healthy Streets Contribution: A TfL Healthy Streets contribution of £31,643.
vii. Canal and River Trust Contribution: A contribution for works to improve connections, access and enhancements to the Grand Union Canal, equal to £26,356.
viii. Employment/Construction Training Scheme: An Employment/ Construction Training Scheme secured in accordance with the Council's Planning Obligations SPD.
ix. Project Management & Monitoring Fee: A Project Management and Monitoring Fee, equalling 5% of the total financial contributions to be paid under this agreement.

C) That in respect of the application for planning permission, the applicant meets the Council's reasonable costs in preparing the Section 106

Agreement and any abortive work as a result of the agreement not being completed.

D) That officers be authorised to negotiate and agree the detailed terms of the proposed agreement and conditions of approval and agree any changes requested by the Greater London Authority.

E) 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 Air Quality, Carbon Offsetting, Travel Planning, Healthy Streets, Canal Enhancements, Employment and Planning Obligations Monitoring). The scheme therefore conflicts with Policies DMCI 7 of the Hillingdon Local Plan: Part 2 (2020); the adopted Planning Obligations Supplementary Planning Document (2014); Policy DF1 of the London Plan (2021); and paragraphs 55-57 of the National Planning Policy Framework (2023).'

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

1 Executive Summary

1.1 This application seeks permission for the redevelopment of the site to deliver an extension to the existing Union Park data centre campus consisting of (a) free standing data centre building; (b) energy, power, and water infrastructure; (c) site access and internal roads; (d) site security arrangements; (e) hard and soft, green landscaping; and (f) other ancillary and auxiliary forms of development.

1.2 The proposed data centre development is an appropriate use within the Hayes Strategic Industrial Location. The significant uplift in floorspace will ensure the intensification of industrial capacity, which is supported by strategic policies. The proposed office floorspace will be ancillary to the primary data centre use and is therefore considered acceptable in principle.

1.3 The economic benefit of information and communications technology infrastructure is acknowledged and supported by national, regional and local planning policies. As noted under Paragraph 85 of the National Planning Policy Framework (2024), significant weight should be placed on the need to support economic growth and productivity. There will be substantial economic benefits arising from the proposed development in terms of employment, national non-domestic rates (NNDR) and gross value added (GVA). It also acknowledged that data centre capacity needs to be located within London to be as close as possible to its end users and support the broader economy. These benefits and

considerations are given significant weight in the overall assessment of the planning balance.

1.4 Given the substantial power demand associated with data centres, the applicant has outlined the strategy in the Infrastructure Statement. This site would be an effective extension of the existing data centre campus adjacent to the site and would utilise the 37MVA already secured as part of the wider site via a contractual agreement with National Grid. The documentation submitted states that the National Grid connection for the broader site was energised in January 2023 via National Grid's substation at North Hyde. Therefore, the development has secured a power supply and would not overburden the local grid capacity and is not considered to result in detrimental impacts connected to energy infrastructure.

1.5 The proposed development is considered to alter how the site is perceived within the wider townscape, but it is important to acknowledge that the development will connect to the approved and existing Union Park data centre campus. The high-quality design and elevational treatments, including a lighting scheme to Energy Centre 4 (EC4), are considered to soften its townscape impact and mitigate any perceived harm. The proposed development also retains an industrial/technological aesthetic that respects the immediate area's character.

1.6 Subject to the planning conditions and obligations recommended, the proposed development is considered acceptable with respect to design, heritage, residential amenity, environmental issues, transport, and sustainability.

1.7 Due regard has been given to residents' objections; however, it is concluded that the proposal complies with the Development Plan. Section 38(6) of the Planning and Compulsory Purchase Act 2004 states that planning applications should be determined in accordance with the development plan unless material considerations indicate otherwise. For the reasons outlined above and within the main body of the report, this application is considered to comply with the Development Plan and is recommended for approval, subject to securing the planning conditions set out in Appendix 1, Stage 2 referral to the Mayor of London and a Section 106 legal agreement.

2 The Site and Locality

2.1 The site comprises a 1ha triangular plot of land, formerly occupied by a warehouse building operated by Addison Lee for the repair, maintenance, and replacement of private hire vehicles. Addison Lee vacated the site, and the building has been demolished in accordance with permission ref. 56402/APP/2025/235, dated 27 February 2025. The site is currently being used by Ark Data Centres and their contractors as a construction base whilst the Union Park Data Centre scheme is being delivered, as approved under planning permission references 75111/APP/2020/1955, dated 15-04-21, and 75111/APP/2022/1007, dated 21-09-22. Please refer to Figure 1 below.

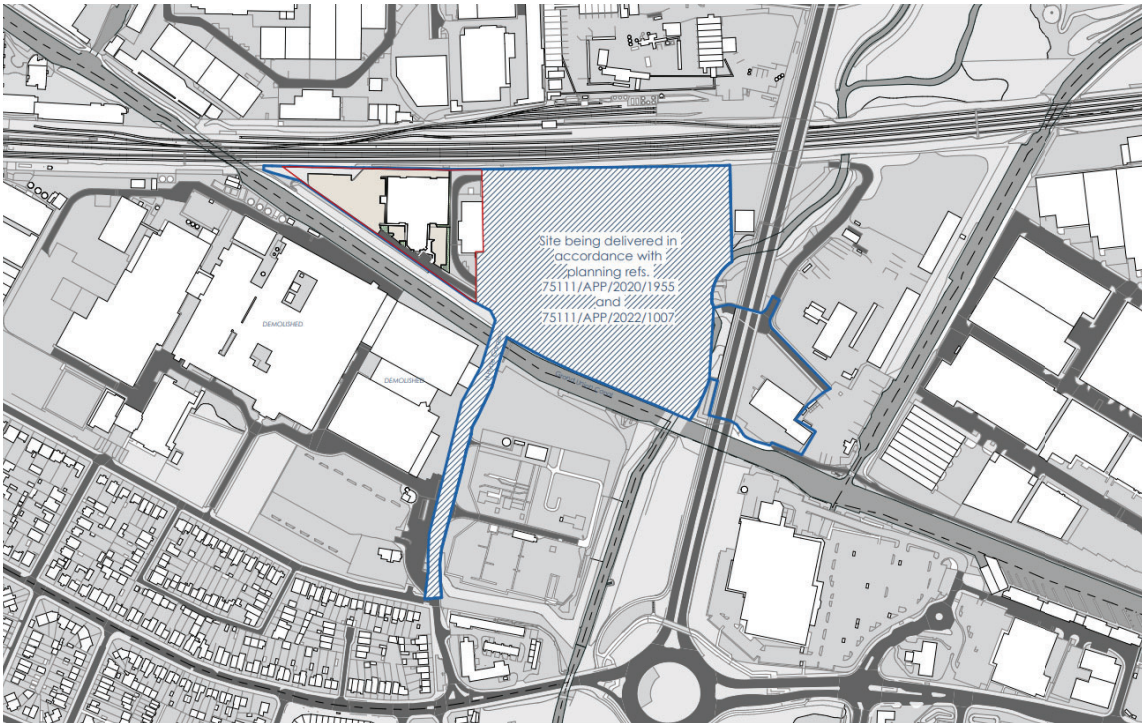

Figure 1: Location Plan (application site edged red)

2.2 The Union Park Data Centre scheme comprises a hyperscale data centre with three blocks, named UP1 (western-most block), UP2 (central block) and UP3 (eastern-most block). Three energy centres support the data centre, and sit to the south, either side of North Hyde Gardens, named EC1, EC2 and EC3. Two visitor reception centres again support the data centre function and are located on the eastern and western ends of the overall data centre campus.

2.3 The Great Western railway is located immediately to the north, the River Crane and Yeading Brook run circa 240m to the east abutting UP1 and the Grand Union Canal (Paddington Branch) to the south. The Parkway (A312) sits to the east of UP1 and forms part of the Transport for London Road Network (TLRN). Access to the Parkway is from Bulls Bridge Roundabout, via North Hyde Gardens/Road, less than 1km away.

2.4 The Grand Union Canal, River Crane and Yeading Brook are locally designated Sites of Importance for Nature Conservation (SINC). Minet Country Park is located some 350m to the north-east and is also designated as a SINC.

2.5 The site is positioned to the south-east of Hayes Town Centre, on the eastern boundary of the Borough, within close proximity of the Nestles Conservation Area to the south-west and the Bulls Bridge Conservation Area to the east, which contains the Grade II listed Bulls Bridge and the locally listed Toll House. The Grade II Listed Benlow works building is also located approximately 180 metres to the north-west of the site.

2.6 The site forms part of a wider defined Strategic Industrial Location (SIL), as designated under the Hillingdon Local Plan: Part 2 - Site Allocations and

Designations (2020). The sites also forms part of the declared Hillingdon Air Quality Management Area and Hayes Air Quality Focus Area, where the EU annual mean limit value for nitrogen dioxide (NO2) has been exceeded, there is high human exposure and current planned measures are insufficient to resolve the poor air quality issues. Transport for London's webCAT planning tool confirms that the Public Transport Accessibility Level (PTAL) is rated at 3 (moderate).

2.7 The Policy SA 5 site allocation, better known as the Former Nestle Factory site (or Hayes Village development), is located to the south-west and is subject to planning permission reference 1331/APP/2017/1883 for 1,386 dwellings, office, retail, community, leisure, commercial and data centre uses. The eastern-half commercial development has been built out and occupied and the western-half residential development is in the later phases of development, with occupation of circa 750 residential units so far. A view from this site towards the application site is shown in Figure 2 below.

2.8

Figure 2: View of the Site from Hayes Village (prior to demolition of former Addison Lee building)

3 Proposal

3.1 This application seeks permission for the redevelopment of the site to deliver an extension to the existing Union Park data centre campus consisting of (a) free

standing data centre building; (b) energy, power, and water infrastructure; (c) site access and internal roads; (d) site security arrangements; (e) hard and soft, green landscaping; and (f) other ancillary and auxiliary forms of development. Please refer to Figures 3 and 4 for the proposed site plan and elevations.

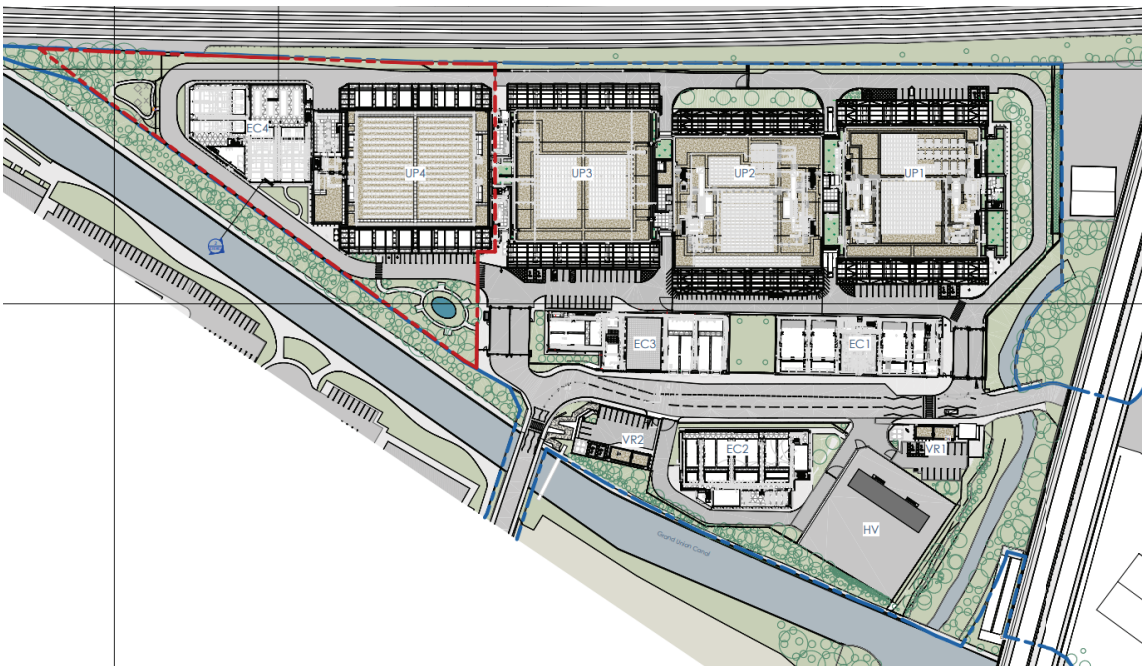

Figure 3: Proposed Site Plan (please note – a larger version of plan can be found in the Committee Plan Pack)

3.2 More specifically, the proposed development would comprise a data centre building (Union Park 4 or UP4), an Energy Centre building (EC4) and an ancillary building (AB5) to connect the two main elements of development, totalling 15,410 m2 Gross Internal Area. The development would sit adjacent to and connect with AB4 and UP3, which were consented and built out under planning permission ref. 75111/APP/2020/1955, 15 April 2021. The development would result in a data campus with 4 no. data hall blocks (UP1 to UP4) and 4 no. energy centres (EC1 to EC4).

3.3 UP4 comprises the main data centre function of the application site. Ancillary water treatment facilities, plant rooms, switch rooms and offices are proposed on the ground and first floors of UP4. Data halls are proposed on the second, third and fourth floors of UP4. Green roofs are proposed on top of both UP4 and AB5, alongside photovoltaic (PV) solar panels as part of the energy strategy.

3.4 EC4 provides backup power for UP4 and hosts 14 no. generators, alongside switch rooms and plant rooms.

3.5 AB5 contains ancillary office space and would sit between UP4 and EC4.

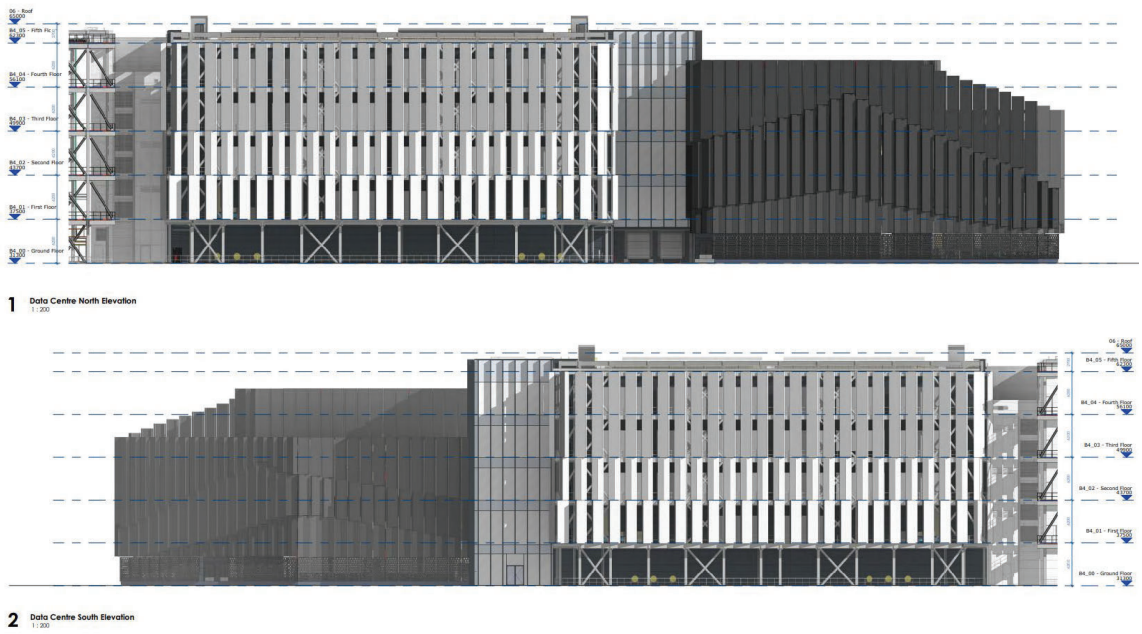

Figure 4: Proposed Elevations (please note – a larger version of plan can be found in the Committee Plan Pack)

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 Application reference 75111/APP/2020/1955 (dated 15.04.21) granted permission for:

- Site clearance and preparation, including the demolition of remaining buildings, and the redevelopment of the site to provide: a new data centre (Use Class B8), two MV Energy Centres (including stand-by generation plant and gas storage), a HV Sub-Station, a visitor reception centre, plant, the creation of a new footpath and cycleway link to the canal towpath, works to the highway, car parking, cycle parking, associated infrastructure, enclosures and necessary physical security systems, hard and soft landscaping (including works to the River Crane) and ancillary uses, as well as associated external works.

This is the original permission covering the entirety of the site. The development is currently being built out in phases and data centre halls UP1 and UP2 are currently occupied and operational.

4.3 Application reference 75111/APP/2022/1007 (dated 21.09.22) granted permission for:

- Full planning permission for site clearance and preparation, including the demolition of remaining buildings, and the redevelopment of the site to

provide three energy centres, two visitor reception centres, a new footpath and cycleway link to the canal towpath, works to the highway, car parking, cycle parking, associated infrastructure, enclosures and necessary physical security systems, hard and soft landscaping, and ancillary uses, as well as associated external works.

This permission 'slots' into the original permission granted and relates only to the energy centres, visitor reception centres and associated works. As such, this permission sits on top of the original permission and supersedes these elements of the original proposal. This development is also being built out in phases.

4.4 Application reference 75111/APP/2025/596 (dated 30.04.25) granted retrospective planning permission for the construction and retention of a flank wall to form the western facade of Ancillary Block 4 for a temporary period of three years. This application is inherently connected to the Union Park UP4 application. Should consent be granted for UP4, the temporary wall will be removed and the UP4 development will be implemented. Should consent be refused, the temporary wall will be removed, and the original planning permission (as cited above) will be implemented.

4.5 Application reference 56402/APP/2025/235 granted consent for the demolition of the former Addison Lee building under the provisions of Schedule 2, Part 11, Class B of the Town and Country Planning (General Permitted Development) (England) Order (2015) (as amended). The building has since been demolished and is being used as a construction base for the wider estate.

4.6 The current application would sit on top of the original permission consented on the Union Park data centre campus. More specifically, it would supersede the element on the western-most section of the site, relating to data hall UP3. In effect, the development would extend the data centre building west and would facilitate an additional data hall called Union Park 4 (or UP4).

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 1,021 no. letters were sent to neighbouring properties. A site notice was displayed to the front of the site and an advert was posted in the local paper. All forms of consultation expired on 19 May 2025. A total of three objections were received from neighbouring residents.

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 total of three letters of objection were received from neighbouring residents.	1. The area is already full of industrial projects, and the proposal is overdevelopment.	Noted. Please refer to the land use principles and design sections of the report, paras 7.1 to 7.29.
	2. The data centre will be a burden on local infrastructure and residents, including energy, water, noise, heat and the power grid.	Noted. Please refer to relevant sections of the report, including paras 7.11 to 7.15 (power infrastructure), 7.44 to 7.51 (neighbouring residents and noise), 7.71 to 7.78 (flood risk, drainage and water infrastructure), 7.99 to 7.112 (sustainability and energy), and 8.11 to 8.18 (planning obligations and CIL).
	3. The development will result in unacceptable air quality emissions and health impacts, including electromagnetic fields (EMFs).	Noted. Please refer to relevant sections of the report, including paras 7.54 to 7.59 (air quality) and 8.1 to 8.2 (health impacts including EMFs).
	4. The development will increase traffic and compromise safety of nearby residents.	Noted. Please refer to relevant sections of the report, including paras 7.81 to 7.98 (transport).
	5. The recent fire at the North Hyde substation, which is in close proximity to the proposed site, has highlighted the dangers of having high-risk industrial facilities near residential communities.	Noted. Please refer to relevant sections of the report, including paras 7.35 to 7.36 (fire safety).

	6. The green areas around Union Park have been sacrificed and it is eroding quality of life.	Noted. Please refer to relevant sections of the report, including paras 7.60 to 7.70 (trees and landscaping, urban greening factor and biodiversity).

Table 2: Summary of Consultee Responses

Consultee and Summary of Comments	Planning Officer Response
External Consultation	
Affinity Water: No response received.	n/a
Canal and River Trust (May 2025): Suitably worded conditions and a legal agreement are necessary. The main issues relevant to the Trust as statutory consultee on this application are: a. Impact on the structural integrity of the waterway. b. Drainage. c. Biodiversity Net Gain (BNG). d. Impact on the character and appearance of the waterway. e. Impact on the biodiversity of the waterway. f. Accessibility. g. Sustainable Energy. <u>Impact on the structural integrity of the waterway</u>. A risk Assessment and Construction Methodology Plan, including details of all earthmoving, excavations and the design and construction of all foundations for all works adjacent to the waterways should be provided in order that the extent of the risk of such works to the stability of the canal infrastructure can be properly quantified and assessed. This matter could be addressed by planning condition.	The Canal and River Trust Comments are noted. With respect to matters a to g, these points are addressed below. a. Condition 13 is proposed to secure a Risk Assessment and Construction Methodology Plan. b. Conditions 22 and 24 is proposed to secure final drainage details. c. Regarding BNG, please refer to the Canal and River Trust's response dated June 2025. d. Maintenance of planting within the site is proposed to be secured by Condition 18 and maintenance of boundary planting located on Canal and River Trust land is proposed to be secured via S106 HoT (vii).

Drainage The submitted details indicate that all surface water would be directed to the River Crane, though an attenuation pond is shown to the top of the cutting slope. Further details on this would be required to demonstrate that there would either be no infiltration or that any infiltration would not have a detrimental effect on the cutting slopes stability over time and after prolonged periods of wet weather. The detailed design of the attenuation pond and information as to how any surface water drainage to the canal would be managed during remediation and construction should be provided for consideration. This matter could be addressed by condition. Biodiversity Net Gain (BNG) The applicant/developer to provide some clarity on this matter and confirm the application's distance from the watercourse. There also seems to be a small strip of land which is within the applicant's ownership which has not been included within the red line site area and clarification on this should also be provided. The Trust wish to be consulted on any further information when available. Impact on the character and appearance of the waterway The proposals though seem to rely heavily on planting along the canal corridor for screening and not within the site itself. A S106 obligation should be secured to enhance and maintain this land. The boundary treatment proposed appears to be a mesh type fence though no details on its colour finish is provided, green would be preferrable. This matter could be addressed by condition.	e. External lighting details are proposed to be secured via the landscape scheme Condition 18. f. S106 HoT (vii) secures a contribution towards towpath improvements. g. The development is proposed to be cooled via air source heat pumps. The recommended details to be secured by condition have been adopted in conditions 13 (Construction Management and Logistics Plan), 14 (CRT Risk Assessment and Construction Methodology Plan), 18 (Landscape Scheme) 19 (External Lighting Scheme) and 20 (Biodiversity Net Gain).

Impact on the biodiversity of the waterway Any external lighting should therefore be angled downwards, and light directed into the site, and it should not provide flood lighting to the canal corridor, including the canalside landscaping, to show consideration for bats and other nocturnal species. The final details of any external lighting proposed could be addressed by condition and the Trust wish to be consulted on any further detail when available. Accessibility The Trust would request contributions towards towpath improvements, including the Hayes Bypass flyover and Bull's Bridge. The Trust would also welcome some discussion with the applicant/developer on the potential for engagement/education support for the local community, through events such as the Hayes Canal Festival or support/fund/promote/collaborate on the Trust's Let's Walk programme, promoting healthy and active lives to site employees and the local community. The Travel Plan for the site should also include promotion of the canal towpath for walking and cycling beyond the site – e.g. the Southall Wellbeing Way, Paddington Arm and west to Uxbridge. Sustainable Energy The Trust wish to highlight the potential of the canal for heating & cooling of the proposed development. Summary Conditions are required to address the matters listed below, we will provide full recommended wording for these conditions and any other conditions that may be necessary, once the above information has been submitted and reviewed:	

- Landscaping details and maintenance and management regimes and responsibilities. Including details on soft landscape proposals including plant schedule with species, size and quantities, written planting specification, tree pit designs, hard landscape specifications, including details of any bespoke elements and boundary treatment, and a landscape management and maintenance plan (stand alone or combined with a LEMP or the BNG HMMP). - Landscape and Ecological Management Plan (LEMP) - Habitat maintenance and Management Plan (HMMP) - Risk Assessments and Construction Methodology and any necessary mitigation measures. - Construction and Environmental Management Plan - External Lighting details - Detailed drainage proposals.	
Canal and River Trust (June 2025): Suitably worded conditions and a legal agreement are necessary. On the basis that the red line site boundary is more than 10m from the canal bank the inclusion of watercourse units as part of the BNG assessment would not seem to be applicable. A S106 obligation should be secured to enhance and maintain planting on CRT land. Any proposals would need to consider opportunities to reduce the potential for anti-social behaviour within/behind the planting and improve the sense of safety, limiting access to the landscaped area through in-fill in places where possible. As a minimum the	The Canal and River Trust Comments are noted. Maintenance of planting within the site is proposed to be secured by Condition 18 and maintenance of boundary planting located on Canal and River Trust land is proposed to be secured via S106 HoT (vii).

Trust would also expect that any existing, replacement and proposed planting would be provided and maintained by the applicant / developer.	
Denham Aerodrome Safeguarding: No response received.	n/a
Ealing Council: No response received.	n/a
Environment Agency We have no objections to the proposed development. An informative pertaining to permitting and past contaminative uses is recommended.	The Environment Agency comments are noted. Informative 9 has been added.
Greater London Authority (GLA) (Stage 1): Land Use Principles: The extension to an existing data centre campus within a Strategic Industrial Location is supported in land use terms. <u>Urban Design and heritage</u>: Whilst the impacts of the proposed tall building are likely to be acceptable given the site's context, this must be confirmed within a revised townscape and visual impact assessment that contains proposed views. Improvements to the boundary treatment and interaction with the canal are recommended, and appropriate conditions should be placed to ensure design quality. With regards to heritage, insufficient information has been provided to enable assessment of the impacts on heritage assets, and this must be provided to enable full assessment. <u>Transport</u>: An updated Active Travel Zone (ATZ) assessment is required, with a financial requested of £31,643 to be provided for works to the A312. A revised trip generation, increase in cycle parking and other improvements are required.	The GLA's Stage 1 comments are noted. An amended Utilities Statement was submitted to address the GLA comments received. Please refer to paras 7.1 to 7.15 for consideration of land use principles. Additional viewpoints as seen from local heritage assets were submitted to address the GLA comments. Please refer to paras 7.16 to 7.41 for consideration of design and heritage matters. An amended Transport Assessment and Delivery and Service Management Plan were submitted to address the GLA comments made. Please refer to paras 7.81 to 7.98 for consideration of transport matters.

Environment and sustainable infrastructure: Further information is required on energy, infrastructure, circular economy, whole-life cycle carbon, biodiversity, and sustainable drainage. Recommendation That the Hillingdon Council be advised that the application does not yet fully comply with the London Plan for the reasons set out in this report. Outstanding matters relating to urban design, heritage, transport and environmental matters should be addressed.	
Greater London Archaeological Advisory Service (GLAAS): No further assessment or conditions are necessary.	The GLAAS comments are noted.
Hayes Town Partnership: Principle of development We have no objections to the proposal in principle but would like to make sure that full account is taken of the relationship of the development to the Grand Union Canal, the travel options for employees, the connections with Brunel University and Uxbridge College and the need to maximise job opportunities for local people. Landscaping Good landscaping is therefore essential in minimising any adverse effects and this has been largely achieved in the proposed design except for the boundary with the towpath. The development should contribute towards enhancement and maintenance of the landscaped planting. Travel plan	The Hayes Town Partnership comments are noted. Officers note that planning obligations must only be sought where they meet all of the following tests (as paragraph 58 of the NPPF): a) necessary to make the development acceptable in planning terms; b) directly related to the development; and c) fairly and reasonably related in scale and kind to the development. Please refer to the S106 HoTs which include all planning obligations which are considered to meet the relevant tests.

The Travel Plan gives insufficient attention to the potential of the canal towpath to play a significant role in encouraging employees to walk or cycle to and from work. The Travel Plan needs to be revisited so that it can come up with some more radical proposals on how to encourage more people to walk and cycle. <u>Lighting of towpath</u> Hayes Town Partnership request that the developer contributes towards lighting of the canal towpath. <u>Bulls Bridge improvement project</u> Hayes Town Partnership request that the developer contributes towards local improvement schemes, including the Bulls Bridge improvement project. <u>Links with educational establishments</u> Hayes Town Partnership has encouraged those proposing data centres to contact Brunel University, Uxbridge College and local secondary schools. In the case of Ark there has been some contact with the College but not the University. The Partnership requests that ways be explored of informing and engaging local students so that they are encouraged and equipped to enter the data centre industry. <u>Local recruitment</u> Large developers tend to recruit to posts by using central London-based agencies, but the Hayes Town Partnership would like to see a more coordinated local recruitment exercise.	
Health and Safety Executive (HSE): No comment confirmed.	The HSE comments are noted.
Heathrow Airport Safeguarding: We have now assessed the above application against safeguarding criteria and can confirm	The Heathrow Airport Safeguarding comments are noted.

that we have no safeguarding objections to the proposed development.	
Hounslow Council: No comment or objection confirmed.	The Hounslow Council comments are noted.
Inland Waterways Association: The sites travel plan doesn't highlight the use of the canal towpath for both walking and cycling to and from the proposed site. It is the most direct route to/from Hayes and Harlington railway station and much more attractive than the identified road route. To make this route more attractive the development should look to: - Part fund under S106 contributions improvements to the towpath with an agreement with Canal and River Trust (CRT), this to include both resurfacing, vegetation improvements and ongoing maintenance. Work with CRT to investigate low level lighting to increase personal safety. - Part fund under S106 contributions better mooring provisions in this area. More boats moored in the area improves personal safety all along the towpath and encourages additional journeys using the towpath. - Provision of 'pool bikes', both e-assisted and manual, for use of staff to include a 3-year maintenance agreement with a local supplier. Investigate with other local businesses a 'Zipcar' type scheme.	The Inland Waterways Association comments are noted. S106 HoT (vii) is proposed to secure a Canal and River Trust Contribution towards canal environment improvements. Transport matters are considered within paras 7.81 to 7.98 of the report.
London Fire Brigade: No response received.	Fire safety matters are considered in paras 7.35 to 7.36. Condition 33 is also proposed to secure the final fire safety details.
Metropolitan Police (Secured by Design): No response received.	Accreditation for secured by design is proposed to be secured by Condition 34.

Metropolitan Police (Counter Terrorism) Concerns raised around trees, mostly from the Union Park Canal side to be used as climbing aids to circumvent the perimeter fence line. They [the applicant] informed me that they will be engaging with the Canal body to trim the trees and pay / contribute towards maintenance.	The Metropolitan Police (Counter Terrorism) comments are noted.
Ministry of Defence: No response received.	n/a
National Air Traffic Services (NATS): The proposed development does not conflict with NATS safeguarding criteria. Accordingly, NATS (En Route) Public Limited Company ("NERL") has no safeguarding objection to the proposal.	The NATS comments are noted.
Thames Water: <u>Waste Comments</u> With regard to SURFACE WATER drainage, Thames Water would advise that if the developer follows the sequential approach to the disposal of surface water we would have no objection. Management of surface water from new developments should follow Policy SI 13 Sustainable drainage of the London Plan 2021. Where the developer proposes to discharge to a public sewer, prior approval from Thames Water Developer Services will be required. Thames Water would advise that with regard to the FOUL WATER network capacity, we would not have any objection to the above planning application, based on the information provided. The application indicates that SURFACE WATER will NOT be discharged to the public network and as such Thames Water has no objection, however approval should be sought from the Lead Local Flood Authority. Should	The Thames Water comments are noted. Informative 8 is proposed to be added to any decision for approval.

the applicant subsequently seek a connection to discharge surface water into the public network in the future then we would consider this to be a material change to the proposal, which would require an amendment to the application at which point we would need to review our position. <u>Water Comments</u> With regard to water supply, this comes within the area covered by the Affinity Water Company.	
Network Rail: Network Rail has no objection in principle to the above proposal but due to the proposal being next to Network Rail land and our infrastructure and to ensure that no part of the development adversely impacts the safety, operation and integrity of the operational railway, the applicant will be required to contact Network Rail Asset Protection prior to works commencing.	The Network Rail comments are noted. Network rail would be consulted as part of an application to discharge landscape scheme Condition 18.
Transport for London (TfL): An increase in the quantum of cycle parking at this site is required to ensure the proposal is in line with London Plan standards. A £31,643 contribution towards the A312 Healthy Streets scheme should be secured. Further thought on the Travel Plan, and the targets contained within the Travel Plan, is required. A Parking Design and Management Plan (PDMP), Construction Logistics Plan (CLP), Delivery and Servicing Plan (DSP) should be secured through the appropriate mechanism.	The TfL comments are noted. Please refer to paras 7.81 to 7.98 for consideration of transport matters. S106 HoTs (iv) and (vi) would secure this contribution and a suitable Travel Plan. Conditions 31 (Parking Design and Management Plan), 13 (Construction Management and Logistics Plan) and 32 (Delivery, Servicing and Waste Management Plan) would secure these recommendations.

Internal Consultation	
Access Officer The detail of this planning application has been considered, with no accessibility issues raised. However, an informative concerning the service providers obligations under The Equality Act 2010 should be attached to any grant of planning permission.	The Access Officer comments are noted. The requested informative has been added (Informative 5).
Air Quality Officer: The proposed data centre building (Class B8) with 14 emergency generators (14 no.) and associated flues is not air quality neutral as required by the London Plan, not air quality neutral as per LBH Air Quality Local Action Plan 2019-2024, and not air quality positive, as required by the LBH Local Action Plan. Therefore, further mitigation is required. The total level of mitigation required to the proposed development for pollutant emissions is £189,413 for 14 generators and £21,095 for traffic emissions, totalling £210,508. This should be secured by S106 legal agreement. Conditions are also proposed for the following: • Testing and maintenance regime and annual hours of use of the backup generators. • Schedule for the monitoring and testing of NOx and PM2.5 emissions of the proposed standby generators. • Specification of the details of the emergency backup generators. • Hours of Testing of the standby generators. • Backup Generator Fuel. • Cleanest Generator and Fuel Technology. • SCR to achieve 96mg/Nm3. • Emission Reduction Plan. • Low Emission Strategy.	The Air Quality Officer comments are noted. Please refer to S106 HoT (i) for the air quality obligation to be secured. Please refer to Conditions 8, 9, 10, 11, 12, 25, 26, 27, 28, 29, 30, and 39.

• Reducing Emissions from Demolition and Construction.	
Contaminated Land Officer: Having consider the nature of the proposed development and applicant submitted supportive information i.e. Phase 2 Ground Investigation Report Revision no. B with reference 0301341/BH/CK prepared by Colliers Building Consultancy Limited dated 08 March 2024 taken note of sections 5 (Preliminary Conceptual Site Model), 7 (Ground Investigation), 8 (Ground Conditions), 10 (Geo-Environmental Results), 11 (Discussion), 12(Conclusions) and 13 (Geo-Environmental Recommendations), please be advised that, we have no objection to the proposed development. However, a land contamination condition is recommended should the planning application be approved.	The Contaminated Land Officer comments are noted. Condition 15 (Contaminated Land) is proposed to be secured.
Economic Development Officer: For this application, the standard employment and skills clauses would be required. We would expect the developer to deliver an employment and skills training programme during the construction phase, and we would expect the developer to work with the Council and local employment/education partners for any end user opportunities that arise from this development. For the end user opportunities, we would expect the deliverer to engage with the council four months prior to completion.	The Economic Development Officer comments are noted. S106 HoT (viii) is proposed to be secured.
Flood and Water Management Specialist (Metis): No objection is raised subject to conditions securing the final details and implementation of the drainage strategy.	The Flood and Water Management Specialist comments are noted. Conditions 22, 23 and 24 are proposed to be secured.

Head of Environmental Specialists (Energy): Conditions and a S106 obligation should be secured to ensure policy compliance.	The Head of Environmental Specialists comments are noted. Condition 25 and S106 HoT (iii) is proposed to be secured.
Highways Authority: <u>Location</u> North Hyde Gardens intersects with A437 North Hyde Road some 250 metres west of the A312 Bulls Bridge roundabout. North Hyde Gardens is aligned in a north south direction until it crosses the Grand Union Canal 350 metres further north where it then bends to the right in a west east alignment. The main application site is situated to the north of this bend. Approximately 70 metres north of North Hyde Road, North Hyde Gardens changes from being adopted to unadopted highway. North Hyde Gardens benefits from street lighting and a 30mph speed limit. In the vicinity of the application site there are double yellow line parking restrictions on either side of the road. <u>Access to public transport</u> Transport for London use as system called PTAL (Public Transport Accessibility Level) to measure access to the public transport network. PTAL assesses walk times to the nearest public transport location taking into account service frequency. The location is then scored between 0 and 6b where 0 is the worst and 6b the best. According to the Transport for London WebCAT service the application site has a PTAL ranking of 4, indicating access to public transport is reasonable compared to London as a whole, suggesting that there would be opportunities for trip-making to and from the site by public transport. Pedestrian access to the site will be gained from North Hyde Gardens, through the	The Highways Authority comments are noted. The Travel Plan is to be secured under S106 HoT (iv). The Healthy Streets / Active Travel Zone contribution is to be secured under S106 HoT(v). TfL A312 Healthy Streets Contribution is proposed to be secured under S106 HoT (vi). The relevant conditions are to be secured under Condition numbers 31 and 32.

secured entrance consented under the adjacent Union Park project. The access consists of security rated turnstile and bypass gate for disabled and bicycle access. Parking The proposal would offer 14no. car parking spaces of which 1no. would be allocated as a disabled persons space, 6no. active electric vehicle charge point spaces and 3no. passive electric vehicle charge point spaces. In addition, as part of the consented scheme of the wider site, a total of 13no. short-stay parking spaces would be provided adjacent to the proposed Visitor Reception Centre. These spaces would have a maximum 'waiting time' sufficient to allow visitors to safely park their vehicles whilst undergoing security checks and site safety briefings prior to gaining site access. This standard of car parking is slightly lower than the standard approved at other data centres in the borough but is still considered acceptable. Eight cycle parking spaces would be provided together with end of journey facilities including changing rooms, locker and showers. The Highway Authority requires that these cycle spaces are sheltered, secure and accessible in accordance with London Cycle Design Standards. The Highway Authority notes that the number of cycle parking spaces to be provided is based the floor area of the offices. This is considered reasonable taking into account the workforce density within the data centre itself would be very low and in any case, it is anticipated these people are likely to have desk space also within the office. Trip generation The proposed data centre would be operational 24 hours a day, seven days per week. The facility management and security staff would work day and night shifts with management and administration staff working more conventional hours between 8.30am and 5.30pm. Based on this the applicant reports	

there would be approximately 29no. people on-site during normal business hours. Whilst there would be just 14no. car parking spaces, there are opportunities for travel to the site by sustainable means including, bus, rail, walking and cycling. There would be a Travel Plan to encourage and enable the use of these options. The applicant highlights that the number of generated trips by car will not exceed the 14no. car parking spaces proposed. To establish the impact of the proposed development, the applicant has reviewed the existing trip generation of the site as it was in its original use – taxi repairs, against the proposed development and concluded there would be a net decrease in two-way vehicle trips in the weekday morning and evening peak periods respectively. <u>Active Travel Zone assessment</u> The consented scheme for Blocks 1-3 included an obligation to widen the footway and remove overgrown vegetation along North Hyde Garden to achieve the standard footway widths of 1.8m, thereby improving the safety and convenience of pedestrians using this link. A new zebra is also to be provided which will help improve pedestrian safety. Furthermore, to improve pedestrian connectivity from the Grand Union Canal to North Hyde Gardens, a new shared cycle and pedestrian link has already been constructed as part of the consented Blocks 1-3 development. The consented scheme secured a Transport for London Healthy Streets Scheme Contribution of £129,200 (s.106 agreement dated 14th April 2020). The Highway Authority require that another proportionate sum is secured.	

Travel Plan A framework Travel Plan has been submitted to support the application. The targets seek to increase the level of Active Travel at this site from 44% to 48% over a five-year period. The Highway Authority requires a planning condition obliging the applicant to submit a Full Travel Plan. The targets in this Full Travel Plan should align with the 'London Plan Policy T1: Strategic Approach to Transport' which requires that development proposals support the Mayor's strategic target for 80% of all trips in London to be made by foot, cycle, or public transport by 2041, as Hillingdon is an outer London Borough the target is 56%. Conclusion There are no highway objections to this proposal subject to the necessary planning conditions and obligations.	
Noise Specialist: Sufficient information has been provided by the Applicant to make a recommendation on noise. It is recommended that no objection is made on noise grounds subject to the inclusion of suitable conditions which should be met based on the design information provided and considering measurement and prediction uncertainty. Noise limit conditions are proposed for normal operation and emergency back-up operation scenarios.	The Noise Specialist comments are noted. Conditions 8 and 9 and proposed to be secured.
Planning Policy Officer: The Infrastructure Statement outlines how necessary power for the extension is already secured as part of the redevelopment of Union Park data centre campus.	The Planning Policy Officer comments are noted.

Urban Design Officer: This proposal seeks the addition of a fourth data centre block at North Hyde Gardens, adjacent to the Hayes Village redevelopment. Given the in-principle support for a data centre use on the wider site and for this extension, the scheme is largely driven by capacity demands, the applicant's business case, and operational requirements relating to access, infrastructure arrangement (construction and long-term maintenance logistics, energy supply, ventilation and cooling), and security considerations. Given this planning context and the design of the proposed appearance and landscaping, we are broadly supportive of the proposal, which comprises UP4 (main data centre use) and EC4 (ancillary energy centre use). However, a number of points require further clarification or resolution, including: • Verified pedestrian-level townscape views (including rooftop plant and services). • Further justification for the proposed use of concertina razor wire, and exploration of less utilitarian alternatives. • Confirmation that underground utilities will not impede landscaping delivery or establishment. • Clarification regarding the "species-rich reinforced grass" specification. • Strengthening of the canal-side green buffer to mitigate visual impacts, alongside appropriate fence colouring. **Suggested Conditions** • External materials, finishes, and detailed design drawings (including cladding, landscaping features, and boundary treatments). • Landscaping strategy, including planting quantum, species selection, and distribution.	The Urban Design Officer comments are noted. Matters relating to design are addressed in paras 7.16 to 7.29 of the report.

• Green buffer enhancement plan and delivery (subject to agreement with the Canal & River Trust, if applicable).	
Waste Strategy Officer: No comments or objections.	The Waste Strategy Officer comments are noted.

7 Planning Assessment

Land Use Principles

Industrial Use

7.1 This application seeks permission for the redevelopment of the site to deliver an extension to the existing Union Park data centre campus. This would consist of (a) free standing data centre building; (b) energy, power, and water infrastructure; (c) site access and internal roads; (d) site security arrangements; (e) hard and soft, green landscaping; and (f) other ancillary and auxiliary forms of development.

7.2 The application site is located within the Hayes Strategic Industrial Location (SIL) in the Hillingdon Local Plan. SILs are key locations for industrial, logistics, and digital infrastructure uses, ensuring that such areas continue to support London's economic and employment needs. Policy E4 of the London Plan recognises data centres as an emerging industrial-type activity that falls within the broader B8 (storage and distribution) classification, making the proposed use appropriate within this designated SIL.

7.3 Policy E7 of the London Plan (2021) encourages the intensification of industrial land, particularly in SILs, to optimise capacity while ensuring that existing industrial functions are not compromised. The proposed development would deliver 18,898m2 floorspace and would appropriately intensify the use of the site. The proposed office floorspace would be ancillary to the primary data centre use and is therefore considered acceptable in principle.

Employment Use

7.4 It is noted that Policy E2 of the London Plan (2021) requires that B Use Class business uses should be fit for purpose. Policy E4 of the London Plan (2021) states that additional industrial capacity should be prioritised in locations that are accessible.

7.5 The submission states that each MW of data space generates, on average, 2.29 Technical Support Staff/MW(IT); and 3.45 Client Staff/MW(IT). The IT capacity of the proposed development is 28MW, and so based on this average density,

this translates into 64 Site Based Technical Support Staff; and 97 Site Based Client Staff. This equates to 161 jobs.

7.6 The Applicant acknowledges that this would appear to be a high estimate of direct jobs created and therefore adjusts the number of jobs down to between 50 and 100. Jobs in data centres tend to be highly skilled and therefore command higher salaries compared to more traditional sites and industries. This job creation weighs in favour of the scheme in the planning balance.

7.7 It should be acknowledged that the benefit of the number of jobs generated is somewhat diminished by the fact that the site did previously generate jobs under its former use as Addison Lee garages.

7.8 Notwithstanding, the Planning Statement notes an aspiration to establish a local apprenticeship scheme which would be supported.

7.9 Policy E11 of the London Plan (2021) states that development proposals should support employment, skills development, apprenticeships, and other education and training opportunities in both the construction and end-use phases, including through Section 106 obligations where appropriate. In accordance with this, the Council's Planning Obligations Supplementary Planning Document (2014) requires that developments with estimated construction costs of over £2 million and a construction period of three months or more deliver an in-kind employment and training scheme or financial contributions towards training and employment in the borough. An employment strategy and construction training scheme is proposed to be secured by a Section 106 legal agreement under Head of Term (viii).

Economy

7.10 The economic benefit of information and communications technology infrastructure is acknowledged and supported by national, regional and local planning policies. As noted under Paragraph 85 of the National Planning Policy Framework (2024), significant weight should be placed on the need to support economic growth and productivity. There will be substantial economic benefits arising from the proposed development in terms of employment. The national non-domestic rates (NNDR) and gross value added (GVA) increases are also significant. The assessment also highlights the need for this additional data capacity to be located within London to be as close as possible to its end users and support the broader economy. These benefits and considerations are given significant weight in the overall assessment of the planning balance.

Power Infrastructure

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

requires major developments to demonstrate how energy infrastructure will be integrated and supported.

7.12 Given the substantial power demand associated with data centres, the applicant has outlined the strategy in the Infrastructure Statement. It is noted that this site would be an effective extension of the existing data centre campus adjacent to the site. It is noted that the proposed development would utilise the 37MVA already secured as part of the wider site via a contractual agreement with National Grid. The documentation submitted states that the National Grid connection for the broader site was energised in January 2023 via National Grid's substation at North Hyde. The GLA have confirmed that they have no further comment on this matter in the Stage 1 report.

7.13 In the event of a power loss, such as a temporary grid blackout, emergency back-up generators would automatically activate to maintain power to essential systems until mains power is restored. As such, reliable power infrastructure is in place to support the development's resilience. This is subject to air quality considerations addressed in paragraphs 7.54 to 7.59 of this report.

7.14 The Council has continued to engage with the Greater London Authority's Infrastructure Coordinate Service, who have been leading on the issue of West London electricity capacity constraints. The relevant infrastructure providers are continuing to deploy solutions to resolve capacity issues for residential and mixed-use schemes in the short term. This has resulted in almost all the residential schemes previously known to be stalled due to this issue having a connection secured. Upgrades to the electricity transmission network serving West London remain planned to address the issue over the long-term. The Greater London Authority continue to host an update on the issue of West London Electricity Capacity Constraints on its website with full details of the latest position.

7.15 Therefore, the development has secured a power supply and would not overburden the local grid capacity and is not considered to result in detrimental impacts connected to energy infrastructure.

Design

7.16 This application seeks permission for the redevelopment of the site to deliver an extension to the existing Union Park data centre campus. This would consist of (a) free standing data centre building; (b) energy, power, and water infrastructure; (c) site access and internal roads; (d) site security arrangements; (e) hard and soft, green landscaping; and (f) other ancillary and auxiliary forms of development

7.17 More specifically, the development would comprise a data centre building (Union Park 4 or UP4), an Energy Centre building (EC4) and an ancillary building (AB5) to connect the two main elements of development, totalling 15,410 m2 Gross Internal Area. The development would sit adjacent to and connect with AB4 and

UP3, which were consented and built out under planning permission ref. 75111/APP/2020/1955, 15th April 2021. The development would result in a data campus with 4 no. data hall blocks (UP1 to UP4) and 4 no. energy centres (EC1 to EC4).

7.18 The main data centre building would measure 60m x 70m in footprint and 32.8m in height. This connects to AB5 which measures 15m x 48m footprint, and 32.8m in height. The bookend to the development is EC4 which measures 41m x 51m in a triangular shaped footprint, stepping down from 29m height to 21.5m height.

Tall Building

7.19 Policy D9 of the London Plan (2021) states that Development Plans should define what is a tall building for specific localities, the height of which will vary between and within different parts of London but should not be less than six storeys or 18m measured from ground to the floor level of the uppermost storey. Policy DMHB 10 of the Hillingdon Local Plan: Part 2 (2020) defines tall/high buildings and structures as substantially taller than their surroundings, causing a significant change to the skyline. Based on a Character Assessment, the Local Plan Part 2 confirms that Uxbridge and Hayes town centres are the most suitable locations for high buildings in the Borough.

7.20 The proposed UP4 and AB5 buildings measure 32.8m in height and the EC4 building would measure 29m in height. These buildings would exceed the minimum 18m threshold stated under Policy D9 of the London Plan (2021). However, as permission has already been granted on the wider site for the data centre buildings UP1, UP2 and UP3 which measure the same height and energy centre buildings EC1, EC2 and EC3 which measures between 19m and 21m in height, the proposed development is not considered to constitute tall buildings as they would not be substantially taller than the surroundings and would only introduce a low to moderate impact on the skyline.

7.21 Aside from the above, Policy DMHB 10 of the Hillingdon Local Plan: Part 2 (2020) states that any proposal for a high building or structure will be required to respond to the local context and satisfy a series of criteria covering issues such as accessibility, massing, the architectural quality, provision of amenity space, impacts on microclimate, social and economic benefits and public safety requirements. Policy D9 of the London Plan (2021) also states that development proposals should address relevant visual, functional, environmental and cumulative impacts. Several of the considerations outlined within these policies are considered elsewhere within the report.

7.22 References to the relevant sections of the report are listed out below:

- Impact on the local highway network is considered in paras 7.81 to 7.98 of this report.
- Impact on neighbour amenity is considered in paras 7.44 to 7.51 of this report.

- The consideration of airport safeguarding is addressed in paras 8.3 to 8.4 of this report.
- Economic and social benefits are addressed in paras 7.4 to 7.10.
- Safety considerations are central to the design and operation of tall buildings. Paras 7.32 to 7.34 of this report address security matters. Paras 7.35 to 7.36 address fire safety considerations.

7.23 As per the original permission granted on this site, the proposed development is likely to create a microclimate comfortable environment for pedestrians and occupants. The provision of additional landscaping features would also obstruct and dissipate winds. If recommended for approval, a detailed landscape scheme would be secured by a planning condition.

Impact on the Character and Appearance of the Area

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

7.25 The proposal has been designed to remain largely in keeping with the wider redevelopment, while giving special architectural treatment to the EC4 block. While the main body of the extension, the UP4 block, largely mirrors the rest of the development in its appearance, height, massing, and architectural dressing; the EC4 block follows the wider design principles but is treated as a distinct feature, with a reduced height and playful visual accents that both break from and complement the established character.

7.26 In terms of colour, the development continues the established rhythm of the wider development. UP4 would utilise a light grey finish while AB5 and EC4 would adopt a darker anthracite grey. While concerns were raised that a darker colour might accentuate the scale and massing, it was mutually agreed that maintaining consistency with the overall rhythm of the development took priority. It was also considered that making AB5 and EC4 the same light grey as UP4 could lead to a more monolithic appearance, potentially increasing the perceived scale rather than breaking it down. The final details of materials are proposed to be secured via Condition 16.

7.27 The inclusion of evening-time lighting for EC4 is supported, as it is expected to enhance the building's animation and contribute to a more lively and engaging presence throughout the day and night. However, it is important that the lighting is appropriately dimmed to avoid adverse impacts on surrounding biodiversity and to minimise potential visual disturbance to Hayes Village across the canal. This is proposed to be secured via Condition 17.

7.28 Notwithstanding the above design considerations, it is important to acknowledge that some visual impact will remain and must be considered as part of the overall planning balance. The submission emphasises a commitment to reinforce and manage the planting buffer on the neighbouring Canal and River Trust land. This is particularly important given that the applicant proposes to introduce a taller and more secure site boundary fence, including features such as razor wire, which would introduce additional visual impacts not fully represented in the submitted visuals. Furthermore, the current green buffer is visually permeable, thereby limiting its effectiveness in mitigating views of the development as seen from the canal-side. As such, S106 HoT (vii) is proposed to secure a financial contribution towards canal enhancements.

7.29 In conclusion, the development is not considered to be harmful in visual terms, subject to securing acceptable mitigation and design detail through condition. Subject to planning conditions, the development is considered to accord with the requirements of Policy BE1 of the Hillingdon Local Plan: Part 1 (2012), Policy DMHB 11 of the Hillingdon Local Plan: Part 2 (2020), Policy D3 of the London Plan (2021), and paragraph 131 of the NPPF (2024).

Accessibility

7.30 Policy D5 of the London Plan (2021) states that development proposals should achieve the highest standards of accessible and inclusive design.

7.31 The ancillary office building would be wheelchair accessible, including provision for lift access onto each floor. Two accessible parking spaces, including the required 1.2m transfer zone to side of the bays. These are also provided within close proximity to the entrance to the ancillary office building. The Council's Access Officer has confirmed no objection to the proposal and the development is considered accord with the requirements of Policy D5 of the London Plan (2021).

Security

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

7.33 The proposal makes security provisions, including the provision of fences to secure the site. A staff wellbeing garden is proposed within the boundary of the site and would only be accessible to employees and visitors. Whilst it would have been preferable that this space was publicly accessible, it is acknowledged that its nature and location may have encouraged use of the space for anti-social behaviour.

7.34 A secured by design condition has been recommended to achieve appropriate accreditation. Subject to Condition 34, the proposal would accord with Policy

DMHB 15 of the Hillingdon Local Plan: Part 2 (2020) and Policy D11 of the London Plan (2021).

Fire Safety

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

7.36 A Fire Statement has been submitted and has been prepared by a suitably qualified third-party assessor. This demonstrates consideration of fire safety principles early in the development process. The Health and Safety Executive and London Fire Brigade have been consulted and not provided any specific comments on the proposal. The GLA have confirmed that the information submitted is sufficient and acceptable. Condition 33 is proposed to secure the final detailed Fire Statement. Subject to this condition, the proposed would accord with the requirements of Policy D12 of the London Plan (2021).

Heritage

7.37 The application site is not subject to a Conservation Area designation and does not contain any heritage assets, including statutory listed buildings or locally listed buildings. The site is positioned to the south-east of Hayes Town Centre, on the eastern boundary of the Borough, within proximity of the Nestles Conservation Area to the south-west and the Bulls Bridge Conservation Area to the east, which contains the Grade II listed Bulls Bridge and the locally listed Toll House. The Grade II Listed Benlow works building is also located approximately 180 metres to the north-west of the site.

7.38 The application is supported by a Landscape/Townscape & Visual Impact Assessment and a Historic Environment Desk-Based Assessment V1. Following comments received from the GLA, further viewpoint information was submitted during the application process to demonstrate what the impact of the proposal would be on local heritage assets. Viewpoints VP01 (Botwell: Thorn EMI Conservation Area), VP02 (Bulls Bridge Conservation Area), VP03 (Grade II Listed Bulls Bridge) and VP04 (Ealing Canalside Conservation Area) have been submitted.

7.39 The proposed development would not have any physical impact on any designated heritage asset. The only potential change in significance to any designated or non-designated built heritage assets would be through a change in the setting of the identified heritage assets.

7.40 Setting is defined in the NPPF as "the surroundings in which a heritage asset is experienced. Its extent is not fixed and may change as the asset and its surroundings evolve. Elements of a setting may make a positive or negative

contribution to the significance of an asset, may affect the ability to appreciate that significance or may be neutral".

7.41 Having considered the information submitted, it is agreed that the setting of the nearby heritage assets would not be harmed by the proposals. The longer distance viewpoints and photo montages submitted demonstrate that there would not be a significant impact on the setting of heritage assets due to the separation distances. The proposed development also would not intrude in any significant long-distance views of heritage assets. Accordingly, the proposed development is not considered contrary to Policies DMHB 1, DMHB 2, DMHB 3 and DMHB 4 of the Hillingdon Local Plan: Part 2 - Development Management Policies (January 2020).

Archaeology

7.42 Policy DMHB 7 of the Hillingdon Local Plan: Part 2 (2020) states that the Council, as advised by the Greater London Archaeological Advisory Service (GLAAS), will ensure that sites of archaeological interest within or, where appropriate, outside, designated areas are not disturbed. If that cannot be avoided, satisfactory measures must be taken to mitigate the impacts.

7.43 The application site does not form part an Archaeological Priority Area/Zone. GLAAS have been consulted and have commented that the proposal is unlikely to have a significant effect on heritage assets of archaeological interest. No further assessment or conditions were deemed necessary, and the application is considered to accord with the requirements of Policy DMHB 7 of the Hillingdon Local Plan: Part 2 (2020).

Residential Amenity

Impact on Neighbours

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

7.45 The application site forms part of a Strategic Industrial Location, this being an area generally considered as appropriate for industrial intensification and inappropriate for residential uses. The nearest existing residential neighbours are located on the Hayes Village development site (originally approved under application ref. 1331/APP/2017/1883) to the west, comprising 1,386 residential units. At its nearest point, the development would sit circa 70 metres away from Block F of the Hayes Village development.

7.46 Further afield, residential neighbours are located 300m to the south on Nestle's Avenue, 250 metres west on Station Approach, 260 metres to the north-west on Chalfont Road and 350 metres north on Copperdale Road and Silverdale Gardens.

7.47 Given the separation distances noted above, the proposed development is not considered to have a significant impact on the amenity, daylight and sunlight of neighbouring residential properties. Accordingly, the proposal is not considered contrary to part B) of Policy DMHB 11 of the Hillingdon Local Plan: Part 2 (2020).

Environmental Issues

Noise

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

7.49 As noted above, the site is located a short distance to the north of residential properties. These represent a constraint on the permitted noise environment of any future use.

7.50 The Council's Noise Specialist has been consulted and confirms that sufficient information has been submitted regarding noise related impacts. No objection has been raised subject to securing the necessary noise restrictions during normal operation and emergency scenarios via planning condition.

7.51 Conditions 8 and 9 are proposed to restrict the permissible noise levels in order to protect the amenity of neighbouring residents. Subject to such conditions, the development would accord with Policy EM8 of the Hillingdon Local Plan: Part 1 (2012), Policy DMHB 11 of the Hillingdon Local Plan: Part 2 (2020) and Policy D14 of the London Plan (2021).

Odour

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

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

Air Quality

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

7.55 The application site is located within the Hillingdon Air Quality Management Area and the Hayes Air Quality Focus Area, one of Hillingdon's most sensitive Focus Areas which is known for poor air quality and high human exposure. Although the area surrounding the site is predominantly industrial, residential development is sited a short distance to the south of the site.

7.56 In order to meet the electrical demand for the proposed data centre in the event of a grid failure, the proposed development requires 14 no. diesel backup generators. The application submission does indicate that hydrogenated vegetable oil (HVO) is proposed to be used as fuel instead of diesel as long as it is available. The generators are also proposed to be fitted with selective catalytic reduction (SCR) technology to achieve restricted NOx emission concentrations.

7.57 As confirmed by the Council's Air Quality Officer, the proposed development is not air quality neutral or air quality positive. The worst-case scenario damage cost has been calculated, and it is proposed that part of this cost is paid upfront to mitigate impacts from 'day one' of operation, equal to £210,508 and could rise depending on the performance of the generators and monitoring results.

7.58 Conditions 9, 10, 12, 25, 26, 27, 28, 29, 30, 35 and 39 are proposed to secure air quality mitigation measures. This includes hours of generator testing, construction details, the use of HVO backup generator fuel, the use of the cleanest generator technology, selective catalytic reduction, the operating regime for backup generators, an emission reduction plan and air quality monitoring plan. In conjunction with this, Section 106 HoT (i) would secure the damage cost required to mitigate the impact of the proposed development on local air quality.

7.59 Subject to such planning obligations and conditions, the proposal is not considered contrary to Policy DMEI 14 of the Hillingdon Local Plan: Part 2 (2020), Policy EM8 of the Hillingdon Local Plan: Part 1 (2012) and Policy SI 1 of the London Plan (2021).

Trees and Landscaping

7.60 Policies G1 and G5 of the London Plan (2021), DMEI 1, DMHB 11 and DMHB 14 of the Hillingdon Local Plan: Part 2 (2020) are all directly relevant to the proposed development. These policies can be read in full in the Committee Report Part 3 - Policy Appendix. In summary, these policies seek to safeguard existing trees and deliver high quality landscaping in order to enhance amenity, biodiversity and green infrastructure. These aims are also supported by the NPPF (2024) at chapter 12.

7.61 The Arboricultural Impact Assessment submitted confirms that no Category A or B trees are to be removed. Tree nos. 1-7 and one group of trees (G1) are proposed to be removed because they are situated within the footprints of proposed structures or surfaces. All of these trees are Category C. Two tree groups (G2 and G5) are to be pruned and parts of the proposed road and

underground service ducts will encroach within the root protection areas (RPAs) of four of the trees to be retained (nos. 10, 11, 23 and 26 which are Category C). The plans submitted confirm that at least 34 trees are proposed to be planted, to be located around the staff wellbeing garden and the western corner of the site.

7.62 The proposed site layout and the distribution of massing and footprint are largely driven by the proposed capacity, business case, and performance requirements of the data centre use. As a result, the landscaping is highly residual in nature and largely privatised (non-publicly accessible). Consequently, the public benefits of the proposed greening are limited mainly to improvements for staff and visitors, alongside some general urban greening and biodiversity gains, and must be recognised as a material consideration within the overall planning balance.

7.63 The potential to locate some landscaping outside the proposed fence line was explored. However, due to security concerns, including Secured by Design guidance and the risk of antisocial behaviour in the area expanding into publicly accessible spaces, it was concluded that the potential public benefits would not outweigh the security risks. In addition, there was limited interest from the Canal & River Trust, who own and manage the adjoining green buffer, in facilitating or supporting publicly accessible landscaping in this area. As such, the security requirements were considered insurmountable to allow for publicly accessible landscaping in this location. Given these constraints, the proposed landscaping is considered broadly acceptable and makes the best use of the limited residual land available.

7.64 It is noted that the fencing proposal includes razor wire but as it is located to the rear, abutting the railway, it would not be significantly visible. It is also noted that a more appropriate fencing with sawtooth topping is proposed to the front of the site, fronting onto the more sensitive and visible canal side. This is acceptable. Condition 18 is proposed to secure the final details of proposed boundary treatments.

7.65 The final details of hard and soft landscaping are also proposed to be secured by Condition 18 to ensure that the landscape scheme to be delivered is high quality and retained in the long term. Subject to this condition, the proposal would accord with Policies DMHB 11 and DMHB 14 of the Hillingdon Local Plan: Part 2 (2020).

Urban Greening Factor

7.66 Policy G5 of the London Plan (2021) states that major development proposals should contribute to the greening of London and that the target score for commercial development is 0.3.

7.67 The development reports an Urban Greening Factor score of 0.39 which exceeds the minimum requirements. This weighs in favour of the scheme in terms of the overall planning balance.

Biodiversity

7.68 The Environment Act 2021 has established that all planning permissions granted in England have to deliver at least 10% BNG from January 2024. Paragraph 174 of the NPPF (2024) also states that planning decisions should contribute to and enhance the natural and local environment by: d) minimising impacts on and providing net gains for biodiversity, including by establishing coherent ecological networks that are more resilient to current and future pressures. This is supported by Policy G6 of the London Plan (2021) and Policy DMEI 7 of the Hillingdon Local Plan: Part 2 (2020).

7.69 The Biodiversity Net Gain Assessment submitted states that the development would deliver a net gain of 83.92% in habitat units. This is considered to weigh in favour of the scheme.

7.70 The final details of a Biodiversity Net Gain Scheme which maximises net gains in biodiversity value for the development would be secured by Condition 20. Subject to such a condition, the proposal is considered to accord with the NPPF (2023), Policy G6 of the London Plan (2021) and Policy DMEI 7 of the Hillingdon Local Plan: Part 2 (2020).

Flood Risk

7.71 Policy SI 12 of the London Plan (2021) requires that development proposals ensure that flood risk is minimised and mitigated. This is supported by Policy EM6 of the Hillingdon Local Plan: Part 1 (2012) and Policy DMEI 9 of the Hillingdon Local Plan: Part 2 (2020). Notably, proposals that fail to make appropriate provision of flood risk and surface water flooding mitigation will be refused.

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

Drainage

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

7.74 The proposed development would remove impermeable hardstanding and replace it in part with soft landscaping, resulting in a net benefit to drainage. Sustainable urban drainage features are proposed, including brown roofs,

swales, filtration trenches, and porous surfacing. The Council's Flood and Water Management Specialist has confirmed no objection to the proposed drainage strategy, subject to the necessary planning conditions.

7.75 Conditions 22 and 24 have been recommended to secure the final details and implementation of the drainage scheme. Subject to these conditions, the scheme would accord with Policy EM6 of the Hillingdon Local Plan: Part 1 (2012), Policy DMEI 10 of the Hillingdon Local Plan: Part 2 (2020) and Policy SI 13 of the London Plan (2021).

Water Infrastructure

7.76 Policy SI 5 of the London Plan (2021) sets out water infrastructure requirements for commercial forms of development, including achieving at least the BREEAM excellent standard for the 'Wat 01' water category160 or equivalent, measures to reduce water use, provide adequate wastewater infrastructure capacity and minimise the potential for misconnections between foul and surface water networks.

7.77 During the consultation process, Thames Water has confirmed no objection to the proposed development in respect of surface water and foul water. However, insufficient information has been submitted in respect of the BREEAM standards for Wat 01 credits and water metering and saving measures.

7.78 It is important to determine whether the submission of insufficient information needs to be resolved prior to determination or post approval via way of condition. The information requested is not of a unique nature and the information provided shows compliance with policy to the extent necessary at this stage of the process. Whilst it is accepted further information is necessary there is nothing to suggest that this would not be forthcoming. Securing the information by way of condition would satisfy the requirements of the planning policy. Subject to the Condition 23, the proposed development would accord with Policy SI 5 of the London Plan (2021).

Land Contamination

7.79 Policy DMEI 12 of the Hillingdon Local Plan: Part 2 (2020) states that development on potentially contaminated sites shall assess conditions and demonstrate that the site can be safely remediated. Planning conditions and S106 legal agreements can be used to secure the appropriate level of detail required.

7.80 A phase 2 contaminated land study has been submitted for consideration and is considered sufficient and acceptable for the initial stage of the planning process. Condition 15 is proposed to secure further details of a remediation strategy. Subject to such a condition, the proposal is not considered contrary to Policy DMEI 12 of the Hillingdon Local Plan: Part 2 (2020).

Transport

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

Proposed Operation

7.82 This application seeks permission for redevelopment of site to deliver an extension to the existing Union Park data centre campus. The operation would be 24 hours a day, seven days per week and would employ between 50 and 100 staff.

Staff and Visitor Car Parking

7.83 Policy T6.2 of the London Plan (2021) states that car parking provision at Use Classes Order B2 (general industrial) and B8 (storage or distribution) employment uses should have regard to these office parking standards and take account of the significantly lower employment density in such developments.

7.84 Applying car parking standards set out within relevant planning policy on the proposed data centre development would require that an unnecessarily large number of car parking spaces are provided. To guard against over provision, the number of car parking spaces needed has been determined based on forecast occupancy linked to the office space provided.

7.85 The proposal would provide 14no. car parking spaces of which 1no. would be allocated as a disabled persons space, 6no. active electric vehicle charge point spaces and 3no. passive electric vehicle charge point spaces. In addition, as part of the consented scheme of the wider site, a total of 13no. short-stay parking spaces would be provided adjacent to the proposed Visitor Reception Centre. These spaces would have a maximum ‘waiting time’ sufficient to allow visitors to safely park their vehicles whilst undergoing security checks and site safety briefings prior to gaining site access. The Highways Authority have confirmed that the number of spaces proposed is acceptable.

Disabled Person Car Parking

7.86 Policy T6.5, Table 10.6, of the London Plan (2021) states that 5% of all car parking spaces should be provided as designated disabled persons parking bays and 5% should be provided as enlarged parking bays which are capable of being

converted to disabled persons parking. This would require the provision of 1no. disabled persons parking bays and 1no. enlarged parking bays.

7.87 The development proposes 1no. disabled persons parking bay. This is accepted and secured by Condition 18.

Electric Vehicle Charging Points (EVCPs)

7.88 Policy T6.2 of the of the London Plan (2021) states that car parking provision for office development or industrial should include appropriate provision for electric or other Ultra-Low Emission vehicles.

7.89 A total of 6no. active and 3no. passive EVCPs are proposed to be provided to serve staff and visitor car parking. This is accepted and is secured by Condition 18.

Cycle Parking

7.90 Eight cycle parking spaces would be provided together with end of journey facilities including changing rooms, locker and showers. The Highway Authority requires that these cycle spaces are sheltered, secure and accessible in accordance with London Cycle Design Standards. The Highway Authority notes that the number of cycle parking spaces to be provided is based on the floor area of the offices. This is considered reasonable taking into account the workforce density within the data centre itself would be very low. The details of the proposed cycle parking are proposed to be secured by Condition 18.

Parking Design and Management Plan

7.91 20% of car parking spaces are proposed with passive electric vehicle charging infrastructure. The applicant has therefore committed to increasing the number of electric vehicles charging spaces over time. The detail of a parking design and management plan is proposed to be secured under Condition 31.

Trip Generation

7.92 The proposed data centre would be operational 24 hours a day, seven days per week. The facility management and security staff would work day and night shifts with management and administration staff working more conventional hours between 8.30am and 5.30pm. Based on this the applicant reports there would be approximately 29no. people on-site during normal business hours. Whilst there would be just 14no. car parking spaces, there are opportunities for travel to the site by sustainable means including, bus, rail, walking and cycling. There would be a Travel Plan to encourage and enable the use of these options. The applicant highlights that the number of generated trips by car will not exceed the 14no. car parking spaces proposed.

7.93 To establish the impact of the proposed development, the applicant has reviewed the existing trip generation of the site as it was in its original use – taxi

repairs, against the proposed development and concluded there would be a net decrease in two-way vehicle trips in the weekday morning and evening peak periods respectively.

Healthy Streets and Active Travel Zone Assessment

7.94 In order to encourage and enable active travel and reduce dependency on the private car for trip making to and from the site, the Highway Authority have identified a £43,000 contribution towards highways improvement works. This is proposed to be secured under S106 HoT (v).

7.95 Transport for London have identified highway improvement measures for the A312. As users of this development would benefit from these new facilities and the development would generate impacts which should be mitigated, a £31,643 is proposed to be secured under S106 HoT (vi).

Travel Plan

7.96 A detailed and finalised Travel Plan is proposed to be secured through the proposed S106 legal agreement, listed under S106 HoT (iv).

Construction Logistics Plan and Service Delivery Plan

7.97 Having regard to comments received from TfL and the Highway Authority, a Construction Logistics Plan and a Service Delivery Plan are proposed to be secured under Conditions 13 and 32 respectively.

Transport Conclusion

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

Sustainable Development

Whole-Life Carbon Cycle

7.99 Policy SI 2, Part F, of the London Plan (2021) states that 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.

7.100 The applicant has submitted a Whole Life-Cycle Carbon (WLC) assessment as required. Condition 38 would secure the submission of a post-construction assessment to report on the development's actual WLC emissions. Subject to such a condition, the proposal would accord with Policy SI 2, Part F, of the London Plan (2021).

CO2 Emissions

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

7.102 The Energy Statement states that the development would achieve 75% savings on-site, exceeding the minimum planning policy requirement of 35%. This is achieved by high efficiency systems, photovoltaic panels and an air source heat pump solution. Despite this, there is requirement to secure a financial contribution to achieve net zero-carbon. Condition 25 is proposed to secure the finalised energy strategy, alongside detail on monitoring, to ensure compliance with the requirements. A S106 planning obligation is proposed under Head of Term (iii) to allow for a financial contribution to be secured if the development does not achieve net zero-carbon. Subject to such conditions and planning obligations, the development would accord with Policy SI 2 of the London Plan (2021).

Energy Infrastructure

7.103 Policy SI 3 of the London Plan (2021) states that major development proposals should make provisions to connect into district heating networks, thereby utilising secondary heat sources.

7.104 The development is proposed to facilitate a future connection to a district heating scheme for export of low-grade heat should one become available. Planning Condition 11 is proposed to secure this commitment, ensuring compliance with Policy SI 3 of the London Plan (2021).

Overheating

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

7.106 The proposed development includes urban greening features which will contribute a reduced impact with respect to urban heat island effects.

7.107 The area weighted average (MJ/m2) and total (MJ/year) cooling demand for the actual and notional building has been provided and the applicant has demonstrated that the actual building's cooling demand is lower than the notional. A Dynamic Overheating Analysis has been undertaken using the CIBSE TM52 methodology. Its results demonstrate the requirement for active cooling.

7.108 No further detail is deemed necessary for consideration and the development is considered to accord with the requirements of Policy SI 4 of the London Plan (2021).

Circular Economy

7.109 Policy SI 7 and Policy D6 of the London Plan (2021) require developments to be designed with adequate, flexible, and easily accessible storage space and collection systems that support, as a minimum, the separate collection of dry recyclables (at least card, paper, mixed plastics, metals, glass) and food. Policy DMHB 11 of the Hillingdon Local Plan: Part 2 (2020) supports this policy from a design perspective.

7.110 Specifically, Policy SI 7, Part B, of the London Plan (2021) states that referable applications should submit Circular Economy Statements to promote circular economy outcomes and aim to be net zero-waste. Policy EM11 of the Hillingdon Local Plan: Part 1 (2012) also supports these objectives.

7.111 A Waste Management Plan has been submitted for consideration and includes dedicated areas for bin storage and collection. The Council's Waste Strategy Officer has not raised any concerns, and the detail submitted is deemed to be sufficient and acceptable.

7.112 A Circular Economy Statement has been submitted for consideration. Whilst the GLA have requested that further information is submitted in relation to reported metrics and waste management, it is considered that these matters can be resolved post-committee as part of the GLA Stage 2 referral process. A post-construction circular economy monitoring report is also proposed to be secured by Condition 37. Subject to such a condition, the proposed development would accord with Policy SI 7 of the London Plan (2021).

Digital Connectivity

7.113 Policy SI 6 of the London Plan (2021) supports the provision of digital infrastructure with paragraph 9.6.1 emphasising its importance.

7.114 The proposed development would provide additional digital infrastructure in line with London Plan Policy SI 6.

8 Other Matters

Health

8.1 Officers have been made aware of resident concerns that the proposed data centre poses health risks related to electromagnetic fields (EMF) exposure. Data centres emit non-ionizing EMFs, primarily from electrical infrastructure, servers, and networking equipment. It is understood that EMF levels outside data centres are typically well within international safety guidelines, such as those set by the

International Commission on Non-Ionizing Radiation Protection (ICNIRP) and IEEE. Most EMFs are contained within the facility and shielding and distance reduce exposure significantly. As such, the impact on nearby residents, the closest of which is over 70m away in the Hayes Village development, will not be harmful.

8.2 Paragraph 123 of the NPPF (2024) is also noted and states, in the context of communications infrastructure, that Local Planning Authorities must determine applications on planning grounds only. They should not seek to prevent competition between different operators, question the need for an electronic communications system, or set health safeguards different from the International Commission guidelines for public exposure. Please refer to other relevant sections of the report for consideration of other health impacts, including paras 7.54 to 7.59 for consideration of air quality impacts.

Airport Safeguarding

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

8.4 The site is located within the 3km perimeter of Heathrow Airport and is sited circa 6.92km away from RAF Northolt. The National Air Traffic Services, Heathrow Airport Ltd and the Ministry of Defence have been consulted and have confirmed no safeguarding objections. A Bird Hazard Management Plan (BHMP) has been secured under previous permissions relating to the data centre campus and as such is deemed appropriate that the extension connects into the previously approved BHMP. Planning Condition 21 is proposed accordingly and subject to such a condition, the proposal would comply with Policy DMAV 1 of the Hillingdon Local Plan: Part 2 (2020).

Environmental Impact Assessment

8.5 Legislation pertaining to Environment Impact Assessments are set out under the Town and Country Planning (Environmental Impact Assessment) Regulations 2017 (or the EIA Regulations).

8.6 The following schedules should be considered when assessing the development in respect of the EIA Regulations:

- Schedule 1(2)(1) Thermal power stations and other combustion installations with a heat output of 300 megawatts or more
- Schedule 2(10a) Industrial Estate Development
- Schedule 2(10b) Urban Development Projects
- Schedule 2(6c) Storage Facilities for petroleum, petrochemical and chemical products

- Schedule 2(3a) Industrial installations for the production of electricity, steam and hot water
- Schedule 2(3e) Surface storage of fossil fuels
- Schedule 2(13b) Changes and extensions to Schedule 2 developments

8.7 The area of this development proposal is on a site of around 1.26ha which is below the 5ha threshold. However, when considered in combination with the adjacent site to the east, the total area of both developments exceeds this. The data centres development to the east does not form part of the proposed development and benefits from planning consent under applications 75111/APP/2020/1955 and 75111/APP/2022/1007. However, given that the Applicant is the same and the potential for cumulative impacts, although no formal screening was undertaken, it was agreed that the proposed development would qualify as EIA development and as such an Environment Statement (ES) has been submitted.

8.8 A formal scoping exercise was not undertaken, but during discussions it was agreed that the matters to be scoped-in were climate change and air quality. The ES submitted sets out environmental information about the scheme, including a description of the development, its predicted environmental impacts and the measures intended to mitigate any adverse impacts. It is provided to allow a wider public understanding of the environmental effects of the project. The consideration of technical matters, including climate change and air quality have been considered and are set out within paras 7.54 to 7.59 (air quality) and paras 7.99 to 7.112 (sustainability) of this Committee Report. Subject to the relevant mitigation secured by planning conditions and obligations, any adverse impacts identified are not considered to be significant.

Human Rights

8.9 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

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

Local Finance Considerations and CIL

Planning Obligations

8.11 Policy DMCI 7 of the Hillingdon Local Plan: Part 2 (2020) states that whilst infrastructure requirements will be predominantly addressed through the Council's Community Infrastructure Levy (CIL), planning obligations will be sought on a scheme-by-scheme basis. Applications that fail to secure an appropriate Planning Obligation to make the proposal acceptable will be refused.

8.12 The Community Infrastructure Levy Regulation 2010 (Regulations issued Pursuant to the 2008 Act) and the NPPF have put three tests on the use of planning obligations into law. It is unlawful (since 6th April 2010) to request planning obligations that do not meet the following tests:
i. necessary to make the development acceptable in planning terms;
ii. directly related to the development; and
iii. fairly and reasonable related in scale and kind to the development.

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

8.14 On the basis of the NPPF and the Community Infrastructure Levy Regulation 2010, it is only considered reasonable to request contributions for the matters outlined in the Heads of Terms contained in the *Summary of Recommendation* section at the beginning of this report.

Community Infrastructure Levy

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

8.16 In addition, the development represents Chargeable Development under the Hillingdon Community Infrastructure Levy, which came into effect on 1st August 2014.

8.17 The liability payable is as follows (subject to indexation):
Hillingdon CIL: £127,017.26
Mayoral CIL: £1,094,657.82
Total: £1,221,675.08

8.18 However, please note that this has been calculated based on the information available to the officer. The final amount will be reviewed post determination by the Council's Planning Obligations Team and set out to the liable party in line with the CIL Regulations.

9 Conclusion / Planning Balance

9.1 This proposed redevelopment of the site to deliver an extension to the existing Union Park data centre campus (Use Class B8) is considered acceptable in land use terms. The economic benefit of data centre development is acknowledged and supported by national, regional, and local planning policies. The development has also secured a power supply and would not overburden the local grid capacity and is not considered to result in detrimental impacts connected to energy infrastructure.

9.2 The proposed development is considered to alter how the site is perceived within the wider townscape, but it is important to acknowledge that the development would connect to the approved and existing Union Park data centre campus. The high-quality design and elevational treatments, including a lighting scheme to Energy Centre 4 (EC4), are considered to soften its townscape impact and mitigate any perceived harm. The proposed development also retains an industrial/technological aesthetic that respects the immediate area's character.

9.3 Subject to the planning conditions and obligations recommended, the proposed development is considered acceptable with respect to design, heritage, residential amenity, environmental issues, transport, and sustainability.

9.4 Due regard has been given to residents' objections; however, it is concluded that the proposal complies with the Development Plan. Section 38(6) of the Planning and Compulsory Purchase Act 2004 states that planning applications should be determined in accordance with the development plan unless material considerations indicate otherwise. For the reasons outlined above and within the main body of this report, this application is considered to comply with the Development Plan and is recommended for approval, subject to securing the planning conditions set out in Appendix 1 and a Section 106 legal agreement.

10 Background Papers

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

APPENDICES

Planning Application

75111/APP/2025/739

Appendix 1: Recommended Conditions and Informatives

Conditions

1. COM3 **Time Limit**

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

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

2. COM4 **Accordance with Approved Plans**

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

Site Location Plan:
NWA-0474-SW-ZZ-DR-A-010000 Rev. P01

Site:
MWL-0474-SEW-ZZ-DR-L-100003 Rev. P14 Block 4 Landscape Masterplan
NWA-0474-SW-ZZ-DR-A-900000 Rev. P01 Proposed Overall Site Plan
NWA-0474-SW-ZZ-DR-A-900001 Rev. P01 Proposed Enlarged Site Plan
NWA-0474-SW-ZZ-DR-A-900909 Rev. P01 Fence Overall Site Plan
NWA-0474-SW-ZZ-DR-A-900910 Rev. P01 Proposed Fence Details
NWA-0474-SW-ZZ-DR-A-900911 Rev. P01 Proposed Cycle Racks Details

Floor Plans:
NWA-0474-UP4-00-DR-A-030000 Rev. P01 Proposed Ground Floor Plan
NWA-0474-UP4-01-DR-A-030010 Rev. P01 Proposed First Floor Plan
NWA-0474-UP4-02-DR-A-030020 Rev. P01 Proposed Second Floor Plan
NWA-0474-UP4-03-DR-A-030030 Rev. P01 Proposed Third Floor Plan
NWA-0474-UP4-04-DR-A-030040 Rev. P01 Proposed Fourth Floor Plan
NWA-0474-UP4-05-DR-A-030050 Rev. P01 Proposed Fifth Floor Plan

Elevations:
NWA-0474-UP4-ZZ-DR-A-030700 Rev. P01 Proposed Elevations
NWA-0474-SW-ZZ-DR-A-030800 Rev. P01 Site Context Sections

Sections:
NWA-0474-UP4-ZZ-DR-A-030801 Rev. P02 Proposed Building Sections

Bay Studies:
NWA-0474-UP4-XX-DR-A-030610 Rev. P01 B4 Facade Bay Study 1 - UP4

NWA-0474-UP4-XX-DR-A-030611 Rev. P01 B4 Facade Bay Study 2 - AB5
NWA-0474-UP4-XX-DR-A-030612 Rev. P01 B4 Facade Bay Study 3 - EC4

Thereafter the development hereby permitted shall be retained/maintained for as long as the development remains in existence.

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

3. COM5 **Compliance with Supporting Documentation**

The development hereby permitted shall be completed in accordance with the specified supporting plans and/or documents:

Planning:

Planning & Economic Benefits Statement (Dated March 2025)

Environment Impact Assessment:

Environmental Statement (Dated April 2025)

Design and Heritage:

NWA-0474-UP4-XX-RP-A-000005 P01 Design and Access Statement (Dated 28th February 2025)
Historic Environment Desk-Based Assessment V1 (Dated March 2025)
MWL-0474-SEW-XX-REP-L-100006 P3 Landscape / Townscape & Visual Impact Assessment (Dated 28th February 2025)
MWL-0474-SEW-XX-REP-L-100013 P1 Landscape / Townscape & Visual Impact Assessment Addendum (Dated 1st August 2025)
MWL-0474-SEW-XX-REP-L-100010 P3 Landscape Design Statement (Dated 28th February 2025)
MWL-0474-SEW-XX-REP-L-100007 P3 Landscape Management and Maintenance Plan (Dated 28th February 2025)
MWL-0474-SEW-ZZ-DR-L-100002 Rev. P10 Urban Greening Factor
Fire Safety Planning Strategy Report Issue 3
HDR-0474-XX-XX-REP-C-000005 P01 Utilities Statement Report (Dated 28th February 2025)
HDR-0474-XX-XX-REP-C-000006 P01 Infrastructure Statement (Dated 28th February 2025)

Environmental:

Phase 2 Ground Investigation Report Rev. B (Dated 21st February 2025)
HDR-0474-XX-XXREP-C-000008 P01 Cut and Fill Report (Dated 28th February 2025)

Ecological Enhancement Scheme VF3 (Dated 28th February 2025)
Ecological Assessment VF5 (Dated 28th February 2025)
Biodiversity Net Gain Report VF2 (Dated 28th February 2025)
Bird Hazard Management Plan VF4 (Dated 28th February 2025)
SJA air 23258-01b Arboricultural Implications Report (Dated February 2025)
R/NS/1/250226 V02 Plant Noise Assessment Report (Dated 26th February 2025)
BRS-0437-0 Rev. 3.0 Wind and Microclimate Report (Dated 28th February 2025)
6599 Daylight and Sunlight Report (Dated 27th February 2025)
Aviation Report Covering Letter (Dated 12th March 2025) and CL-5447-RPT-002 V1.0 Aviation Report (Dated June 2020)

Sustainability:

HDR-0474-XX-XX-REP-MD-000002 Sustainability Statement (Dated 28th February 2025)
HDR-0474-XX-XX-REP-MD-000004 Whole Life Carbon Assessment (Dated 28th February 2025)
HDR-0474-XX-REP-MD-000003 Circular Economy Statement (Dated 28th February 2025)
HDR-0474-XX-XXX-REP-MD-000001 P01 Energy and Overheating Statement (Dated 28th February 2025)
BREEAM Pre-assessment Report V1 (Dated 13th November 2024)
HDR-0474-XX-XX-REP-C-000002 Issue P02 Flood Risk Assessment and Drainage Strategy (Dated 23rd May 2025)

Transport:

HDR-0474-XX-XX-REP-C-000003 Rev. P01 Transport Assessment (Dated 28th February 2025)
HDR-0474-XX-XX-REP-C-000004 P01 Travel Plan (Dated 28th February 2025)
HDR-0474-XX-XX-RP-C-00007 P01 Delivery and Service Management Plan (Dated 28th February 2025)
Construction Logistics and Management Plan Rev. 2 (Dated 20th February 2025)
Site Waste Management Plan (Dated February 2025)

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

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

4. NONSC **Compliance with Air Quality Emissions**

The development shall be operated in accordance with the air quality emissions set out in Table A6.4.4: Generator Emission Calculation Inputs page 19 of the Appendix 6.1-6.6 - Air Quality Report (Dated 7th March 2025) and Table 4.1: Model Inputs for Generators of the Appendix 6.1-6.6 - Air Quality Report (Dated 7th March 2025), which confirms that the

following emissions shall not be exceeded:

(i) Emissions per generator per year: Total annual emissions per backup generator shall not exceed 0.0872748 tonnes of NOx/year and not exceed 0.0020808 tonnes of PM2.5/ year.

(ii) Total emissions per year: Total annual emissions for the total 14 generators shall not exceed 0.6546216 tonnes of NOx/year and not exceed 0.012622 tonnes of PM2.5/ year.

REASON
As the application site is within an Air Quality Focus Area and Air Quality Management Area, in close proximity to sensitive receptors, and to reduce the impact on air quality in accordance with Policy EM8 of the Hillingdon Local Plan: Part 1 (2012), Policy DMEI 14 of the Hillingdon Local Plan: Part 2 (2020), the London Borough of Hillingdon Air Quality Action Plan 2019-2023, Policy SI 1 of the London Plan (2021), and the National Planning Policy Framework (2024).

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

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

REASON
To ensure that the provisions of the development are secured to the data centre use proposed to prevent detrimental impacts arising from an alternative use which is not permitted, including impacts on the local highway network and air quality, in accordance with Policies DMTC 1, DMT 1, DMT 2 and DMEI 14 of the Hillingdon Local Plan: Part 2 (2020), Policies T4 and SI 1 of the London Plan (2021) and the National Planning Policy Framework (2024).

6. NONSC **Restrict Enlargement of B8 Use Buildings**

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

REASON
To ensure that the Local Planning Authority have assessed all the implications of the development, including impacts on design, the local highway network and air quality, in accordance with Policies DMHB 11, DMT 1, DMT 2 and DMEI 14 of the Hillingdon Local Plan: Part 2 (2020), Policies D4, T4 and SI 1 of the London Plan (2021) and the National Planning Policy Framework (2024).

7. NONSC **Restrict Addition of Internal Floorspace**

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

REASON
To ensure that the Local Planning Authority have assessed all the implications of the development, including impacts on design, the local highway network and air quality, in accordance with Policies DMHB 11, DMT 1, DMT 2 and DMEI 14 of the Hillingdon Local Plan: Part 2 (2020), Policies D4, T4 and SI 1 of the London Plan (2021) and the National Planning Policy Framework (2024).

8. NONSC **Plant Noise Limits for Normal Operation**

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

42 dB LAr 15 min for any fifteen-minute period between 2300 and 0700, and

45 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, in accordance with 'Methods for rating and assessing industrial and commercial sound' British Standards Institution BS4142 2014.

REASON
To safeguard the noise environment and the amenity of neighbours, in accordance with Policy DMHB 11 of the Hillingdon Local Plan: Part 2 (2020) and Policy D14 of the London Plan (2021).

9. NONSC **Backup Generator Testing Hours**

The routine testing of equipment designed to operate only in an emergency shall be carried out on any normal working day Monday to Friday, between the hours of 0800 and 2000, with the duration and frequency stipulated by the Operating Regime (including testing and maintenance), not to exceed an average of 15 hours per year per generator, unless agreed otherwise in writing by the Local Planning Authority.

REASON
To safeguard the noise environment and the amenity of neighbours, in accordance with Policy DMHB 11 of the Hillingdon Local Plan: Part 2 (2020) and Policy D14 of the London Plan (2021).

10. NONSC **Backup Generator Fuel**

The generators shall be fueled by hydrotreated vegetable oil (HVO) or an alternative fuel with an equivalent or lower level of pollutant emissions only, except where undertaking best endeavours, the operator has been unable to obtain a supply of HVO or an alternative low emission fuel.

REASON
As the application site is within an Air Quality Focus Area and Air Quality Management Area, in close proximity to sensitive receptors, and to reduce the impact on air quality in accordance with Policy EM8 of the Hillingdon Local Plan: Part 1 (2012), Policy DMEI 14 of the Hillingdon Local Plan: Part 2 (2020), the London Borough of Hillingdon Air Quality Action Plan 2019-2023, Policy SI 1 of the London Plan (2021), and the National Planning Policy Framework (2024).

11. NONSC **Connection to Future District Heating Network**

The development hereby approved shall provide a single point of connection to allow future connection to a district heating network. Provision for this connection shall include space for heat exchangers in the energy centre, a safeguarded pipe route to the site boundary, and sufficient space in cross section for primary district heating pipes where proposed routes are through utility corridors.

REASON
To ensure compliance with Policy SI 3 of the London Plan (2021).

12. NONSC **Non-Road Mobile Machinery**

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

REASON
To comply with the London's Low Emission Zone for non-road mobile machinery as per requirements of the London Environment Strategy, in accordance with Policy EM8 of the Hillingdon Local Plan: Part 1 (2012), Policy DMEI 14 of the Hillingdon Local Plan: Part 2 (2020), Policy SI 1 of the London Plan (2021) and the National Planning Policy Framework (2024).

13. NONSC **Construction Management and Logistics Plan**

Prior to the commencement of works on site, a Construction Environmental Management

and Logistics Plan shall be submitted to and approved in writing by the Local Planning Authority, in consultation with relevant stakeholders Canal & River Trust, Ministry of Defence, Heathrow Airport Safeguarding and Network Rail). This plan shall detail:

i.The phasing of the works;
ii.The hours of work;
iii.On-site plant and equipment;
iv.Measures to mitigate noise and vibration;
v.Measures to mitigate impact on air quality;
vi.Waste management;
vii.Site transportation and traffic management, including:
(a) HGV Routing enforcement;
(b) Signage;
(c) Vehicle types and sizes;
(d) Hours of arrivals and departures of staff and deliveries (avoiding peaks);
(e) Frequency of visits;
(f) Parking of site operative vehicles;
(g) On-site loading/unloading and wheel washing arrangements
(h) Use of an onsite banksman (if applicable)
(i) Use of consolidation centres to reduce HGV movements.
(j) Achieve FORS Gold standard and 5* Direct Vision Standard.
(k) Encourage use of active travel.
viii. The arrangement for monitoring and responding to complaints relating to demolition and construction;
ix. Details of cranes and other tall construction equipment (including the details of obstacle lighting);
x. Measures to avoid and mitigate impacts to the Grand Union Canal Site of Importance for Nature Conservation.

This plan should accord with Transport for London's Construction Logistic Planning Guidance and the GLA's 'The Control of Dust and Emissions during Construction and Demolition' Supplementary Planning Guidance (July 2014) (or any successor document). It shall cover the entirety of the application site and any adjoining land which will be used during the construction period. It shall include the details of cranes and any other tall construction equipment (including the details of obstacle lighting).

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

REASON
To safeguard the amenity of surrounding areas and to ensure that the construction works include appropriate efficiency and sustainability measures so as not to compromise the safe and efficient operation of the local highway network and local air quality, in accordance with Policies DMT 1, DMT 2 and DMEI 14 of the Hillingdon Local Plan: Part 2 (2020) and Policies D14, SI 1, T4 and T7 of the London Plan (2021). Also, to ensure that construction work and construction equipment on the site and adjoining land does not obstruct air traffic

movements or otherwise impede the effective operation of air traffic navigation transmitter/receiver systems, in accordance with Policy DMAV 1 of the Hillingdon Local Plan: Part 2 (2020).

14. NONSC **CRT Risk Assessment and Construction Methodology Plan**

Prior to the commencement of works on site, a Risk Assessment and Construction Methodology Plan shall be submitted to and approved in writing by the Local Planning Authority (in consultation with the Canal and River Trust). The plan shall include details of all earthmoving, excavations and the design and construction of all foundations for all works adjacent to the waterways.

REASON
To safeguard the stability of the canal infrastructure, in accordance with paragraphs 187, 196 and 197 of the National Planning Policy Framework (2024).

15. NONSC **Contaminated Land**

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

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

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

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

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

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

16. NONSC **Materials**

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

(i) Mock-up sample panels of UP4 Bay Study 1, AB5 Bay Study 2 and EC4 Bay Study 3 (plan refs. NWA-0474-UP4-XX-DR-A-030610 Rev. P01, NWA-0474-UP4-XX-DR-A-030611 Rev. P01, NWA-0474-UP4-XX-DR-A-030612 Rev. P01) provided at a scale and location to be agreed with the Local Planning Authority. This shall be accompanied by a schedule of all materials to be used in the external elevations of the buildings.

(ii) Materials for other facades shall be submitted as a sample board with an accompanied schedule of materials.

The design and construction of the structure shall not prejudice the provision of an acceptable detailed design and material treatment of facades.

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

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

17. NONSC **EC4 Lighting Scheme**

Prior to the commencement of above ground construction works for the development, details of the Energy Centre 4 (EC4) lighting scheme shall be submitted to and approved in writing by the Local Planning Authority (in consultation with the Canal and River Trust and Network Rail). This shall include a mock-up sample panel of the EC4 Bay Study 3 (plan ref. NWA-0474-UP4-XX-DR-A-030612 Rev. P01) south and west facade provided at a scale and location to be agreed with the Local Planning Authority.

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

REASON
To ensure that the development presents a satisfactory high quality appearance and does not adversely impact neighbouring residents of the Hayes Village development, in accordance with Policy DMHB 11 of the Hillingdon Local Plan: Part 2 (2020). To ensure that biodiversity within the ecological corridor is not adversely impacted by the proposed lighting, in accordance with Policy DMEI 7 of the Hillingdon Local Plan: Part 2 (2020). To ensure lighting associated with the development does not interfere with the sighting of signalling apparatus and/or train drivers vision on approaching trains.

18. COM9 **Landscape Scheme**

Prior to commencement of works above ground level, a landscape scheme shall be submitted to and approved in writing by the Local Planning Authority, in consultation with relevant stakeholders (including the Canal & River Trust, Ministry of Defence, Heathrow Airport Safeguarding and Network Rail). The scheme shall include:-

1. Details of Soft Landscaping
1.a Planting plans (at not less than a scale of 1:100) with at least 34 no. new trees to be planted, including pollution absorbing species
1.b Written specification of planting and cultivation works to be undertaken,
1.c Schedule of plants giving species, plant sizes, tree pit designs and proposed numbers/densities where appropriate

2. Details of Hard Landscaping
2.a Refuse Storage
2.b Cycle Storage (showing secure and sheltered provision for 8 no. bicycles, including access provisions, in accordance with London Cycling Design Standards)
2.c Full details of the means of enclosure and boundary treatments, including product details with materials and finish
2.d Car Parking Layouts, including:
14no. car parking spaces of which 1no. would be allocated as a disabled persons space, served by 6no. active electric vehicle charging points and 3no. passive electric vehicle charging infrastructure
2.e Hard Surfacing Materials (including the external areas and amenity areas which would be accessible to disabled people, including wheelchair users)
2.f External Lighting (External lighting should be angled downwards, and light directed into the site, and it should not provide flood lighting to the canal corridor to show consideration for bats and other nocturnal species).
2.g Other structures

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

4. Schedule for Implementation

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

6. Confirmation of the final Urban Greening Factor score

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

REASON
To ensure that the proposed development will preserve and enhance the visual amenities of the locality and provide adequate facilities in compliance with Policies DMHB 11, DMHB 12, DMHB 14, DMT 2, DMT 6 and DMEI 1 of the Hillingdon Local Plan: Part 2 (2020) and Policies G1, G5, T5, T6, T6.2 and T7 of the London Plan (2021).

19. NONSC **External Lighting Scheme**

Prior to commencement of above ground works, details of an external lighting scheme shall be submitted to and approved in writing by the Local Planning Authority (in consultation with the Canal and River Trust and Network Rail). Such details shall include location, height, type and direction of light sources and intensity of illumination.

Thereafter the external lighting shall be installed prior to occupation and maintained in full accordance with the approved details.

REASONS
To ensure that biodiversity within the ecological corridor is not adversely impacted by the proposed lighting, in accordance with Policy DMEI 7 of the Hillingdon Local Plan: Part 2 - Development Management Policies (January 2020). To ensure lighting associated with the development does not interfere with the sighting of signalling apparatus and/or train drivers vision on approaching trains.

20. NONSC **Biodiversity Net Gain**

Prior to commencement of above ground works, a Biodiversity Gain Plan for the site, demonstrating compliance with the 10% biodiversity net gain requirement in accordance with the Environment Act 2021, shall be submitted to and approved in writing by the Local Planning Authority. The Biodiversity Gain Plan should include:

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

ii. On-Site Enhancement and 30-year Habitat Management Plan (HMP) detailing measures to achieve BNG on-site, including species protection, habitat creation, and ongoing

management strategies to maintain gains for a minimum of 30 years. The HMP should, as a minimum, include:

a) Description and evaluation of the features to be managed.
b) Aims, objectives and targets for management.
c) Description of the management operations necessary to achieving aims and objectives.
d) Prescriptions for management actions.
e) Preparation of a works schedule, including an annual works schedule.
f) Details of the monitoring needed to measure the effectiveness of management.
g) Details of the timetable for each element of the monitoring programme.
h) Details of the persons responsible for the implementation and monitoring.
i) Report to the Council routinely regarding the state of the Biodiversity Net Gain requirements for development in years 1 (post-completion), 3, 5, 10, 20, and 30, with biodiversity reconciliation calculations at each stage; or

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

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

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

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

21. NONSC **Bird Hazard Management Plan**

Prior to commencement of development above ground level, 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, Heathrow Airport Safeguarding and National Air Traffic Services). The Bird Hazard Management Plan should 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, Feral Pigeons and any other identified problematic species on the roof spaces and on, under or around the PV panels; and

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.

The development shall be carried out and managed strictly in accordance with the details agreed and there shall be no variation without the express written consent of the Local Planning Authority.

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

22. NONSC **Sustainable Drainage Scheme Details**

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

a) Sustainable Drainage features:

i. Surface water discharge - the submitted drainage strategy must identify the proposed method and location of discharging collected surface water from the site in accordance with the hierarchy set out in Policy SI 13 of the London Plan (2021). Where the proposal does not utilise the most sustainable solution, justification must be provided.

ii. SuDS - the submitted drainage strategy should incorporate Sustainable Drainage System (SuDS) elements that are embedded, where practicable, within the landscaping plan for the development. Preference should be given to above-ground SuDS elements that control water at source and provide wider biodiversity, water quality and amenity benefits.

iii. Runoff rates - provide the greenfield and proposed runoff rates for a variety of return periods including 1 in 1 year, 1 in 30, 1 in 100, and 1 in 100 plus 40% climate change.

Developments should aim to meet greenfield runoff rates unless a suitable justification can be provided.

iv. Drainage calculations - include calculations to demonstrate that the volume of storage and size of drainage features provided is adequate to control surface water for a range of storm duration and rainfall intensities for the entire site area for events up to and including the critical 1 in 100 plus 40% climate change rainfall event.

v. Exceedance routes - provide a plan showing the route surface water will take through the development for rainfall events exceeding the 1 in 100 year event. Where it is intended to

store water on the ground surface, the maximum extent of overland flooding should be mapped and the depth of the flooding confirmed. Safe access and egress for the site must be demonstrated.

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

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

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

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

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

23. NONSC **Water Infrastructure Details**

Prior to the commencement of the development (not including demolition and site clearance), water infrastructure details shall be submitted to and approved in writing by the Local Planning Authority. This detail shall:-

i) achieve at least the BREEAM excellent standard for the 'Wat 01' water category160 or equivalent;
ii) incorporate measures such as smart metering, water saving and recycling measures, including retrofitting, to help to achieve lower water consumption rates and to maximise future-proofing;
iii) seek to improve the water environment and ensure that adequate wastewater infrastructure capacity is provided; and
iv) take action to minimise the potential for misconnections between foul and surface water networks.

The development must proceed and be occupied in accordance with the approved scheme.

REASON
To ensure compliance with Policy SI 5 of the London Plan (2021).

24. NONSC **Sustainable Drainage Scheme Verification**

Prior to the first occupation of the development, evidence (photographs and installation

contracts) shall be submitted to demonstrate that the sustainable drainage scheme for the site has been completed in accordance with the submitted details. The sustainable drainage scheme shall be managed and maintained thereafter in accordance with the agreed management and maintenance plan for all of the proposed drainage components.

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

25. NONSC **Energy Monitoring, Recording and Reporting**

Prior to first occupation of the development, a detailed energy monitoring, recording and reporting plan shall be submitted to and approved in writing by the Local Planning Authority. The plan shall accord with the requirements of the London Plan (policy SI2) and the GLA Energy Assessment Guidance (June 2022 or as amended) and demonstrate that the development will maximise savings in CO2 emissions (achieving at least 73% on-site) from the regulated energy load in accordance with the approved energy strategy.

The development must proceed in accordance with the approved reporting structure and where there is a failure to achieve the carbon savings as set out in the energy strategy, the quantum (tCO2) shall be treated as part of the shortfall and shall result in a cash in lieu contribution in accordance with the formula set out in the S106.

REASON
To ensure the development's onsite carbon savings from regulated energy demand is achieved in perpetuity (i.e. annually over 30years) in accordance with the Policy SI2 of the London Plan (2021).

26. NONSC **Cleanest Generator and Fuel Technology**

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

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

REASON
As the application site is within an Air Quality Focus Area and Air Quality Management Area, in close proximity to sensitive receptors, and to reduce the impact on air quality in accordance with Policy EM8 of the Hillingdon Local Plan: Part 1 (2012), Policy DMEI 14 of

the Hillingdon Local Plan: Part 2 (2020), the London Borough of Hillingdon Air Quality Action Plan 2019-2023, Policy SI 1 of the London Plan (2021), and the National Planning Policy Framework (2024).

27. NONSC **SCR to achieve 95mg/Nm3**

Prior to first occupation of the development, evidence that the backup generators are to be fitted with selective catalytic reduction (SCR) technology to achieve a NOx emission concentration of 95mg/Nm3 as maximum (at normalized conditions: 273.15 K, 101.3 kPa, and corrected for water vapor content (dry gas) and oxygen concentration of 5%) is to be submitted to and approved in writing by the Local Planning Authority. Evidence is to include, but is not restricted to, a written warranty and supporting documentation by the equipment manufacturers that this NOx emission concentration is to be achieved, within 20 minutes of generator start-up.

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

REASON
As the application site is within an Air Quality Focus Area and Air Quality Management Area, in close proximity to sensitive receptors, and to reduce the impact on air quality in accordance with Policy EM8 of the Hillingdon Local Plan: Part 1 (2012), Policy DMEI 14 of the Hillingdon Local Plan: Part 2 (2020), the London Borough of Hillingdon Air Quality Action Plan 2019-2023, Policy SI 1 of the London Plan (2021), and the National Planning Policy Framework (2024).

28. NONSC **Operating Regime for Backup Generators**

Prior to first occupation of the development, an Operating Regime (provided by the operator and supported by a manufacturer report), specifying the testing and maintenance regime and annual hours, shall be submitted to and approved in writing by the Local Planning Authority. The number of testing hours is to not exceed an average of 15 hours per generator per year and shall avoid AM and PM peak hours.

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

REASON
As the application site is within an Air Quality Focus Area and Air Quality Management Area, in close proximity to sensitive receptors, and to reduce the impact on air quality in accordance with Policy EM8 of the Hillingdon Local Plan: Part 1 (2012), Policy DMEI 14 of the Hillingdon Local Plan: Part 2 (2020), the London Borough of Hillingdon Air Quality Action Plan 2019-2023, Policy SI 1 of the London Plan (2021), and the National Planning Policy Framework (2024).

29. NONSC **Emission Reduction and Management Plan**

Prior to occupation of the development, an Emission Reduction and Management Plan (ERMP) for the development, shall be submitted to and approved in writing by the Local Planning Authority. This shall outline and commit to a programme for carrying out a viability study to review emissions performance and alternative options for the diesel backup units, with clear time scales, to be submitted no later than year 19 and implemented no later than year 20. The viability study shall be based on the BAT (best available technology) principle giving weigh to sustainability principles and aligned with the objectives of the Borough on improving air quality. This shall include but is not limited to the following:

(i) A review of options for reducing NOx and PM2.5 emissions impacts for the National Grid power failures;
(ii) A review of options for reducing NOx and PM2.5 emissions for the testing regimes;
(iii) A review of options for reducing NOx and PM2.5 emissions by improved SCR systems /alternative retrofitting systems
(iv) A review of options for reducing NOx and PM2.5 emissions by alternative fuels
(v) A feasibility study including benefit analysis for potential upgrades of the backup generators or other changes to infrastructure (e.g. SCR), type of fuel, generator type and operational regimes on site that could reduce emissions over time; alternative emergency backup solutions are to be also evaluated, e.g. fuel cells , etc.
(vi) Use of the above information to propose appropriate changes in the generators type, selection of generators or other potential options for decreasing emissions over time no later than year 21; and
(vii) Proposal of an appropriate timescale for improvements.

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

REASON
As the application site is within an Air Quality Focus Area and Air Quality Management Area, in close proximity to sensitive receptors, and to reduce the impact on air quality in accordance with Policy EM8 of the Hillingdon Local Plan: Part 1 (2012), Policy DMEI 14 of the Hillingdon Local Plan: Part 2 (2020), the London Borough of Hillingdon Air Quality Action Plan 2019-2023, Policy SI 1 of the London Plan (2021), and the National Planning Policy Framework (2024).

30. NONSC **Emissions Monitoring Plan**

Prior to first occupation of the development, an Emissions Monitoring Plan (EMP) shall be submitted to and approved in writing by the Local Planning Authority. The EMP shall detail the proposals for the implementation of flue gas monitoring to meet the requirements of Condition 4. The EMP must include all backup generators and shall be in place from the start of operations.

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

REASON
As the application site is within an Air Quality Focus Area and Air Quality Management Area, in close proximity to sensitive receptors, and to reduce the impact on air quality in accordance with Policy EM8 of the Hillingdon Local Plan: Part 1 (2012), Policy DMEI 14 of the Hillingdon Local Plan: Part 2 (2020), the London Borough of Hillingdon Air Quality Action Plan 2019-2023, Policy SI 1 of the London Plan (2021), and the National Planning Policy Framework (2024).

31. NONSC **Parking Design and Management Plan**

Prior to the first occupation of the development, a Parking Design and Management Plan shall be submitted to and approved in writing by the Local Planning Authority. This shall detail 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. This should ensure that parking spaces are allocated appropriately, are leased and are not sold. The plan shall also outline how the number active electric vehicle charging points shall be activated (from passive) over time.

The Parking Management Plan shall be implemented as approved and shall remain in force for the life of the development.

REASON
To allow sufficient space for all vehicles to access the application site and neighbouring sites, and to safeguard the safety of highway users, in accordance with Policies DMT 1 and DMT 2 of the Hillingdon Local Plan: Part 2 (2020) and Policies T4 and T6 of the London Plan (2021).

32. NONSC **Delivery, Servicing and Waste Management Plan**

Prior to the first occupation of the development, details of a final Delivery, Servicing and Waste Management Plan shall be submitted to and approved in writing by the Local Planning Authority. This should accord with Transport for London's Delivery and Servicing Plan Guidance.

Thereafter the development shall be operated in full accordance with the approved details.

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

33. NONSC **Fire Statement**

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

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

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

34. NONSC **Secured by Design**

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

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

35. NONSC **Low Emission Strategy**

Prior to the first occupation of the development, a Low Emission Strategy (LES) shall be submitted to and approved in writing by the Local Planning Authority. The LES shall detail but be not restricted to:

i) a clear and effective strategy to encourage users of development to:-
a) use public transport;
b) cycle / walk to work where practicable;
c) enter car share schemes;
d) purchase and drive to work zero emission vehicles.

ii) Install EV fast charging points in accordance with approved plans to promote the use of zero emission vehicles.

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

REASON
As the application site is within an Air Quality Focus Area and Air Quality Management Area, and to reduce the impact on air quality in accordance with Policy EM8 of the Local Plan: Part 1 (2012), Policy DMEI 14 of the Hillingdon Local Plan: Part 2 (2020), Policies SI 1 and T4 of the London Plan (2021) and the National Planning Policy Framework (2024).

36. COM10 **Tree to be retained**

Trees, hedges and shrubs shown to be retained on the approved plans shall not be damaged, uprooted, felled, lopped or topped without the prior written consent of the Local Planning Authority. If any retained tree, hedge or shrub is removed or severely damaged during 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.

37. NONSC **Circular Economy Monitoring Report**

Prior to first occupation of the development, a post-construction monitoring report should be completed in line with the Greater London Authority's (GLA) Circular Economy Statement Guidance.

The post-construction monitoring report shall be submitted to the GLA, currently via email at: circulareconomystatements@london.gov.uk, along with any supporting evidence as per the guidance.

Confirmation of submission to the GLA shall be submitted to, and approved in writing by, the Local Planning Authority, prior to first occupation of the development.

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

38. NONSC **Whole Life-Cycle Carbon Assessment**

Prior to the first occupation of the development the post-construction tab of the Greater London Authority's (GLA) Whole Life-Cycle Carbon Assessment template should be

completed in line with the GLA's Whole Life-Cycle Carbon Assessment Guidance.

The post-construction assessment should be submitted to the GLA at: ZeroCarbonPlanning@london.gov.uk, along with any supporting evidence as per the guidance.

Confirmation of submission to the GLA shall be submitted to, and approved in writing by, the Local Planning Authority, prior to first occupation of the development.

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

39. NONSC **Backup Generator Emission Evidence**

Within one year of first occupation of the development, details of the emergency backup generators shall be submitted to, and approved in writing by, the Local Planning Authority. The details shall demonstrate that the backup generators are of the same emission levels as described in Table A6.4.4 of Appendix 6 of the Air Quality Report (dated 7th March 2025) (as secured under Condition 4) or cleaner.

REASON
As the application site is within an Air Quality Focus Area and Air Quality Management Area, and to reduce the impact on air quality in accordance with Policy EM8 of the Local Plan: Part 1 (2012), Policy DMEI 14 of the Hillingdon Local Plan: Part 2 (2020), Policies SI 1 and T4 of the London Plan (2021) and the National Planning Policy Framework (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. I70 **LBH worked applicant in a positive & proactive (Granting)**

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

that the applicant has been given every opportunity to submit an application which is likely to be considered favourably.

3. I72 **Section 106 Agreement**

Section 106 Agreement Informative:

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

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

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

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

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

5.

Equality Act 2010 Informative:

The Equality Act 2010 seeks to protect people accessing goods, facilities and services from discrimination on the basis of a 'protected characteristic', which includes those with a disability. As part of the Act, service providers are obliged to improve access to and within the structure of their building, particularly in situations where reasonable adjustment can be incorporated with relative ease. The Act states that service providers should think ahead to take steps to address barriers that impede disabled people.

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

Control of Environmental Nuisance from Construction Work:

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

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

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

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

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

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

7.

The Canal & River Trust advise as follows:

1. The applicant/developer is advised that there are fibre optic cables within the vicinity of the site along the footpath/towpath and necessary measures should be taken to ensure that these are not adversely affected during development, The applicant/developer is advised to contact the Canal & River Trust's Works Engineering Team (enquiries.TPWSouth@canalrivertrust.org.uk) in order to ensure that any necessary consents are obtained and that the works comply with the Canal & River Trust "Code of Practice for Works affecting the Canal & River Trust".

2. The applicant/developer is advised to contact Bernadette McNicholas of the Canal & River Trust's Estates Team (Bernadette.mcnicholas@canalrivertrust.org.uk) in order to ensure that the necessary licences, commercial agreements are obtained prior to any works, including landscaping and ecological enhancements, being carried out which may encroach on or over Trust owned land/waterspace.

3. The applicant is advised that any surface water discharge to the waterway will require prior consent from the Canal & River Trust. As the Trust is not a land drainage authority, such discharges are not granted as of right-where they are granted, they will usually be subject to completion of a commercial agreement. Please contact utilitiesenquiry@canalriertrust.org.uk to discuss further. For us to monitor effectively our role

as a statutory consultee, please send me a copy of the decision notice and the requirements of any planning obligation.

Comments as landowner

The applicant /developer is advised that any works on, under or over land within the ownership of the Canal & River Trust will require a separate agreement with the Trust. This would include elements such as landscaping, ecological enhancements, crane oversailing etc. Further detail on the works proposed and maintenance agreements will also be required. Please contact Bernadette McNicholas, Estates Surveyor to discuss this and commercial agreements or licences that may be required.

8.

Thames Water Informative:

Where the developer proposes to discharge to a public sewer, prior approval from Thames Water Developer Services will be required. Should you require further information please refer to our website. https://www.thameswater.co.uk/help/home-improvements/how-to-connect-to-a-sewer/sewer-connection-design

9.

Environment Agency Informative

Environmental Permitting Regulations

The proposed development will require a permit under Section 1.1 Part A of the Environmental Permitting Regulations (England and Wales) 2016. We do not currently have enough information to know if the proposed development can meet our requirements to prevent, minimise and/or control pollution.

The combustion activity is comprised of aggregated diesel fired "back-up" generators for which additional aspects will be considered as part of the permitting process. The applicant is strongly advised to undertake enhanced pre-application discussions with the Environment Agency`s Permitting Service and consider Twin Tracking an Environmental Permit application with this Planning Application.

The following issues will be considered as part of the permitting process for aggregated diesel generators:
- Impacts from air emissions from both (a) the testing and maintenance regime and (b) the worst case emergency scenario of all engines running continuously for 72 hours. Air Dispersion modelling will assess impact to both air quality standards and Acute Exposure Guideline Levels for Oxides of Nitrogen.
- The applicant has applied Best Available Techniques (BAT) namely;
- Selection of emissions optimised ignition engines that are compliant with USA EPA Tier II /

TA Luft standards. Further guidance on BAT for engine design standards is published here https://www.gov.uk/guidance/emergency-backup-diesel-engines-on-installations-best-available-techniques-bat; It is however noted the proposal includes additional secondary abatement Selective Catalytic Reduction (SCR).
- A maintenance and testing regime that minimises the impact to air quality by minimising and sequencing of testing;
- Fuel storage and, where applicable, urea storage standards for ground and surface water protection.

Whether the applicant will need to go beyond BAT and install and optimise Selective Catalytic Reduction (SCR) to reduce emissions further. This is likely where air quality is poor or multiple sites using aggregated back-up engine co-locate.
- Stacks for the exhaust of emissions for back-up diesel generation are vertical and of sufficient height above nearby buildings and flow is unimpeded.
- Use of an Air Quality Manage Plan (AQMP) to manage and monitor air quality risks during site standby maintenance, testing and outage operations.

The Local Authority should satisfy themselves that the design of stacks facilitates dispersion of pollutants from local receptors (where SCR not proposed) and the development is not designed such that retrofitting Selective Catalytic Reduction for each engine is not possible. This is particularly important if the Authority considers co-location of aggregated standby generation is likely in the future. The Local Authority may wish to ensure the operator has selected emissions optimised engines as this may affect the design of the development if they need to change to secure an Environmental Permit.

An Environmental Permit only covers activities associated with the combustion of fuels in aggregated back-up generation and will not include emission limit values due to the nature of their use as emergency equipment. Monitoring will be undertaken using the low risk standard introduced for medium combustion plant (i.e. not MCERTS). The Environment Agency has issued a permit Ref DP3442QV and is determining a second permit ref ZP3527SS to operate the Data Centre(s) located to the east of this development.

If the development of all data centres in this specific location/area are operated by the same operating company it is likely a single EPR permit would be required to cover them all.

Contaminated Land

This development site appears to have been the subject of past industrial activity which poses a high risk of pollution to controlled water.

However, we are unable to provide site-specific advice relating to land contamination as we have recently revised our priorities so that we can focus on:
- Protecting and improving the groundwater that supports existing drinking water supplies
- Groundwater within important aquifers for future supply of drinking water or other environmental use.

We recommend that you refer to our published 'Guiding Principles for Land Contamination' which outlines the approach which should be adopted when managing this site's risks to the water environment.

We also advise that you consult with your Environmental Health/Environmental Protection Department for advice on generic aspects of land contamination management. Where planning controls are considered necessary, we recommend that the environmental protection of controlled waters is considered alongside any human health protection requirements. This approach is supported by paragraph 180 of the National Planning Policy Framework.

Land contamination: risk management and good practice

We recommend that developers should:

- Follow the risk management framework provided in Land Contamination: Risk Management, when dealing with land affected by contamination
- Refer to our Guiding principles for land contamination for the type of information that we require in order to assess risks to controlled waters from the site - the local authority can advise on risk to other receptors, such as human health
- Consider using the National Quality Mark Scheme for Land Contamination Management which involves the use of competent persons to ensure that land contamination risks are appropriately managed.

Refer to the contaminated land pages on gov.uk for more information.

Waste on-site

The CL:AIRE Definition of Waste: Development Industry Code of Practice (version 2) provides operators with a framework for determining whether or not excavated material arising from site during remediation and/or land development works is waste or has ceased to be waste. Under the Code of Practice:
- excavated materials that are recovered via a treatment operation can be reused on-site providing they are treated to a standard such that they are fit for purpose and unlikely to cause pollution
- treated materials can be transferred between sites as part of a hub and cluster project
- some naturally occurring clean material can be transferred directly between sites

Developers should ensure that all contaminated materials are adequately characterised both chemically and physically, and that the permitting status of any proposed on-site operations are clear. If in doubt, the Environment Agency should be contacted for advice at an early stage to avoid any delays.

We recommend that developers should refer to:

- The position statement on the Definition of Waste: Development Industry Code of Practice
- The waste management page on GOV.UK

Waste to be taken off-site

Contaminated soil that is (or must be) disposed of is waste. Therefore, its handling, transport, treatment and disposal are subject to waste management legislation, which includes:
- Duty of Care Regulations 1991
- Hazardous Waste (England and Wales) Regulations 2005
- Environmental Permitting (England and Wales) Regulations 2016
- The Waste (England and Wales) Regulations 2011

Developers should ensure that all contaminated materials are adequately characterised both chemically and physically in line with British Standard BS EN 14899:2005 'Characterization of Waste - Sampling of Waste Materials - Framework for the Preparation and Application of a Sampling Plan' and that the permitting status of any proposed treatment or disposal activity is clear. If in doubt, the Environment Agency should be contacted for advice at an early stage to avoid any delays.

If you receive (or reject) any hazardous waste, you must send a report to the Environment Agency. These are known as 'returns. If you dispose of hazardous waste at the premises where it's produced, you may also need to send returns. You should follow the guidance provided here: Hazardous waste: consignee returns guidance.

Advice to Applicant

Water Resources

Increased water efficiency in new developments potentially enables more growth to be realised without an increased availability of water resources. Developers can highlight responsible water use as a positive corporate social responsibility message that will boost the commercial appeal of the development. For the homeowner/tenant, lower water usage also reduces water and energy bills.

We endorse the use of water efficiency measures in all developments, particularly in those that are new. Use of technology that ensures efficient use of natural resources could support the environmental benefits of future proposals and could help attract investment to the area. Therefore, water efficient technology, fixtures and fittings should be all considered as an integral part of new developments and/or refurbishments. The technology used to achieve improved water efficiency (e.g. efficient fittings, greywater recycling, etc) is also an attractive feature for many prospective building owners and tenants.

Commercial/Industrial developments

We recommend that all new non-residential developments of 1000sqm gross floor area or more (i.e. 'major' developments) should achieve the BREEAM 'excellent' standard for water consumption (category 'WAT 01'), or equivalent. This standard may already be a requirement of the local planning authority.

10.

Heathrow Airport Safeguarding Informative

Due to the site being within 6km of Heathrow Airport the crane operator is required to submit all crane details such as maximum height, operating radius, name, and phone number of site manager along with installation and dismantling dates to the CAA Airspace Coordination and Obstacle Management Service (ACOMS) system.

For notification, please follow the link via CAA website:

Crane notification | Civil Aviation Authority (caa.co.uk)

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

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

11.

Network Rail Informative:

FENCING

If not already in place, the developer/applicant must provide at their expense a suitable trespass proof fence (of at least 1.8m in height) adjacent to Network Rail's boundary and make provision for its future maintenance and renewal without encroachment upon Network Rail land. Network Rail's existing fencing / wall must not be removed or damaged and at no point either during construction or after works are completed on site should the foundations of the fencing or wall or any embankment therein be damaged, undermined or compromised in any way. Any vegetation on Network Rail land and within Network Rail's boundary must also not be disturbed.

DRAINAGE

Soakaways / attenuation ponds / septic tanks etc, as a means of storm/surface water disposal must not be constructed near/within 5 metres of Network Rail's boundary or at any point which could adversely affect the stability of Network Rail's property/infrastructure. Storm/surface water must not be discharged onto Network Rail's property or into Network

Rail's culverts or drains. Network Rail's drainage system(s) are not to be compromised by any work(s). Suitable drainage or other works must be provided and maintained by the Developer to prevent surface water flows or run-off onto Network Rail's property / infrastructure. Ground levels - if altered, to be such that water flows away from the railway. Drainage does not show up on Buried service checks.

FOUNDATIONS

Network Rail offers no right of support to the development. Where foundation works penetrate Network Rail's support zone or ground displacement techniques are used the works will require specific approval and careful monitoring by Network Rail. There should be no additional loading placed on the cutting and no deep continuous excavations parallel to the boundary without prior approval.

GROUND DISTURBANCE

The works involve disturbing the ground on or adjacent to Network Rail's land it is likely/possible that the Network Rail and the utility companies have buried services in the area in which there is a need to excavate. Network Rail's ground disturbance regulations applies. The developer should seek specific advice from Network Rail on any significant raising or lowering of the levels of the site.

SITE LAYOUT

It is recommended that all buildings be situated at least 2 metres from the boundary fence, to allow construction and any future maintenance work to be carried out without involving entry onto Network Rail's infrastructure. Where trees exist on Network Rail land the design of foundations close to the boundary must take into account the effects of root penetration in accordance with the Building Research Establishment's guidelines.

LANDSCAPING

Where trees/shrubs are to be planted adjacent to the railway boundary these shrubs should be positioned at a minimum distance greater than their predicted mature height from the boundary. Certain broad leaf deciduous species should not be planted adjacent to the railway boundary. We would wish to be involved in the approval of any landscaping scheme adjacent to the railway. Where landscaping is proposed as part of an application adjacent to the railway it will be necessary for details of the landscaping to be known and approved to ensure it does not impact upon the railway infrastructure. Any hedge planted adjacent to Network Rail's boundary fencing for screening purposes should be so placed that when fully grown it does not damage the fencing or provide a means of scaling it. No hedge should prevent Network Rail from maintaining its boundary fence. Lists of trees that are permitted and those that are not are provided below and these should be added to any tree planting conditions:

Permitted:

Birch (Betula), Crab Apple (Malus Sylvestris), Field Maple (Acer Campestre), Bird Cherry (Prunus Padus), Wild Pear (Pyrs Communis), Fir Trees - Pines (Pinus), Hawthorne (Cretaegus), Mountain Ash - Whitebeams (Sorbus), False Acacia (Robinia), Willow Shrubs (Shrubby Salix), Thuja Plicatat "Zebrina"

Not Permitted:

Alder (Alnus Glutinosa), Aspen - Popular (Populus), Beech (Fagus Sylvatica), Wild Cherry (Prunus Avium), Hornbeam (Carpinus Betulus), Small-leaved Lime (Tilia Cordata), Oak (Quercus), Willows (Salix Willow), Sycamore - Norway Maple (Acer), Horse Chestnut (Aesculus Hippocastanum), Sweet Chestnut (Castanea Sativa), London Plane (Platanus Hispanica).

I53 **Compulsory Informative (2)**

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

DMAV 1	Safe Operation of Airports
DMCI 7	Planning Obligations and Community Infrastructure Levy
DME 1	Employment Uses in Designated Sites
DMEI 1	Living Walls and Roofs and Onsite Vegetation
DMEI 10	Water Management, Efficiency and Quality
DMEI 12	Development of Land Affected by Contamination
DMEI 14	Air Quality
DMEI 2	Reducing Carbon Emissions
DMEI 7	Biodiversity Protection and Enhancement
DMEI 8	Waterside Development
DMEI 9	Management of Flood Risk
DMHB 1	Heritage Assets
DMHB 10	High Buildings and Structures
DMHB 11	Design of New Development
DMHB 12	Streets and Public Realm
DMHB 14	Trees and Landscaping
DMHB 15	Planning for Safer Places
DMHB 4	Conservation Areas

DMHB 7	Archaeological Priority Areas and archaeological Priority Zones
DMT 1	Managing Transport Impacts
DMT 2	Highways Impacts
DMT 6	Vehicle Parking
LPP D11	(2021) Safety, security and resilience to emergency
LPP D12	(2021) Fire safety
LPP D13	(2021) Agent of change
LPP D14	(2021) Noise
LPP D3	(2021) Optimising site capacity through the design-led approach
LPP D4	(2021) Delivering good design
LPP D5	(2021) Inclusive design
LPP D8	(2021) Public realm
LPP D9	(2021) Tall buildings
LPP E4	(2021) Land for industry, logistics and services to support London's economic function
LPP E5	(2021) Strategic Industrial Locations (SIL)
LPP E7	(2021) Industrial intensification, co-location and substitution
LPP G1	(2021) Green infrastructure
LPP G5	(2021) Urban greening
LPP G6	(2021) Biodiversity and access to nature
LPP G7	(2021) Trees and woodlands
LPP HC1	(2021) Heritage conservation and growth
LPP SI1	(2021) Improving air quality
LPP SI12	(2021) Flood risk management
LPP SI13	(2021) Sustainable drainage
LPP SI2	(2021) Minimising greenhouse gas emissions
LPP SI3	(2021) Energy infrastructure
LPP SI4	(2021) Managing heat risk
LPP SI5	(2021) Water infrastructure
LPP SI6	(2021) Digital connectivity infrastructure
LPP T1	(2021) Strategic approach to transport
LPP T2	(2021) Healthy Streets
LPP T3	(2021) Transport capacity, connectivity and safeguarding
LPP T4	(2021) Assessing and mitigating transport impacts
LPP T5	(2021) Cycling
LPP T6	(2021) Car parking

LPP T6.2	(2021) Office parking
LPP T6.5	(2021) Non-residential disabled persons parking
LPP T7	(2021) Deliveries, servicing and construction
LPP T8	(2021) Aviation
LPP T9	(2021) Funding transport infrastructure through planning
NPPF10 -24	NPPF10 2024 - Supporting high quality communications
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
NPPF6 -24	NPPF6 2024 - Building a strong, competitive economy
NPPF8 -24	NPPF8 2024 - Promoting healthy and safe communities
NPPF9 -24	NPPF9 2024 - Promoting sustainable transport

Appendix 2: Relevant Planning History

56402/APP/2025/235 Former Addison Lee Building Bulls Bridge Centre North Hyde Gardens Hayes

A Prior Notification Application submitted under Schedule 2, Part 11, Class B of the Town and Country Planning (General Permitted Development) (England) Order (2015) (as amended) for the demolition of 1no. building.

Decision: 27-02-2025 Prior Approval N/Req

75111/APP/2020/1955 Land At Bulls Bridge Industrial Estate North Hyde Gardens Hayes

Site clearance and preparation, including the demolition of remaining buildings, and the redevelopment of the site to provide: a new data centre (Use Class B8), two MV Energy Centres (including stand-by generation plant and gas storage), a HV Sub-Station, a visitor reception centre, plant, the creation of a new footpath and cycleway link to the canal towpath, works to the highway, car parking, cycle parking, associated infrastructure, enclosures and necessary physical security systems, hard and soft landscaping (including works to the River Crane) and ancillary uses, as well as associated external works.

Decision: 13-10-2020 Approved

75111/APP/2022/1007 Land At Bulls Bridge Industrial Estate North Hyde Gardens Hayes

Full planning permission for site clearance and preparation, including the demolition of remaining buildings, and the redevelopment of the site to provide three energy centres, two visitor reception centres, a new footpath and cycleway link to the canal towpath, works to the highway, car parking, cycle parking, associated infrastructure, enclosures and necessary physical security systems, hard and soft landscaping, and ancillary uses, as well as associated external works

Decision: 26-07-2022 Approved

75111/APP/2025/596 Ancillary Block 4 Union Park North Hyde Gardens Hayes

Retrospective application for the construction and retention of a flank wall to form the western facade of Ancillary Block 4 for a temporary period of three years

Decision: 30-04-2025 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
PT1.E1	(2012) Managing the Supply of Employment Land
PT1.EM3	(2012) Blue Ribbon Network
PT1.EM6	(2012) Flood Risk Management
PT1.EM7	(2012) Biodiversity and Geological Conservation
PT1.EM8	(2012) Land, Water, Air and Noise
PT1.HE1	(2012) Heritage

Part 2 Policies:

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

DMHB 10	High Buildings and Structures
DMHB 11	Design of New Development
DMHB 12	Streets and Public Realm
DMHB 14	Trees and Landscaping
DMHB 15	Planning for Safer Places
DMHB 4	Conservation Areas
DMHB 7	Archaeological Priority Areas and archaeological Priority Zones
DMT 1	Managing Transport Impacts
DMT 2	Highways Impacts
DMT 6	Vehicle Parking
LPP D11	(2021) Safety, security and resilience to emergency
LPP D12	(2021) Fire safety
LPP D13	(2021) Agent of change
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LPP D3	(2021) Optimising site capacity through the design-led approach
LPP D4	(2021) Delivering good design
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LPP D8	(2021) Public realm
LPP D9	(2021) Tall buildings
LPP E4	(2021) Land for industry, logistics and services to support London's economic function
LPP E5	(2021) Strategic Industrial Locations (SIL)
LPP E7	(2021) Industrial intensification, co-location and substitution
LPP G1	(2021) Green infrastructure
LPP G5	(2021) Urban greening
LPP G6	(2021) Biodiversity and access to nature

LPP G7	(2021) Trees and woodlands
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LPP SI3	(2021) Energy infrastructure
LPP SI4	(2021) Managing heat risk
LPP SI5	(2021) Water infrastructure
LPP SI6	(2021) Digital connectivity infrastructure
LPP T1	(2021) Strategic approach to transport
LPP T2	(2021) Healthy Streets
LPP T3	(2021) Transport capacity, connectivity and safeguarding
LPP T4	(2021) Assessing and mitigating transport impacts
LPP T5	(2021) Cycling
LPP T6	(2021) Car parking
LPP T6.2	(2021) Office parking
LPP T6.5	(2021) Non-residential disabled persons parking
LPP T7	(2021) Deliveries, servicing and construction
LPP T8	(2021) Aviation
LPP T9	(2021) Funding transport infrastructure through planning
NPPF10 -24	NPPF10 2024 - Supporting high quality communications
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
NPPF6 -24	NPPF6 2024 - Building a strong, competitive economy
NPPF8 -24	NPPF8 2024 - Promoting healthy and safe communities
NPPF9 -24	NPPF9 2024 - Promoting sustainable transport

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

Case Officer: **Rhian Thomas**	**78334/APP/2025/1334**

Date Application Valid:	**29.05.25**	Statutory / Agreed Determination Deadline:	**08.09.25**
Application Type:	**Full**	Ward:	**Colham & Cowley**

Applicant:	**London Borough Of Hillingdon**
Site Address:	**Former Garages Site adjacent No. 43 St Christopher Road, Uxbridge, UB8 3SG**
Proposal:	**Demolition of existing lock-up garages and erection of a pair of semi-detached dwellings with associated parking and external works.**
Summary of Recommendation:	**GRANT planning permission subject to conditions**
Reason Reported to Committee:	**Required under Part 6 of the Planning Scheme of Delegation (the Council is the Applicant)**

Summary of Recommendation:

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

1 Executive Summary

1.1 The application seeks planning permission for the demolition of existing lock-up garages and erection of a pair of semi-detached dwellings with associated parking and external works.

1.2 The application is required to be determined at planning committee as the Council is the applicant.

1.3 The committee report seeks to provide a comprehensive assessment of the full planning application and supporting documentation. All material planning considerations have been considered.

1.4 The garages within the site are underutilised. Their demolition and replacement with 2 new dwellings is supported in principle, given the development plan's support for the optimisation of brownfield sites to provide new housing. Furthermore, the proposal seeks consent for 2 x 3 bed dwellings, which would contribute towards meeting an identified need across the borough. These benefits weigh in favour of the proposal.

1.5 During the assessment of the application, revised plans were secured which include the adoption of a more contemporary design to suit this backland location. It is noted that the site is constrained, in particular the rear gardens of the dwellings to the north present a challenge in terms of overlooking and privacy. The more contemporary design has allowed for the front facing windows which serve habitable rooms to be designed as oriels without compromising the key design features. As such, the proposal safeguards neighbour amenity in terms of privacy and overshadowing.

1.6 The dwellings would be served by 1 car parking space per dwelling. Although the site is subject to a low PTAL rating (PTAL 1b), the Highway Authority is content with a 1:1 parking ratio and this would adhere to the London Plan maximum car parking standards.

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

2 The Site and Locality

2.1 The application site comprises a former garage plot located on land adjacent to No. 43 St Christopher Road, within a predominantly residential area of Uxbridge. The site currently comprises single storey vacant garage structures. The land is bounded by residential properties to the north, south and west with Manor Farm located east of the site. The land adjoining east of the site lies within the Green Belt, an Archaeological Priority Area and Cowley Church (St. Laurence) Conservation Area.

2.2 The site has a PTAL ranking of 1b (poor).

2.3 The surrounding properties are predominantly two storey semi-detached and terraced in character.

Figure 1: Location Plan (application site edged red)

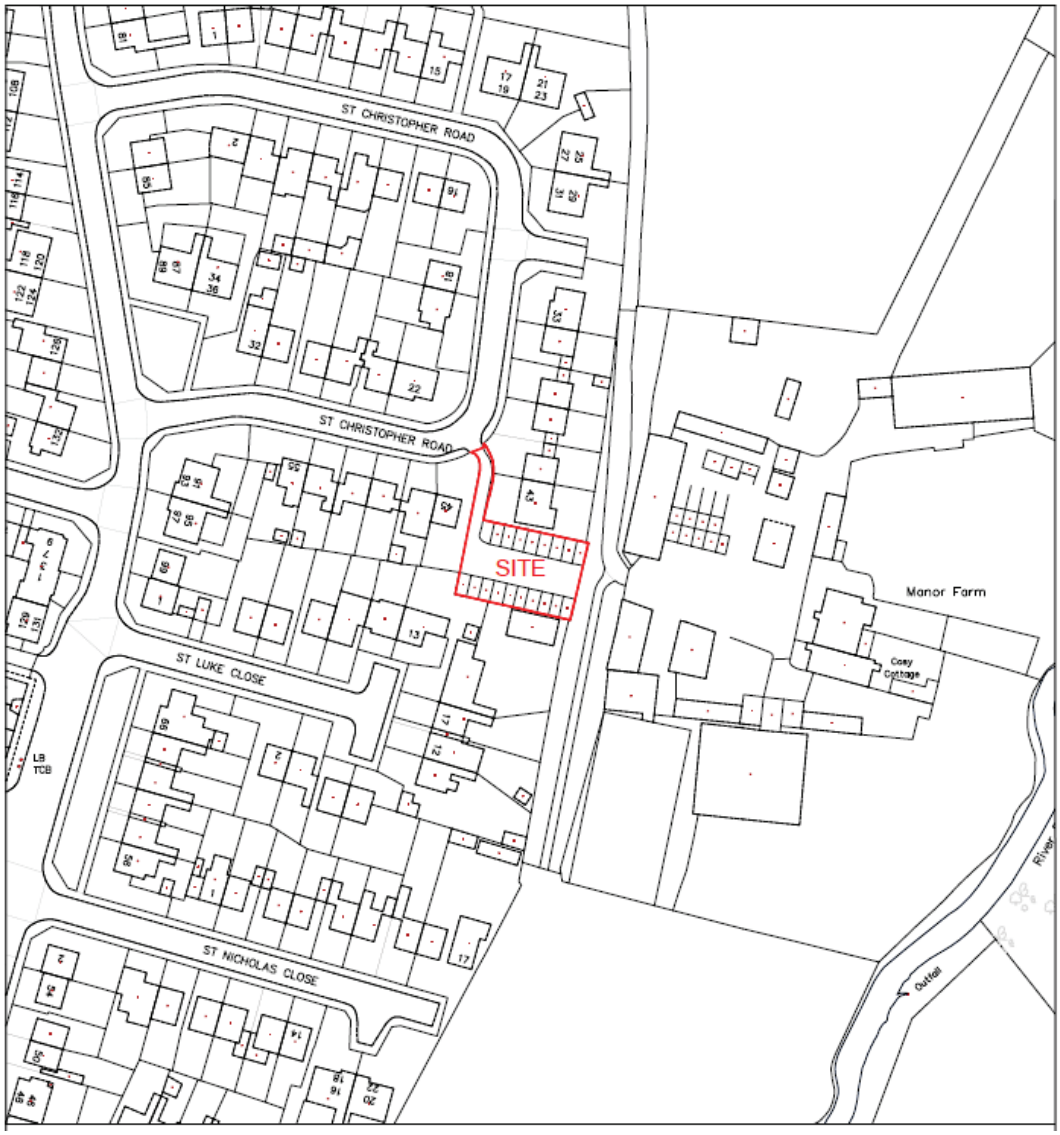


Figure 2: Street View Images of the Application Site

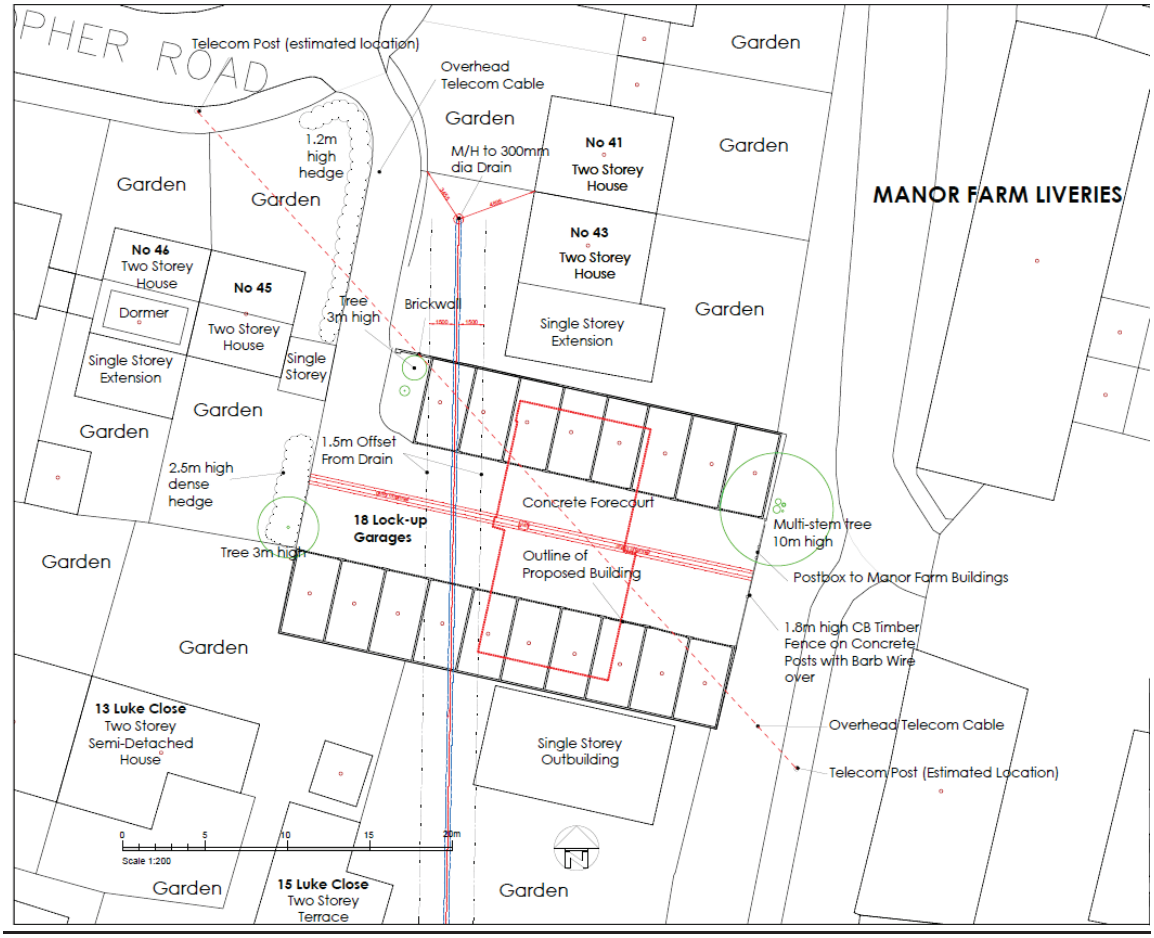
3 Proposal

3.1 Planning permission is sought for the demolition of existing garages and erection of a pair of semi-detached dwellings with associated parking and external works.

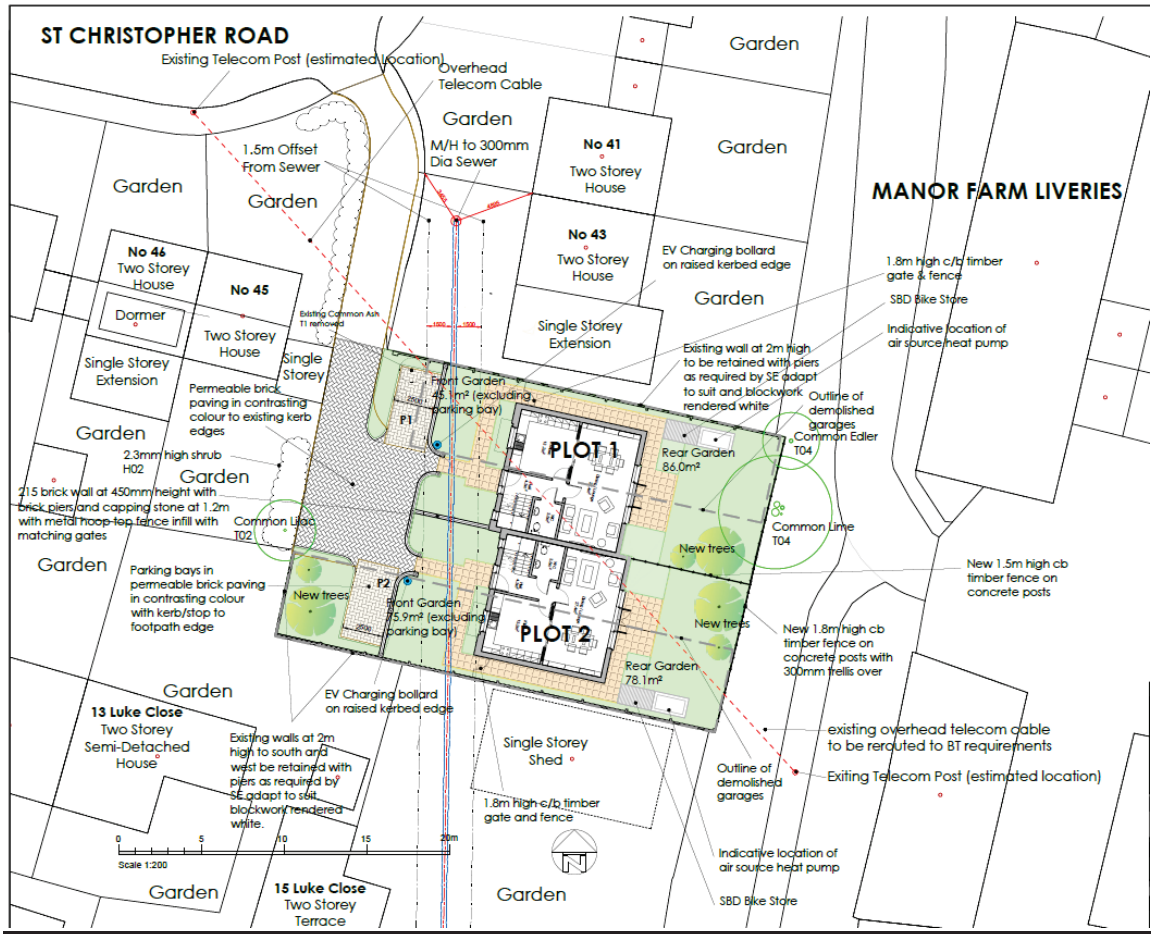
3.2 During the process of the application, revised drawings were received amending the design of the dwellings.

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

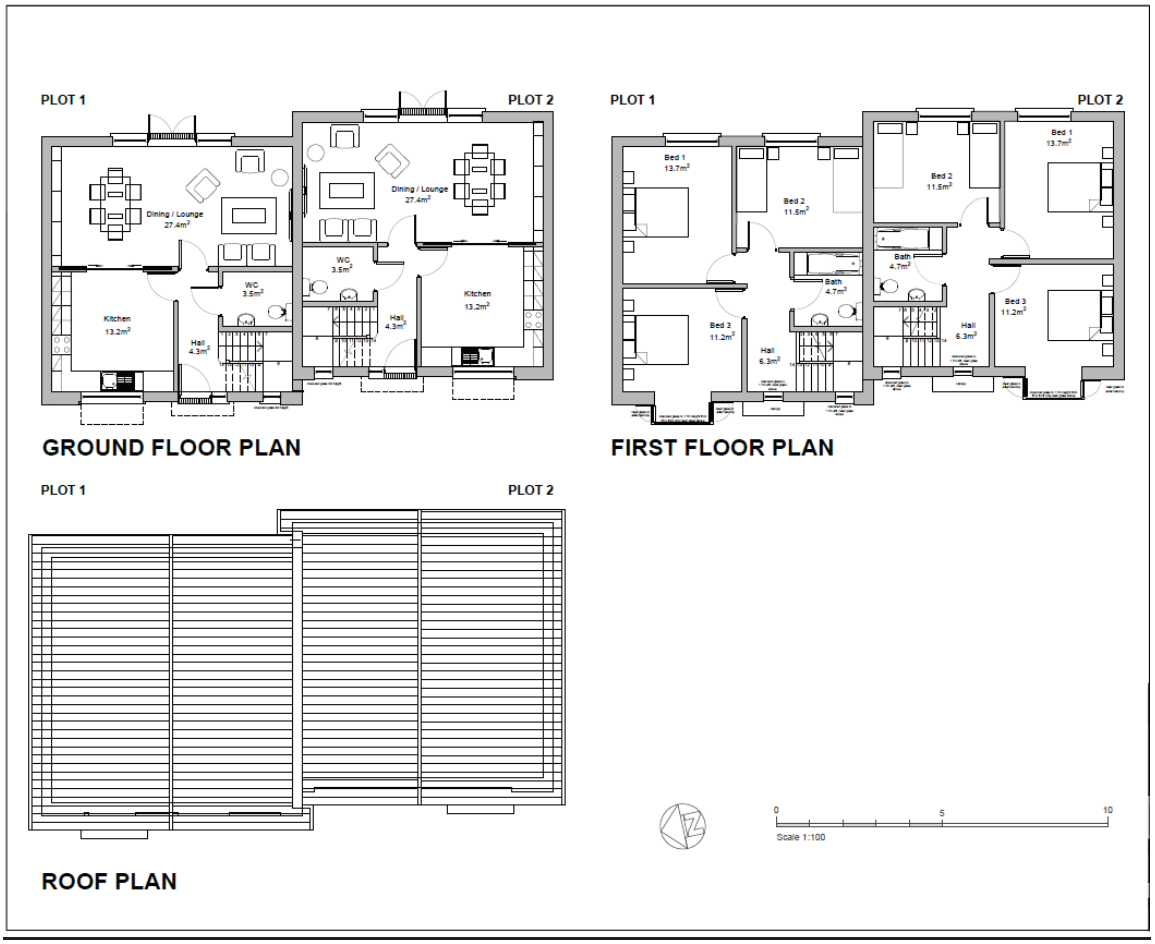
Existing Site Plan



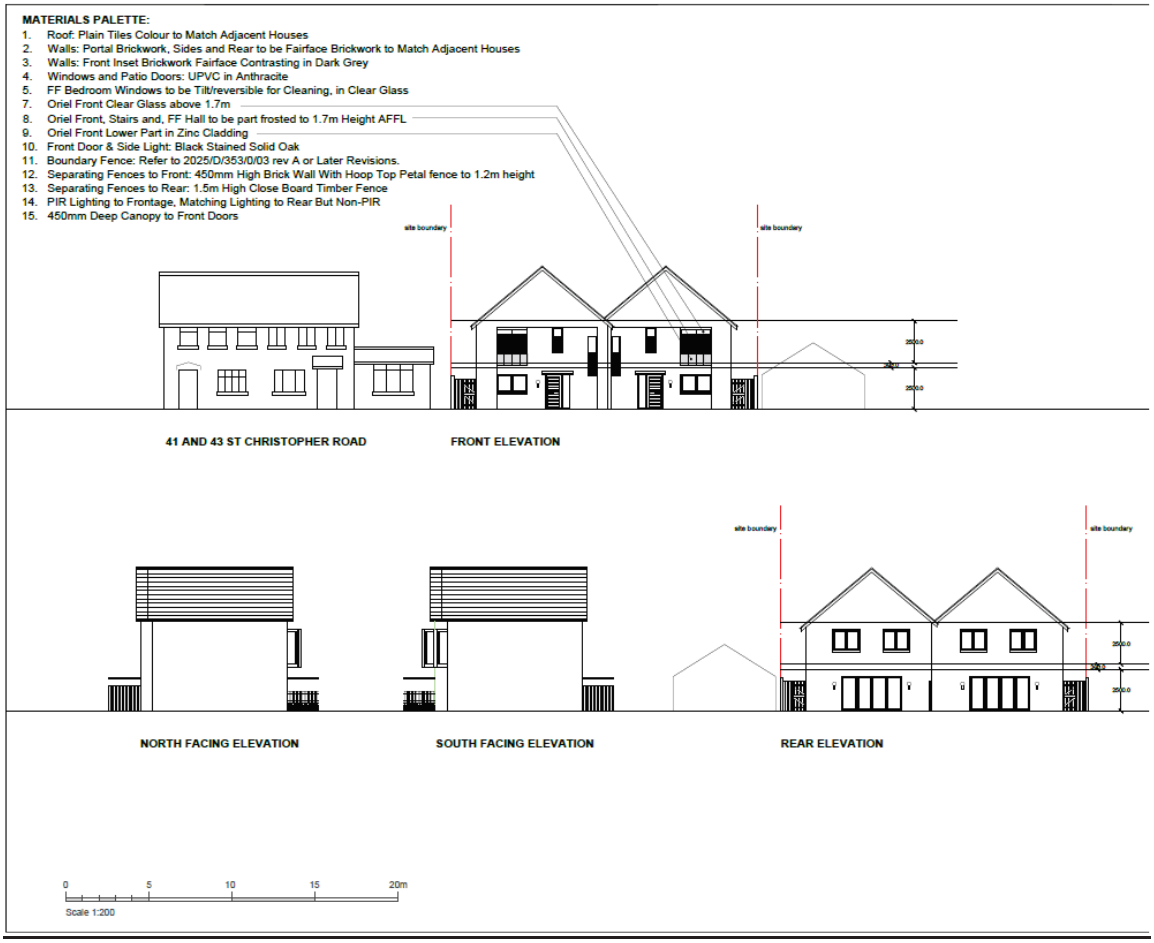
Proposed Site Plan



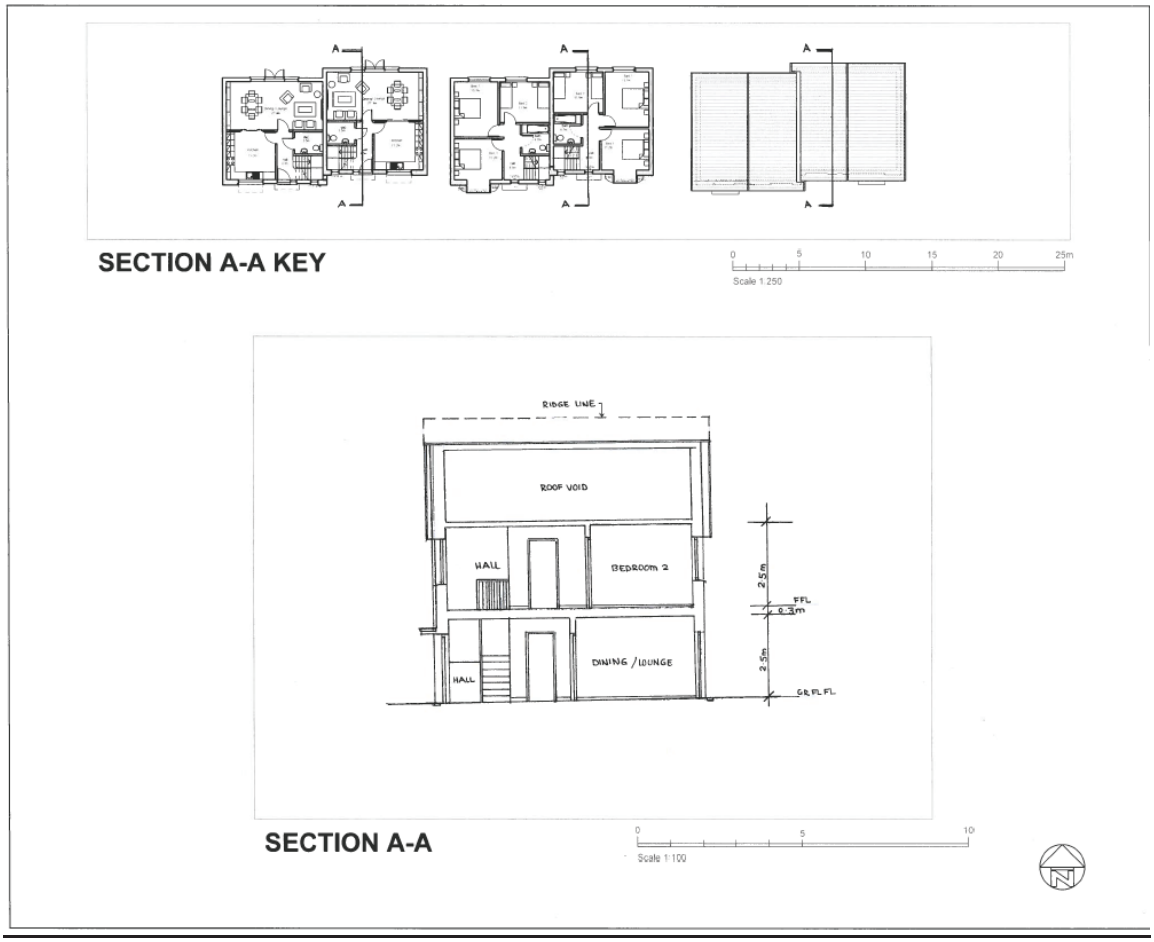
Proposed Floor and Roof Plans



Proposed Elevations



Proposed Sections



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 10 neighbouring properties were consulted on the application by letter dated 03/06/25.

6.2 During the process of the application, revised drawings were received, and neighbours were re-consulted. The consultation period expired 22/08/25.

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.

Table 1: Summary of Representations Received

Representations	Summary of Issues Raised	Planning Officer Response
4 letters of objection have been received.	I. Parking concerns. One parking space per property is not enough.	Discussed at paragraphs 7.27 to 7.38 of this report.
	II. Concerns regarding decreased water pressure	This is not a material planning consideration.
	III. Noise and dust from construction	Discussed at paragraph 7.33 of this report.
	IV. Loss of privacy	Discussed at paragraphs 7.16 to 7.20 of this report.
	V. Residents did not receive consultation letters.	The LPA has followed the statutory requirements set out in in Article 15 of the Town and Country Planning (Development Management Procedure) (England) Order. These regulations require publicity for this type of application to be carried out *either:* (a)by site display in at least one place on or near the land to which the application relates for not less than 21 days; or (b)by serving the notice on any adjoining owner or occupier. 10 adjoining neighbouring properties were consulted

		on the application by letter dated 03-06-25. During the process of the application, the design of development was amended and these neighbouring properties were re-consulted for 14 days.
One comment in support has been received	I. Redevelopment of site that has been subject to antisocial behaviour	Noted

Table 2: Summary of Consultee Responses

Consultee and Summary of Comments	Planning Officer Response
Tree and Landscape Officer: No objection subject to tree retention and methodology conditions.	The comments have been noted, and a condition has been secured for further tree protection measures.
Access Officer: No objections subject to standard conditions relating to compliance with the relevant accessible standards.	The comments have been noted, and the relevant conditions have been added.
Waste Services: No comments/ objections.	Noted.
Highways Authority: No objections, subject to conditions pertaining to cycle storage, car parking details, a construction management plan and informative notes.	The comments have been noted, and the relevant conditions have been added.

7 Planning Assessment

Principle of Development

7.1 The application site is comprised of two rows of lock-up garages. The site would be considered as 'back land' and as such, Policy DMH 6 of the Local Plan, Part 2 (2020) would apply.

7.2 Policy DMH 6 requires back land sites to be more intimate in mass and scale and lower than frontage properties. The proposed development is set back from the highway and would replace existing dilapidated garages which have been prone to anti-social behaviour. The revised proposal has been well designed and would be a betterment of the existing site context. Whilst the built form itself would not be considered as more intimate in mass and scale to the surrounding properties, when viewed within their individual plots, the buildings would benefit from significant space to the front and rear, the pitched roof forms and stepped design add both articulation and reduce the appearance of the scale and mass of the buildings from street level. The design is appropriate for this back land location and the more dynamic approach to designing a scheme which addresses the constraints is welcomed. The development is considered appropriate within this setting and would not detract from the character and appearance of the area, as discussed further within paragraphs 7.5 – 7.10 of this report.

7.3 The National Planning Policy Framework (NPPF) encourages the effective use of land by promoting the re-use of previously developed (brownfield) land, particularly where this can contribute to meeting identified housing needs and support sustainable development. Paragraph 125 (d) of the NPPF specifically states that planning decisions should promote and support the development of under-utilised land and buildings, especially where this would help meet identified needs for housing, economic regeneration, or other strategic priorities. The proposed development would provide 2 additional 3-bedroom family sized dwellings for which there is an identified need within the borough.

7.4 The principle of re-development of this site for residential use is acceptable in principle and is considered to comply with Policies H2 of the London Plan (2021), the aims of Policy DMH 6 of the Local Plan Part 2 (2020) and the NFFP (2024). The principle of development is therefore accepted.

Design / Impact on the Character and Appearance of the Area

7.5 The proposed development involves the demolition of existing garages and erection of two semi-detached properties with associated landscaping, amenity space and car parking. During the processing of the application, the design of the dwellings was amended. The properties would measure approx. 7.8m in width, 8.1m in depth and 8.6m in height characterised with hipped roofs. The two properties would be staggered in depth with overlapping eaves feature.

7.6 The surrounding area is predominantly residential in character, comprising mainly of two storey semi-detached and terraced properties set back from the highway with front gardens or off-street parking. The properties are finished in brickwork and feature gable end roof forms. To the east of the site lies Manor farm and associated buildings which lies within a Conservation Area and the Green Belt.

7.7 The proposed development is more contemporary in its design compared to the immediate surrounding properties, as the proposed properties include features such as hipped roofs, and oriel projecting bay windows. However, this is considered appropriate for this back land site as it is set back from the highway, separated by an access road and is considered to form its own street scene. Whilst views of the proposed properties would be seen from St Christophers Road, they are not considered to be over dominant, given their set back from the street scene by the existing access road.

7.8 The site is clearly subject to physical constraints. Furthermore the existing garages contribute poorly to the character and appearance of the streetscene due to there form and poor state of repair. The design has been revised to respond to the site constraints whilst improving the local character. The pitched roofs, projecting bays and stepped building lines create a form of development which integrates with the traditional character of the neighbouring dwellings.

Figure 4 View of the site from St Christopher Road

7.9 The proposed dwellings would not appear cramped within the plot as they have been designed to be set in from the site boundaries by approx. 1.4m. They would feature generously sized, private rear gardens and front landscaping for additional greening, which is considered to make a positive contribution to the character and appearance of the area.

7.10 The proposed development is considered a betterment to the existing site context. The existing garages at the site are prone to anti-social behaviour and are considered an eyesore within the street. A site visit confirmed multiple of the garages displayed graffiti and were damaged. Littering was also commonly seen.

Figure 5 Site Photographs showing existing site. Graffiti, damages and littering

7.11 The proposed development would provide a more attractive environment by providing increased landscaping and on-site passive surveillance for additional security.

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

Heritage

7.13 The site itself is not located within any heritage designations; however, the east of the site is bounded by Cowley Church (St Laurence) Conservation Area.

7.14 The development is considered as a betterment to the existing site context, given it would introduce soft landscaping and greening to the site and reduce anti-social behaviour. This coupled with its separation distance between the proposed development and the designated heritage asset and accounting for the scope of the development it is not considered that the development would cause harm to the significance of the heritage asset.

Impact on the Green Belt

7.15 Whilst the boundary of the Green Belt extends up to the site edge, the development itself would be located outside the parameters of the Green Belt and the development would not therefore conflict with the relevant local and national policy provisions relating to development within the Green Belt.

Residential Amenity

7.16 Number 43 St. Christopher Road is located north of the application site. The site is separated from this neighbour by a 2m high brick wall which is proposed to be retained. The proposed development would be sited approx.1.3m away from the shared boundary. The proposed dwellings would be set back from the front elevation of this neighbour and would not project beyond the rear elevation of the extensions at this neighbouring property. Given the separation distance between the proposed development and this neighbour, it is not considered there would be any harmful loss of light, overshadowing or overbearing impact. There is one upper floor side window at this neighbouring property that would face the proposed development, however this is a very small window that serves a non-habitable room. There would be no side windows within the development that would overlook this neighbour, however it should be noted that there would be a side facing oriel window that serves the first-floor front facing bedrooms that would face this direction of this neighbour. However, this is not considered to create any significant overlooking, given it would largely face the side elevation of this

neighbour and front garden rather than habitable room windows or private amenity space.

7.17 Number 45 St Christopher Road is located west of the application site. The front elevation of the proposed development would be located approx. 14.3m away from the side elevation of this neighbouring property and its rear garden. The proposed development would include upper floor oriel windows that would include obscurely glazed windows up to a height of 1.7m for the panels facing this property to prevent overlooking of the neighbouring garden. The angled sections of the windows would not be obscure glazed, so as to provide an appropriate degree of outlook for future occupiers. The proposed ground floor kitchen window would not be obscurely glazed; however, this is not considered to cause any harmful overlooking given this is located at ground floor level and would largely face existing boundary treatment and proposed landscaping at the site. The proposed development would not cause any harmful overshadowing or loss of light to this neighbour given the separation distance.

7.18 Numbers 13 and 15 St Luke Close are located south of the application site. The proposed development is separated from these properties by rear and side gardens. Given the separation distances between the development and these neighbouring properties it is not considered there would be any harmful loss of light or overshadowing. The development would include oriel overhanging front windows to serve the first-floor front facing bedroom which would have a clear glass side window in the direction of these neighbours. However, this is not considered to cause a significant level of overlooking or loss of privacy as it would not face any habitable room windows within the neighbouring properties and would not give a full view of the garden area.

7.19 Manor Farm and, SMB Sheet Metal Works are located east of the application site. The proposed development is not considered to give rise to any harm to the amenities of these neighbouring properties given the separation distance.

7.20 Regarding the impact to each of the proposed dwellings, it is not considered that the proposed oriel front facing windows would cause a significant level of overlooking or loss of privacy to each property given the stepped front elevation. The wide window panels would not face directly at each other, rather they would provide oblique angles. Whilst some views may be visible this is not considered significant enough to refuse the application and the harm is outweighed by the benefits of the development by providing two additional family sized units.

Quality of Residential Accommodation (Internal and External)

Internal

7.21 The proposed development provides 2 x 3 bed 6 person dwellings and would have a GIA of approx. 108sqm. Policy D6 of the London Plan requires a property of this size to have at least 102sqm of GIA and as such the development complies with this standard. The proposed section drawing indicates that both floors of the

dwellings would have a floor to ceiling height of 2.5m complying with the standards within Policy D6 of the London Plan 2021.

7.22 It is considered that all habitable rooms would have an adequate source of light and outlook. The proposed first floor front facing bedroom would feature an oriel window with obscure glazing to a height of 1.7m, however these bedrooms would be served by clear glass side windows and clear glass top panel to provide a source of light and outlook which is considered appropriate.

7.23 As such, it is considered that future occupiers would have a good standard of living accommodation complying with Policy D6 of the London Plan (2021) and Policy DMHB 18 of the Hillingdon Local Plan, Part 2 (2020).

External

7.24 Table 5.3 of Policy DMHB 18 of the Hillingdon Local Plan Part 2 states that houses with 2 and 3 bedrooms should provide a minimum of 60 square metres of private usable amenity space.

7.25 The proposed development would provide plot 1 with approx. 74sqm of useable, private rear garden space, and plot two would have approx. 66sqm (discounting the side access paths). As such, the development would comply with this standard.

7.26 As such, the development would comply with Policy DMHB 18 of the Hillingdon Local Plan, Part 2 (2020).

Highways and Parking

7.27 The proposal site has a PTAL rating of 1b, indicating that comparatively to London as a whole, the sites access to public transport is poor, suggesting that there will be a reliance on the private car for journeys.

7.28 The London Plan (2021) Table 10.3 - Maximum Residential Parking Standards allows dwellings in Outer London PTAL ranking of 1b to have a maximum 1.5no. spaces each, therefore the development should provide a maximum of 3no. car parking spaces. The proposal would include the provision of 1 car parking space per dwelling.

7.29 The existing garages are served by an access road that forms an access onto St Christophers Road. The access road is approximately 3.0m wide and 17m long before it reaches the main body of the site. Visibility at the access onto St Christophers Road is good, due to the location on the outside of the bend.

7.30 The proposed site layout drawing shows the retention of the access road which will lead to a parking and turning area for the 2 houses. Each house will be provided with one parking space. It is likely that the traffic generation for the proposed houses would be in the order of 4 to 6 movements per house per day i.e. a total of up to 12 daily traffic movements. The existing garages if all were

occupied would have a traffic generation of circa 40 movement per day. The proposed development would result in a material reduction in activity when compared to the full use of the existing garages. The reduction in traffic movements from the site will offer a benefit in highway safety terms, and traffic movement terms, for residents in the section of St Christophers Road close to the site.

7.31 The applicant has submitted a Transport Statement which has set out the site-specific circumstances. The site is within 560m to bus stops – High Street Route 222, 820m to Tesco's Store, West Drayton, 1200m to Rabbsfarm Primary School and 1600m to West Drayton Railway Station. The Highway Authority have been consulted on the application and have confirmed that given the site specific conditions, 1 car parking space per dwelling is acceptable and promotes the use of more sustainable transport. It is not expected that the proposed development would increase parking stress on the adjacent roads.

7.32 The submitted drawings illustrate the provision of cycle storage within the rear gardens of the properties which is considered an acceptable location. A condition has been secured for details to be provided of secure and accessible cycle storage for 2 cycles per unit.

7.33 Given the location and constraints of the site, it is considered necessary for a Demolition and Construction Management Plan to be submitted for review. As such, a condition has been secured for these details.

7.34 The Highway Authority have been consulted on the application and have no objection to the development subject to the implementation of conditions. The development is considered to comply with Policies DMT 1, DMT 2, DMT 5 & DMT 6 and Policies T4, T5 and T6 of the London Plan (2021) and would not result in a more dangerous highway network or increase parking stress.

Noise

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

Air Quality

7.36 The site is located within an Air Quality Management Area. Given the proposed development is for two new dwellings, it is not considered that the proposal would cause unacceptable levels of dust and disturbance during the construction phase.

7.37 The control of dust and construction hours is governed under separate legislation and the relevant informative note has been added to the decision to remind the applicant of this.

Accessibility

7.38 The Council's Access Officer has been consulted on the application and has no concerns regarding accessibility, subject to conditions regarding step free access and compliance with the technical specifications for an M4(2) dwelling which will be added to the decision should the application be approved.

Trees and Landscaping

7.39 The application site comprises 20 lock-up garages with a large area of hard surfacing, a small area of soft landscaping and one small tree within the site.

7.40 The applicant has provided an Arboricultural Survey that shows there is one category C tree on site, 2 category C hedges outside of the site and 2 category C trees outside of the site. The proposed site plan indicates that the on-site category C tree would be removed as part of the development, however all off site trees and hedges would be retained. The Council's Tree Officer has been consulted on the application and has confirmed that the existing trees will benefit from the proposed development, due to the introduction of gardens and green areas as opposed to hard surfacing and structures. Further replacement trees are proposed to mitigate the removal of a tree; however, a methodology is required for during the construction works to show how the retained trees will be protected and ensure the removal of the hard surfacing will not impact the root protection zone. As such an Arboricultural Method Statement and Protection Plan has been secured via condition.

7.41 The proposed development is considered to improve the site in terms of its landscaping and biodiversity given the existing site is comprised mainly of hardstanding and built structures. Whilst indicative landscaping works have been provided on the proposed site plan (drawing 2025/D/353/P/03 Rev A), a condition is recommended that secures full landscaping details.

Biodiversity Net gain and Ecology

7.42 The applicant has provided the statutory small sites metric to establish the number of existing baseline habitat units at the site. The metric indicates that there are 0.0378 habitat units at the site pre-development and the post development habitat units would be increased to 0.0769 which demonstrates a 103.71% biodiversity net gain increase at the site, complying with the above standards.

7.43 The development has demonstrated that a 10% increase in BNG can be provided on site and as such a 30-year habitat management plan condition has been secured.

Flooding and Drainage

7.44 The proposed development site is not located in Flood Zones 2 or 3. Nor is it located within a critical drainage area, or an area known for surface water flooding. Should the application be granted, a condition will be added requiring a sustainable water management plan for the site to be submitted and approved.

The plan will ensure that appropriate and sufficient drainage is provided for the new dwellings.

Waste Management

7.45 The proposed site plan does not indicate a position for refuse storage; however, it is considered that there would be adequate space on site to provide a covered and protected refuse storage area. As such, a condition has been secured for these details.

7.46 The submitted Design and Access Statement states that the household and garden waste collection arrangements will remain as existing with future residents expected to leave their waste bags and sacks at the end of the path for weekly collection. The refuse storage areas should be positioned in line with the maximum carry/drag distances for refuse collectors i.e. residents should not have to carry sacks more than 30m to the collection point.

8 Other Matters

Human Rights

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

Equality

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

Local Finance Considerations and CIL

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

9 Conclusion / Planning Balance

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

10 Background Papers

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

APPENDICES

Planning Application

78334/APP/2025/1334

Appendix 1: Recommended Conditions and Informatives

Conditions

1. RES3 **Time Limit**

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

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

2. RES4 **Accordance with Approved Plans**

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

2025/D/353/P/01
2025/D/353/P/03 Rev A
2025/D/353/P/04 Rev A
2025/D/353/P/05 Rev A
2025/D/353/P/06 Rev A

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. COM5 **General compliance with supporting documentation**

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

Arboricultural Survey - BS5837:2012 completed by arbtech dated 29 July 2025
Transport Statement completed by Highway Planning Ltd dated August 2025
Biodiversity Gain Plan dated 08/08/25
Design and Access Statement 2025/D/353/P Version 3

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

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

4. RES7 **Materials (Submission)**

Save for demolition and site clearance works, no above ground works shall take place until details of all materials and external surfaces have been submitted to and approved in writing by the Local Planning Authority. Thereafter the development shall be constructed in accordance with the approved details and be retained as such.

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

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

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

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

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

2. Details of Hard Landscaping
2.a Refuse Storage
2.b Cycle Storage (secure and covered for 2 spaces per dwelling)
2.c Means of enclosure/boundary treatments
2.d Car Parking Layouts (including demonstration that the spaces are to be served by 1 active 7Kw electrical charging point per dwelling)
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 turfing/seeding within the landscaping scheme which dies or in the opinion of the Local Planning Authority becomes seriously damaged or diseased.

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

REASON
To ensure that the proposed development will preserve and enhance the visual amenities of

the locality and provide adequate facilities in compliance with Policies DMHB 11, DMHB 14, DMEI 1 and DMT 6 of the Hillingdon Local Plan Part 2 (2020).

6. RES8 **Tree Protection**

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

1. A method statement outlining the sequence of development on the site including demolition, building works and tree protection measures.

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

Thereafter, the development shall be implemented in accordance with the approved details. The fencing shall be retained in position until development is completed.
The area within the approved protective fencing shall remain undisturbed during the course of the works and in particular in these areas:
2.a There shall be no changes in ground levels;
2.b No materials or plant shall be stored;
2.c No buildings or temporary buildings shall be erected or stationed.
2.d No materials or waste shall be burnt; and.
2.e No drain runs or other trenches shall be dug or otherwise created, without the prior written consent of the Local Planning Authority.

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

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

7. OM19 **Demolition and Construction Management Plan**

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

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

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

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

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

8. 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).

9. NONSC **SUDs**

Prior to commencement of the hereby approved development, (excluding demolition and site clearance) a scheme for the provision of sustainable water management shall be submitted to, and approved in writing by the Local Planning Authority. The scheme shall clearly demonstrate how the approved development will incorporate sustainable urban drainage (SuDs) in accordance with the hierarchy set out in Policy 5.13 of the London Plan and will:

i. provide information on all SuDs features including the method employed to delay and control the surface water discharged from the site and:
ii. provide a management and maintenance plan for the lifetime of the development of arrangements to secure the operation of the scheme throughout its lifetime. Including appropriate details of Inspection regimes, appropriate performance specification.
The scheme shall also demonstrate the use of methods to minimise the use of potable water through water collection, reuse and recycling and will:
iii. provide details of water collection facilities to capture excess rainwater; and how water usage will be reduced in the development.

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

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

10. NONSC **Habitat Management Plan**

No development shall take place on any part of the site until a written 30 year Habitat Management Plan (HMP) for the site has been submitted to and approved in writing by the Local Planning Authority. The approved HMP shall be strictly adhered to and development commenced and operated in accordance with it. The HMP should, as a minimum, include;
a) Description and evaluation of the features to be managed;
b) Aims, objectives and targets for management
c) Description of the management operations necessary to achieving aims and objectives;
d) Prescriptions for management actions;
e) Preparation of a works schedule, including annual works schedule;
f) Details of the monitoring needed to measure the effectiveness of management;
g) Details of the timetable for each element of the monitoring programme; and
h) Details of the persons responsible for the implementation and monitoring;
i) Reporting to the Council routinely as to the state of the Biodiversity Net Gain requirements of the development on years 1 (post completion), 3, 5, 10, 20 and 30, with biodiversity reconciliation calculations at each stage.

REASON
To ensure the development delivers a biodiversity net gain within the borough and secures the protection and effective management of the remaining habitat on site in accordance with Policy EM7 of the Hillingdon Local Plan: Part 1, Policies DMEI 7 and DMHB 14 of the Hillingdon Local Plan: Part Two, Policy G6 of the London Plan and Schedule 7A of the Town and Country Planning Act 1990 and the Environment Act 2021.

11. RES10 **Tree to be retained**

Trees, hedges and shrubs shown to be retained on the approved plan(s) shall not be damaged, uprooted, felled, lopped or topped without the prior written consent of the Local Planning Authority. If any retained tree, hedge or shrub is removed or severely damaged during (or after) construction, or is found to be seriously diseased or dying, another tree, hedge or shrub shall be planted at the same place or, if planting in the same place would leave the new tree, hedge or shrub susceptible to disease, then the planting should be in a position to be first agreed in writing with the Local Planning Authority and shall be of a size and species to be agreed in writing by the Local Planning Authority and shall be planted in

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

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

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

12. HO6 **Obscure Glazing**

All of the first floor front facing window panes directly facing number 45 St Christopher Road shall be glazed with permanently obscured glass to at least scale 4 on the Pilkington scale and be non-opening below a height of 1.7 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).

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

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

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

14. NONSC **M4(2) Compliance**

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

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).

15. RES14 **Outbuildings, extensions and roof alterations**

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

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

16. RES6 **Levels**

No development shall take place until plans of the site showing the existing and proposed ground levels and the proposed finished floor levels of all proposed buildings have been submitted to and approved in writing by the Local Planning Authority. Such levels shall be shown in relation to a fixed and know datum point. Thereafter the development shall not be carried out other than in accordance with the approved details.

REASON
To ensure that the development relates satisfactorily to adjoining properties in accordance with Policy DMHB 11 of the Hillingdon Local Plan Part 2 (2020).

Informatives

1. I23 **Works affecting the Public Highway - Vehicle Crossover**

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

2.

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

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

The planning authority, for the purposes of determining whether to approve a Biodiversity Gain Plan if one is required in respect of this permission would be the London Borough of Hillingdon.
There are statutory exemptions and transitional arrangements which mean that the biodiversity gain condition does not always apply. These are listed below.

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

Statutory exemptions and transitional arrangements in respect of the biodiversity gain condition.
1. The application for planning permission was made before 12 February 2024.
2. The planning permission relates to development to which section 73A of the Town and Country Planning Act 1990 (planning permission for development already carried out) applies.
3. The planning permission was granted on an application made under section 73 of the Town and Country Planning Act 1990 and
(i) the original planning permission to which the section 73 planning permission relates* was granted before 12 February 2024; or
(ii) the application for the original planning permission* to which the section 73 planning permission relates was made before 12 February 2024.
4. The permission which has been granted is for development which is exempt being:
4.1 Development which is not 'major development' (within the meaning of article 2(1) of the Town and Country Planning (Development Management Procedure) (England) Order 2015) where:
i) the application for planning permission was made before 2 April 2024;
ii) planning permission is granted which has effect before 2 April 2024; or
iii) planning permission is granted on an application made under section 73 of the Town and Country Planning Act 1990 where the original permission to which the section 73 permission relates* was exempt by virtue of (i) or (ii).
4.2 Development below the de minimis threshold, meaning development which:
i) does not impact an onsite priority habitat (a habitat specified in a list published under section 41 of the Natural Environment and Rural Communities Act 2006); and
ii) impacts less than 25 square metres of onsite habitat that has biodiversity value greater than zero and less than 5 metres in length of onsite linear habitat (as defined in the statutory metric).
4.3 Development which is subject of a householder application within the meaning of article 2(1) of the Town and Country Planning (Development Management Procedure) (England) Order 2015. A "householder application" means an application for planning permission for development for an existing dwellinghouse, or development within the curtilage of such a dwellinghouse for any purpose incidental to the enjoyment of the dwellinghouse which is not

an application for change of use or an application to change the number of dwellings in a building.
4.4 Development of a biodiversity gain site, meaning development which is undertaken solely or mainly for the purpose of fulfilling, in whole or in part, the Biodiversity Gain Planning condition which applies in relation to another development, (no account is to be taken of any facility for the public to access or to use the site for educational or recreational purposes, if that access or use is permitted without the payment of a fee).
4.5 Self and Custom Build Development, meaning development which:
i) consists of no more than 9 dwellings;
ii) is carried out on a site which has an area no larger than 0.5 hectares; and
iii) consists exclusively of dwellings which are self-build or custom housebuilding (as defined in section 1(A1) of the Self-build and Custom Housebuilding Act 2015).
4.5 Development forming part of, or ancillary to, the high speed railway transport network (High Speed 2) comprising connections between all or any of the places or parts of the transport network specified in section 1(2) of the High Speed Rail (Preparation) Act 2013.
* "original planning permission means the permission to which the section 73 planning permission relates" means a planning permission which is the first in a sequence of two or more planning permissions, where the second and any subsequent planning permissions are section 73 planning permissions.

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

The Biodiversity Gain Plan must include, in addition to information about steps taken or to be taken to minimise any adverse effect of the development on the habitat, information on arrangements for compensation for any impact the development has on the biodiversity of the irreplaceable habitat.
The planning authority can only approve a Biodiversity Gain Plan if satisfied that the adverse effect of the development on the biodiversity of the irreplaceable habitat is minimised and appropriate arrangements have been made for the purpose of compensating for any impact which do not include the use of biodiversity credits.

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

Those circumstances are that the conditions subject to which the section 73 permission is granted:
i) do not affect the post-development value of the onsite habitat as specified in the earlier

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

3.

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.

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

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

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

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

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

Borough of Hillingdon of the commencement date for the construction works (by submitting a Commencement Notice) and assume liability to pay CIL (by submitting an Assumption of Liability Notice) to the Council at planning@hillingdon.gov.uk. The Council will then issue a Demand Notice setting out the date and the amount of CIL that is payable. Failure to submit a valid Assumption of Liability Notice and Commencement Notice prior to commencement of the development may result in surcharges being imposed.

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

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

8. 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.

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

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

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

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

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

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

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

disturbance to adjoining premises.

10. 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 and national guidance.

DMH 6	Garden and Backland Development
DMHB 11	Design of New Development
DMHB 12	Streets and Public Realm
DMHB 14	Trees and Landscaping
DMHB 16	Housing Standards
DMHB 18	Private Outdoor Amenity Space
DMT 2	Highways Impacts
DMT 6	Vehicle Parking
LPP D14	(2021) Noise
LPP D3	(2021) Optimising site capacity through the design-led approach
LPP D4	(2021) Delivering good design
LPP D5	(2021) Inclusive design
LPP D6	(2021) Housing quality and standards

LPP D7	(2021) Accessible housing
LPP D8	(2021) Public realm
LPP GG2	(2021) Making the best use of land
LPP GG4	(2021) Delivering the homes Londoners needs
LPP T6	(2021) Car parking
LPP T6.1	(2021) Residential parking
NPPF11 -24	NPPF11 2024 - Making effective use of land
NPPF12 -24	NPPF12 2024 - Achieving well-designed places
NPPF2 -24	NPPF2 2024 - Achieving sustainable development
NPPF5 -24	NPPF5 2024 - Delivering a sufficient supply of homes

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.H1	(2012) Housing Growth

Part 2 Policies:

DMH 6	Garden and Backland Development
DMHB 11	Design of New Development
DMHB 12	Streets and Public Realm
DMHB 14	Trees and Landscaping
DMHB 16	Housing Standards
DMHB 18	Private Outdoor Amenity Space
DMT 2	Highways Impacts
DMT 6	Vehicle Parking
LPP GG2	(2021) Making the best use of land
LPP GG4	(2021) Delivering the homes Londoners needs
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 D14	(2021) Noise

LPP T6	(2021) Car parking
LPP T6.1	(2021) Residential parking
NPPF11 -24	NPPF11 2024 - Making effective use of land
NPPF12 -24	NPPF12 2024 - Achieving well-designed places
NPPF2 -24	NPPF2 2024 - Achieving sustainable development
NPPF5 -24	NPPF5 2024 - Delivering a sufficient supply of homes

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

Case Officer: **Alan Corcoran**	**829/APP/2023/312**

Date Application Valid:	**19.05.2023**	Statutory / Agreed Determination Deadline:	**14.09.2025**
Application Type:	**Full**	Ward:	**Heathrow Villages**

Applicant:	**Phull Empire Ltd**
Site Address:	**560 Sipson Road, West Drayton, UB7 0JD**
Proposal:	**Redevelopment of the site to accommodate a 7-storey 108-room hotel incorporating communal functions on the ground floor level and a basement level with associated parking and external landscaping works including coach parking, servicing areas, and planting.**
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.

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

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

i. Air Quality Mitigation contribution of £974,383.
ii. A Carbon Offset sum based on an Updated Energy Strategy to discharge Condition 22, with the offset calculation based on £95 per tonne of CO2 over a 30-year period.
iii. A Construction Employment Training Scheme secured in accordance with the Council's Planning Obligations SPD.
iv. An End-User Employment Scheme secured in accordance with the Council's Planning Obligations SPD.
v. A Section 278 agreement to implement the proposed off-site Highways Works and street tree planting on Sipson Road.
vi. 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 preparing the Section 106 Agreement and any abortive work as a result of the agreement not being completed.

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

D) That, if the Legal Agreement has not been finalised within 6 months (or such other time frame as may be agreed by the Director of Planning 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 Air Quality, Carbon Emissions, Employment and Highways works). 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 vacant 0.27-hectare application site is located to the north of Heathrow Airport on the western side of Sipson Road. The Site is within Potentially Contaminated Land, an Air Quality Management Area (AQMA), an Air Quality Focus Area (Sipson Focus Area), and an Archaeological Priority Zone (Heathrow). It is within Flood Zone 1 - the lowest probability of flooding, and Surface Water Flooding does not affect the Site. It is, however, within a Critical Drainage Area. The Site is not Listed or located within a Conservation Area or Area of Special Local Character.

1.2 The Council previously granted planning permission in 2018 (application reference 829/APP/2016/3167) for a seven-storey 108-room hotel on this Site. This consent has not been implemented. The current proposal consists of the redevelopment of the Site to accommodate a seven-storey 108-room hotel incorporating communal functions on the ground floor level and a basement level with associated parking and external landscaping works, including coach parking, servicing areas, and planting.

1.3 Given the Site's planning history (planning consent to construct a hotel in 2013 and 2018), and on review of the submitted Sequential Test, the principle of developing a hotel on this site is acceptable. The building's height, scale, and mass are comparable to the surrounding context, and it would not impact residential amenity. There are no objections from the Council's Urban Design Officer, Landscape Officer, or Highways Officers. While located on Potentially Contaminated Land, the Council's Land Contamination Officer has no concerns subject to the recommended condition. Noting the Air Quality Management Area (AQMA) and Air Quality Focus Area, which the Site is within, the Council's Air Quality Officer has no objections subject to an air quality mitigation contribution of £974,383 (contained within the Section 106 Heads of Terms) and planning conditions, which have been recommended. Whilst the Site is within an Archaeological Priority Zone (Heathrow), Historic England's Greater London Archaeological Advisory Service (GLAAS) has no objection subject to the attached conditions.

1.4 The Council received one objection from the Heathrow Villages Conservation Area Advisory Panel, which raised concerns regarding soft landscaping. Additional soft

landscaping has been added, and a green roof. Street trees would be planted through the Section 278 Agreement.

1.5 The proposal is acceptable and would be consistent with the relevant development plan policies.

1.6 The planning application is therefore recommended for approval subject to the conditions contained in Appendix 1 and Section 106 Heads of Terms detailed on the previous page.

2 The Site and Locality

2.1 The 0.27-hectare application Site is located to the north of Heathrow Airport on the western side of Sipson Road, a classified A road (A408). The Site is to the east of the M4 motorway and north of the A4 (Bath Road), the latter forming the northern boundary to Heathrow Airport. The Site is vacant and has been for several years. It previously comprised a two-storey building used as a clubhouse for the Royal British Legion.

2.2 The Site is within Potentially Contaminated Land, an Air Quality Management Area (AQMA), an Air Quality Focus Area (Sipson Focus Area), and an Archaeological Priority Zone (Heathrow). It is within Flood Zone 1 - the lowest probability of flooding, and Surface Water Flooding does not affect the Site. It is, however, within a Critical Drainage Area. The Site is not Listed or located within a Conservation Area or Area of Special Local Character.

2.3 Existing vehicle access is off Sipson Road, with an expanse of hard surface that previously accommodated the parking and servicing space for the clubhouse. The Site has a Public Transport Accessibility Level (PTAL) of 3, on a scale of 0 to 6b, where 6b is the highest.

2.4 The Site forms part of a larger 'island' block that transport infrastructure surrounds. Within the 'island', there is a large hotel, with associated health & fitness and restaurant facilities, and significant levels of surface car parking. These buildings are generally between four and six storeys high. To the northeast of the Site and Sipson Road is Sipson Farm, designated Green Belt land, which has consent for sand and gravel extraction. To the east of the Site, located over 100 metres away, on the opposite side of Sipson Road, is a children's nursery accommodated within two buildings known as Sipson Court and Sipson House. Sipson House is Grade II Listed. The nearest residential dwellings to the Site are located over 110 metres to the south of the Site and on the opposite side of Sipson Road.

Figure 1: Location Plan (application site edged red)

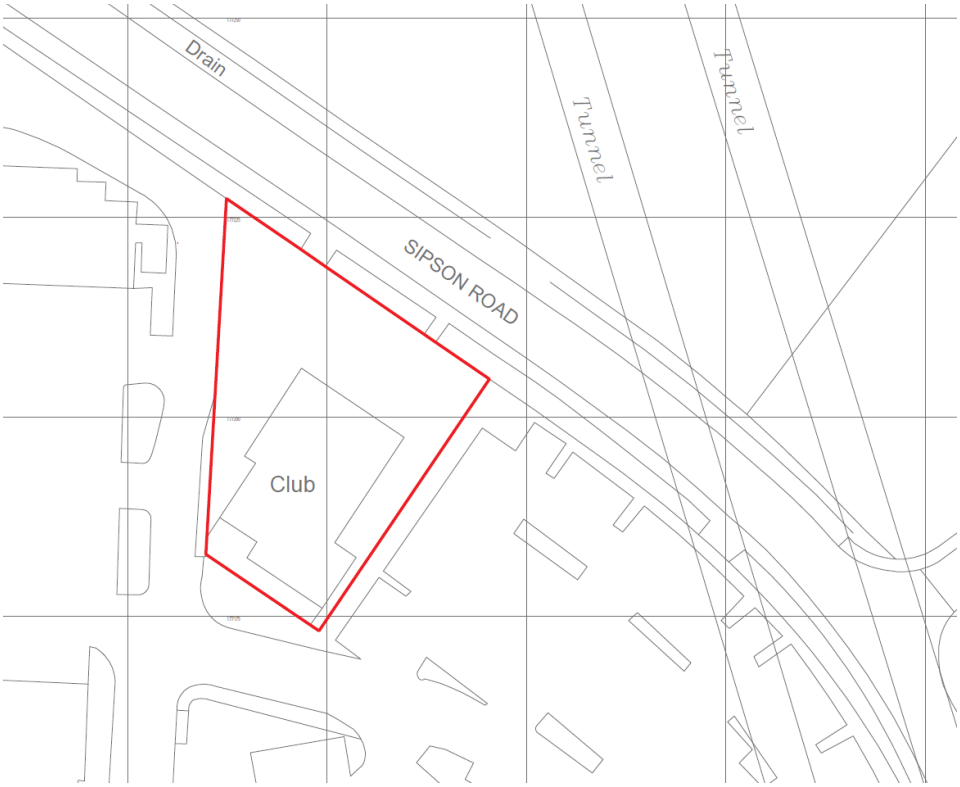


Figure 2: Aerial View of the Application Site

Figure 3: Street View Images of the Application Property

View from Sipson Road

View from Sipson Road

3 Proposal

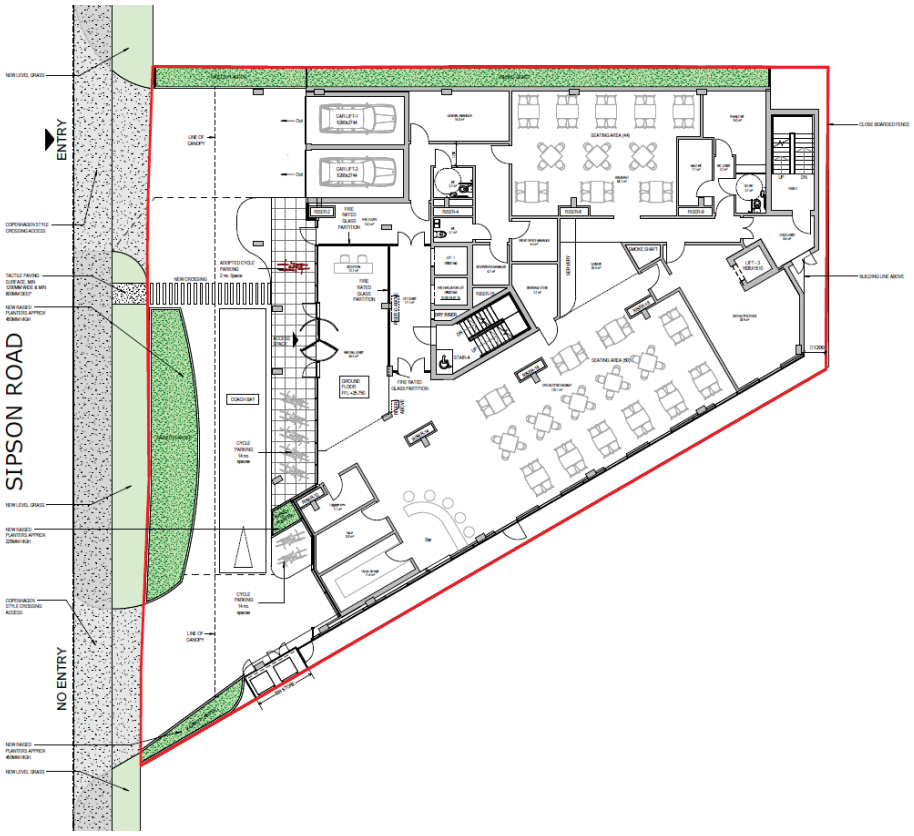
3.1 On 10.09.2018, the Council approved the following on this application site (application reference 829/APP/2016/3167):
'Redevelopment of the site to accommodate a 7-storey 108 room hotel incorporating breakfast area and working/living zone at ground floor level; a basement level with associated parking; and external landscaping works including provision of parking, servicing areas, and planting.'

3.2 The current application is broadly a resubmission of the previously approved scheme (application reference 829/APP/2016/3167), which the developer did not construct. This current application seeks planning permission to redevelop the site to accommodate a seven-storey 108-room hotel incorporating communal functions on the ground floor level and a basement level with associated parking and external landscaping works, including coach parking, servicing areas, and planting.

3.3 The hotel would measure approximately 31 metres wide at the front, narrowing to 15 metres at the rear. It would be approximately 29 metres deep and have a height of 21 metres (seven storeys). It would have a gross internal floor area of 5,619 sq. m.

3.4 Vehicle and pedestrian access to the development would continue from Sipson Road. Two car lifts would be provided to allow cars to enter and exit the basement car parking area. A total of 19 car parking spaces would be provided. Two of the car parking spaces would be designated as disabled-person parking bays. Three spaces would have active electric vehicle charging points. 16 cycle parking spaces would be provided. Coaches and taxis would enter the forecourt at the front of the Site to collect and drop off hotel guests.

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



Proposed Site Plan

Proposed Front Elevation

Proposed 3-D Visual from Sipson Road

Front Elevation of the Previoulsy Approved Hotel on the Site (application reference 829/APP/2016/3167) that the Developer did not Construct.

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 31 neighbouring properties and the Harmondsworth and Sipson Residents Association on 26-05-2023. The Council also advertised the application with a site notice and press notice on 07-06-2023. The initial consultation expired on 28-06-2023. The Council carried out a full reconsultation on 18-10-2024. The reconsultation period expired on 07-11-2024.

6.2 The Council received one objection in response to public consultation from the Heathrow Villages Conservation Area Advisory Panel, which raised concerns regarding the proposed landscaping. Consultee responses received are summarised in Table 2 (below). Full copies of the responses have also separately been made available to Members.

Table 1: Summary of Representations Received

Representations	Summary of Issues Raised	Planning Officer Response
The Council received one objection from the Heathrow Villages Conservation Area Advisory Panel.	Concerns regarding the lack of soft landscaping and green roof.	The Applicant submitted revised landscape plans and details regarding a green roof to address these concerns.

Table 2: Summary of Consultee Responses

Consultee and Summary of Comments	Planning Officer Response
External Consultee Comments	
Greater London Archaeological Advisory Service (GLAAS): No objection subject to condition and informative regarding a Written Scheme of Investigation.	A condition and informative have been recommended in line with GLAAS' recommendations.
Transport for London (TfL): No objection subject to conditions regarding Coach Parking Management Plan, Delivery and Servicing Management Plan and Construction Logistics Plan, cycle parking, and electric vehicle charging provision.	Conditions have been recommended in line with the TfL's recommendations.
Metropolitan Police Design Out Crime: No objection subject to a condition regarding 'Secured by Design' accreditation.	A condition has been recommended in line with the Metropolitan Police's recommendations.
National Air Traffic Services: No objection.	Noted.
Heathrow Airport:	

No objection. Informative recommended regarding cranes.	An informative has been recommended in line with Heathrow Airport's recommendation.
Thames Water Utilities: No objection subject to a condition regarding a Piling Method Statement and informative.	A condition has been recommended in line with the Thames Water Utilities' recommendations.
Internal Consultee Comments	
Urban Design Officer: No objection subject to a condition regarding external materials.	A condition has been recommended in line with the Urban Design Officer's request.
Landscape Officer: No objection subject to conditions regarding landscaping.	Conditions have been recommended in line with the Landscape Officer's recommendations.
Economic Development: No objection subject to a Construction Employment Training Scheme and an End-User Employment Scheme being secured in accordance with the Council's Planning Obligations SPD via a Section 106 Agreement.	This request is a recommended Heads of Terms to be secured in the Section 106 Agreement.
Accessibility Officer: No objection subject to conditions regarding the car park lift, disabled person car parking provision, and hotel room accessibility.	Conditions have been recommended in line with the Accessibility Officer's recommendations.
Refuse and Recycling Officer:	

No objection.	Noted.
Planning Policy Officer: No objection.	Noted.
Highways Officer: No objection subject to conditions regarding car parking lift maintenance, swept paths, Service and Delivery Plan, Construction Logistics Plan, Travel Plan, and a Section 278 Agreement to implement the proposed off-site Highways Works.	Conditions have been recommended in line with the Highways Officer's recommendations, and a Section 278 clause is included in the recommended Heads of Terms.
Air Quality Officer: No objection subject to an Air Quality Mitigation contribution of £974,383 secured by a Section 106 Agreement and a condition regarding reducing emissions from demolition and construction.	A Section 106 financial contribution is included in the recommended Heads of Terms and a condition has been recommended in line with the Air Quality Officer's recommendations.
Noise Pollution Officer: No objection.	Noted.
Environmental Health Officer (Land Contamination): No objection subject to a condition regarding land contamination.	A condition has been recommended in line with the Land Contamination Officer's recommendations.
Environmental Specialist (Energy and Biodiversity):	

No objection subject to a condition requiring a revised Energy Strategy and a carbon offset contribution based on the updated Energy Strategy and 'be seen' energy monitoring condition.	A Section 106 carbon offset contribution obligation is proposed in the recommended Heads of Terms. Conditions have been recommended in line with the Environmental Specialist (Energy and Biodiversity).
Flood Risk and Drainage Consultant: No objection subject to Detailed Drainage Design and Sustainable Drainage Scheme planning conditions.	Conditions have been recommended in line with the Flood Risk and Drainage Consultant's recommendations.

7 Planning Assessment

Principle of Development

7.1 The application Site has been vacant for several years. The planning history is relevant to the consideration of whether the principle of hotel use on this site is deemed acceptable. However, it should be noted that there have been significant policy changes since the approval of the most recent application (829/APP/2016/3167) was determined in 2018.

7.2 More specifically the Hillingdon Local Plan Part Two was adopted in 2020 and specific locations for which hotel development should be focused. These include Town Centres and designated locations for hotel growth. Notably this site is not located within an area designated for hotel growth or a Town Centre. As such for the principle of development to be deemed acceptable the applicant must submit a sequential test.

7.3 The Applicant submitted a Sequential Test (Sequential Assessment Scoping Note, prepared by Turley and Sequential Assessment, reference GAAP3000, prepared by Turley, dated November 2023) to demonstrate why it is an appropriate hotel location, despite not being in a Town Centre or Hotel Growth Location.

7.4 The Council's Planning Policy Team has been consulted and has reviewed the submission documents. They do not raise any objection to this proposed hotel development, advising that the Sequential Test provides evidence of the limited availability of land for hotels in relevant Town Centres. When this is considered

against the strategic need for serviced visitor accommodation set out in The London Plan (2021) and its associated evidence base, it is apparent that the need for serviced visitor accommodation cannot be met on Town Centre and Edge-of-Centre sites alone. A refusal of the application on this basis is therefore not justified or recommended.

7.5 As such, the proposal complies with Policy E10 of The London Plan, Policy E2 of the Hillingdon Local Plan Part 1, and Policy DME 5 of the Hillingdon Local Plan Part 2.

Design / Impact on the Character and Appearance of the Area

7.6 The application site is a pocket of vacant land located north of the Raddison and Park Inn hotels. Both neighbouring hotels benefit from much greater sized plots. The Radisson is 4-6 stories in height and features 6 arms orientated off a central horizontal spine. The Park Inn is a 5 storey L-shaped building constructed of red brick and a cladded frame. This frame and the angled brickwork which helps create the angled windows adds visual interest and articulation to a building which features extensively wide façades. Both neighbouring hotels feature reasonably large car parks but are set within a boundary of mature trees and planting which softens the hard surfaced dominated areas to the front and rear of the buildings.

7.7 The proposed building is similar in all aspects of design and appearance compared with the previously approved hotel development on the Site (application reference 829/APP/2016/3167). The proposed seven-storey building height would reflect the local context and surrounding developments, particularly the adjacent six-storey hotel. The proposed building's footprint and overall scale would be smaller than the neighbouring hotel complex and would respect the area's prevailing scale of development. The building's elevations would include vertical protruding fins to appropriately articulate the facade and provide visual relief to the building's elevations. Its appearance would be in keeping with the area's character, and the proposed building would sit comfortably within the streetscene. The double-height entrance with a canopy across the facade would ensure a legible front elevation, and when combined with the upper floor setback would ensure a visually appropriate appearance from the street

7.8 The Council's Urban Design Officer has been consulted and has no objections regarding the proposed design subject to a condition regarding materials which has been recommended.

7.9 The proposal complies with Paragraph 131 of the NPPF, Policies D3 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.

Residential Amenity

7.10 There are no homes within 100 metres of the Site and the nearest residential dwellings are on the other side of Sipson Road. The proposal would not impact the outlook, privacy, daylight, or sunlight of nearby homes or open spaces, given its height, scale, mass, use, and location away from residential properties.

7.11 The closest neighbouring buildings are hotels. The proposed hotel would not contain a large internal floor area allocated for conference or banqueting purposes. As such, the proposal would not cause undue noise disturbance to surrounding properties.

7.12 Please see relevant sections below regarding noise.

7.13 The proposed scheme is supported and complies with Policy D3 of The London Plan (2021) and Policy DMHB 11 of the Local Plan Part 2 (2020).

Highways and Parking

7.14 Sipson Road is a two-way local distributor road that connects with Bath Road (A4) to the south and Holloway Lane (A408) to the north. It has one carriageway in either direction, a 30mph speed limit, double yellow line parking restrictions, and a pedestrian footway on the southern side of the carriageway, together with a grass verge and street lighting at regular intervals. The site is situated in a location with a Public Transport Accessibility Level (PTAL) of 3, where a score of 0 indicates very poor access to public transport and 6 indicates excellent access.

7.15 The proposed development would have 19 on-site basement car parking spaces. Two of these would be allocated for disabled person parking and three would be fitted with active electric vehicle charge points (EVCPs). Access to the basement parking would be provided by two car lifts and there would be capacity for two cars to wait onsite in the hotel's forecourt before entering the lifts to the basement. There would be provision for coaches and taxis to enter the hotel forecourt to pick-up/drop-off guests.

7.16 Policy T6.4 of The London Plan (2021) is non-prescriptive for hotel car parking. It states that hotel car parking '*should be assessed on a case-by-case basis'.* Similarly, the Hillingdon Local Plan: Part 2 - Development Management Policies (2020) is also non-prescriptive, stating that car parking numbers should be determined on an '*individual basis'*. Considering the good availability of long-stay car parking in the vicinity of the Site, the Site's PTAL of 3, and the available travel choices, the proposed 19 car parking spaces are appropriate and would not lead to parking displacement or stress. Conditions are recommended to ensure the delivery and ongoing availability of the disabled person parking and EVCPs.

7.17 Sixteen covered cycle parking spaces would also be provided within the hotel's forecourt. Two of these would be designated for larger adaptable bicycles. The proposed cycle parking provision aligns with The London Plan and Local Plan standards. Conditions are recommended to ensure their delivery and ongoing availability.

7.18 To allow the new site accesses to be built the Highway Authority require that the Applicant enter a Section 278 Agreement thereby allowing contractors to work on the Council's highway in collaboration with Council's highway officers. As part of these works, the footway and grass verge either side of these accesses shall be reinstated. The Highway Authority require that the full length of the footway in

between each access is reinstated together along with the provision of street trees.

7.19 The Council's Highways Team has been consulted and raise no objection to the proposed development subject to conditions regarding car parking lift maintenance, swept paths, Service and Delivery Plan, Construction Logistics Plan, Travel Plan, and a Section 278 Agreement to implement the proposed off-site Highways Works. Appropriate highways conditions are recommended in this planning assessment and recommendation, and a Section 278 clause is included in the recommended Heads of Terms.

7.20 Subject to the recommended conditions and Section 278 Agreement, the proposal complies with Paragraph 116 of the NPPF, Policies T2, T4, T5, T6, and T7 of The London Plan, and Policies DMT 1, DMT 2, DMT 5, and DMT 6 of the Local Plan Part 2.

Air Quality

7.21 The Site is within an Air Quality Management Area (AQMA) and an Air Quality Focus Area (Sipson Focus Area).

7.22 The Applicant submitted an Air Quality Assessment (reference, AQ2114, prepared by GEM Air Quality Ltd, dated July 2022).

7.23 The proposed development would not be air quality neutral or air quality positive. Therefore, further appropriate mitigation is required.

7.24 Mitigation measures to reduce emissions can be applied on-site or off-site. Where this is not practical or desirable, pollutant off-setting will be applied. The level of mitigation required associated with the 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 £974,383.

7.25 The Council's Air Quality Officer has been consulted and raised no objection subject to an air quality mitigation contribution of £974,383 secured by a Section 106 Agreement and a condition regarding reducing emissions from demolition and construction. This Section 106 financial contribution is included in the recommended Heads of Terms and a condition has been recommended in line with the Air Quality Officer's recommendations.

7.26 Subject to legal agreement and the recommended conditions, the proposal 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

7.27 The Applicant submitted a Noise Impact Assessment (reference 23907.NIA.01, prepared by KP Acoustics, dated 13.07.2022) assessing daytime and night-time levels likely to be experienced by the proposed development. To mitigate internal noise levels, the Applicant proposed a robust glazing specification. Their report concludes that no further mitigation measures are required to protect the internal spaces from external noise.

7.28 As previously stated, the nearest residential dwellings to the Site are located over 110 metres to the south of the Site and on the opposite side of Sipson Road. Given the notable separation distance, the proposed development would not cause undue noise disturbance to nearby residents.

7.29 The Council's Noise Pollution Officer has reviewed the submission and raised no objection or concerns about noise and vibration given the nature and context of the proposed development.

7.30 A Construction Management Plan condition is recommended to mitigate and manage potential noise disturbances.

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

Accessibility

7.32 The supporting Design and Access Statement (Rev-P01, prepared by GAA, dated 18.07.2023), and plans demonstrate inclusive access. Nine per cent of hotel rooms are proposed to be fully accessible to wheelchair-using guests. A further one per cent are proposed to have a fixed tracked-hoist system or a similar. All en-suite bathrooms within the Universal Access guestrooms are designed to the layout detailed in BS 8300-1:2018, figure 30. 75 per cent of the en-suite bathrooms within the accessible bedrooms are proposed to have level access showering facilities. Lifts are proposed to comply with BS 8300:2018+A1:2010, and a fire evacuation lift to BS EN 81-76 standard is proposed.

7.33 The proposal includes two disabled person car parking spaces and two adaptable cycle parking spaces. This level of disabled person car and cycle parking is supported.

7.34 The Council's Accessibility Officer has reviewed the proposal and raised no objection subject to conditions regarding the car park lift, disabled person car parking provision, and hotel room accessibility. Appropriate accessibility planning conditions are recommended as part of the planning assessment and planning recommendation.

7.35 Subject to compliance with the recommended conditions, the proposed development complies with Policies D5 and D12 of The London Plan.

Urban Greening, Landscaping, and Public Realm

7.36 The existing site suffers from an evident lack of greening. It consists of hardstanding.

7.37 The Applicant submitted an Arboricultural Impact Assessment (reference HWA10759-APIII, prepared by Hallwood Associates, dated 20.06.2022), which detailed trees on and close to the Site, the tree species, and their quality and spread. None of the trees are protected by a Tree Preservation Order or by Conservation Area designations. The only on-site tree is a Sycamore that is of 'U' grade and would be removed as part of the proposal. During the planning process, the Council worked with the Applicant to secure revised landscaping, namely additional planting. The front and sides of the Site are proposed to contain raised planters with soft landscaping. The Applicant submitted revised plans that propose a biodiverse green roof to cover 105 sq. m., which is secured by condition. The Council's Landscape Officer advised that 'the updated proposals have satisfied the Urban Green Factor by providing a green/brown roof.' Additionally, trees would be planted on Sipson Road in front of the Site. These are secured by the Section 278 Agreement. The proposed uplift in planting compared with the previous approval and the existing Site is acceptable.

7.38 Policy DMEI 1 of the Local Plan Part 2 requires all major development to incorporate living roofs and/or walls. The proposal includes a green roof.

7.39 Subject to conditions, the proposal would comply with the aims Policy G5 of The London Plan and Policy DMHB 14 of the Local Plan Part 2.

Biodiversity

7.40 The Applicant submitted a Preliminary Ecological Appraisal (prepared by Henriette Westergaard, dated 04.07.2022), which details that the existing Site comprises developed land of negligible ecological importance.

7.41 As the application was submitted in 2023, it is not subject to recent Biodiversity Net Gain requirements. Nonetheless, the proposal would see an uplift in biodiversity on the Site as the current Site is entirely hardstanding at present, and the proposed Site would contain soft landscaping and planting features at ground level. Furthermore, there would be a 105 sq. m. biodiverse green roof (drawing reference 10513-LA-01-Rev-P1) that would enhance the Site's biodiversity.

7.42 The Council's Environmental Specialist (Energy and Biodiversity) reviewed the submitted biodiversity details and raised no objection regarding the proposed development.

7.43 The proposed development complies with the aims of 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

7.44 The Site is in Flood Zone 1 (lowest flood risk) and is not impacted by Surface Water Flooding. It is, however, within a Critical Drainage Area. The existing Site comprises hardstanding. As such, there are no natural forms of attenuation within the Site boundary. It is fully impermeable.

7.45 The Applicant submitted a Drainage Strategy (Rev-P03, reference 18403-RLL-22-XX-RP-C-001, prepared by RLRE Consulting Engineers, dated 30.06.2022). It states that as there are no watercourses in proximity of the Site, the developer has chosen an outfall to the adjacent surface water sewer in accordance with the hierarchy for SuDS to provide sufficient attenuation to ensure that there would be no off-site flooding for return periods up to and including the one in 100 year plus 40 per cent climate change event. The Applicant proposes to attenuate flows within a blue roof system (providing 45.7m3 storage), the permeable sub-base (providing 27.3m3 total storage), and two below-ground tanks (providing 12m3 total storage) on the podium deck outside the building's entrance. Additionally, the Applicant proposes rainwater harvesting via a 12m3 storage tank in the basement. Water treatment would generally be provided via the underdrained swale and permeable sub-base on the podium slab. a private management company would maintain the SuDS features. The Applicant proposes to pump foul flows from the Site via a private pumping station within the basement. The pumped flows would outfall to a break chamber within the Site boundary before draining via gravity to the existing Thames Water foul sewer in Sipson Road.

7.46 The Council's Flood Risk and Drainage Consultant has reviewed the submission and raised no objection subject to Detailed Drainage Design condition and Sustainable Drainage Scheme condition. Appropriate drainage conditions are recommended as part of this planning recommendation.

7.47 Subject to the recommended conditions, the proposed development is acceptable with regard to Flooding and Drainage and complies with 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

7.48 To ensure the development would minimise the use of mains water, a compliance planning condition is recommended for it to 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.

7.49 Subject to the recommended condition, the proposal complies with Policy SI 5 of The London Plan.

Energy and Sustainability

7.50 The Applicant has submitted an Energy Strategy Report (reference 20-8895, prepared by Syntegra, dated 16.07.2022) and BREEAM Pre-Assessment Report (Reference 21-8895, prepared by Syntegra, dated 03.08.2022).

7.51 That submission states that the hotel would achieve a Building Research Establishment Environmental Assessment Method (BREEAM) Rating 'Excellent', with a score of at least 71.15 percent based on the latest BREEAM NC Technical guidance. Air Source Heat Pumps (ASHP) would be used to generate heating,

cooling, and hot water for the proposed development. To bring the development's carbon savings up to 100 per cent, carbon emissions are to be offset through a carbon offset payment. A carbon offset payment, priced at £95 per tonne of CO2 per year (over 30 years) is to be paid via a Section 106 to the Council following review of a revised Energy Strategy, which is recommended by condition. Policy DMEI 2 of the Hillingdon Local Plan requires all major developments to be designed to connect to a District Energy Network and to connect to ones within 500 metres of the development. As there are no networks within 500 metres from the proposed development, no plans are in place to connect to any existing network. This is accepted.

7.52 The Council's Environmental Specialist (Energy and Biodiversity) reviewed the submitted details and raised no objection subject to a condition requiring a revised Energy Strategy and a carbon offset contribution based on the updated Energy Strategy and 'be seen' energy monitoring condition.

7.53 Subject to legal agreement and the recommended conditions, the proposal would 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.

Waste Management

7.54 The Applicant submitted a Servicing and Waste Management Plan (Rev-P1.0, prepared by Patrick Parsons, dated 06.07.2022).

The refuse storage is illustrated on proposed ground floor plans. The maximum distances that refuse operatives should be required to wheel containers, measured from the furthest point within the storage/collection area to the loading position at the back of the vehicle is 20 metres; this is achievable from the refuse storage area. The Applicant proposes using a private waste collection company.

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

7.56 Subject to condition, the proposal would comply with Policy SI 7 of The London Plan and DMHB 11 of the Local Plan Part 2.

Land Contamination

7.57 The Site is within a Potentially Contaminated Land area.

7.58 The Applicant submitted a Land Contamination Assessment (Desk Study and Conceptual Site Model-V1.0, Reference: LS 0717, prepared by Land Science, dated 25.03.2023). The Assessment's conceptual site model identified parameters for further intrusive ground investigations.

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

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

Fire Safety

7.61 The Applicant submitted a Fire Statement (prepared by Fire Safety South East, dated 11.07.2022), detailing the key fire safety features of the building.

7.62 The technical aspects of the materials to be used in any development, in relation to fire safety, are considered under the Building Act (1984) and specifically the Building Regulations, Approved Document B 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. Any person or organisation carrying out development can appoint either the Council's Building Control Service or a Registered Building Control Approver to act as the Building Control Body (BCB), to ensure the requirements of the Building Regulations are met. The BCB carry out an examination of drawings for the proposed works and make site inspections during construction work to ensure the works are carried out correctly. On completion of work the BCB would issue a Completion Certificate to confirm that the works comply with the requirement of the Building Regulations.

7.63 The fire strategy will be subject of further review during the detailed design stages to ensure compliance with relevant building design codes of practice and guidance.

7.64 The proposal complies with the aims of Policy D12 of The London Plan.

Archaeological Impact

7.65 The Site is within an Archaeological Priority Zone – Heathrow.

7.66 Accordingly, the Applicant submitted a Written Scheme of Investigation (reference LP4196L-WSI-v1.2, prepared by LP Archaeology, dated July 2022).

7.67 The Local Planning Authority consulted Historic England's Greater London Archaeological Advisory Service (GLAAS), which reviewed the submission and stated that 'the development could cause harm to archaeological remains and field evaluation is needed to determine appropriate mitigation. However, although the NPPF envisages evaluation being undertaken prior to determination, in this case consideration of the nature of the development, the archaeological interest and/or practical constraints are such that I consider a two-stage archaeological condition could provide an acceptable safeguard.' GLASS concluded they had no objection to the proposed development subject to condition and informative regarding a Written Scheme of Investigation.

7.68 A Written Scheme of Investigation condition and informative is recommended.

7.69 Subject to condition, the proposal complies with the NPPF, Policy HC1 of The London Plan, and Policy DMHB 7 of the Local Plan Part 2.

Heritage

7.70 Sipson House is Grade II Listed and is located 1.2km north of the site. Given the significant distance between the two sites the proposal would have no impact upon the setting of the designated heritage asset. As such the proposed development accords with Policy DMHB 2 of the Local Plan Part 2.

Green Belt

7.71 The Site is not located within the Green Belt, however, the land to the north of the Site, on the opposite side of Sipson Road, is designated Green Belt. The Site is separated from the Green Belt land to the northeast by Sipson Road, and the submitted documents demonstrate that the proposal would integrate with the surrounding larger developments. Furthermore, the proposal would not have a greater impact on the Green Belt than the previously approved scheme.

7.72 The proposal complies with Policy G2 of The London Plan, Policy EM2 of the Local Plan Part 1, and Policy DMEI 4 of the Local Plan Part 2, and is supported.

Odour

7.73 The proposed hotel includes an ancillary kitchen. A planning condition is recommended regarding extraction and odour control to protect amenity.

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

Airport Safeguarding

7.75 The application site is located within the 3-kilometre Heathrow Airport Safeguarding Zone. The height of development within these zones is restricted to protect air traffic routes. The proposal is for a 7-storey building set within an area of similar and taller height buildings. Heathrow Airport Safeguarding and the National Air Traffic Services are statutory consultees for developments within designated zones, both have been consulted and have raised no objection subject to standard informative relating to the use of cranes to construct the development. As such the proposal accords with Policy DMAV 1 of the Local Plan Part 2.

Planning Obligations

7.76 Policy DMCI 7 of the Local Plan Part 2 states to ensure development is sustainable, planning permission will only be granted for development that clearly demonstrates there will be sufficient infrastructure of all types to support it. Infrastructure requirements will be predominantly addressed through the Council's Community Infrastructure Levy (CIL). Planning obligations will be sought on a scheme-by-scheme basis to secure the provision of affordable housing in relation to residential development schemes, where development has infrastructure needs

that are not addressed through CIL, and to ensure that development proposals provide or fund improvements to mitigate site-specific impacts made necessary by the proposal. Applications that fail to secure an appropriate Planning Obligation to make the proposal acceptable will be refused.

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

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

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

7.79 Section 106 Heads of Terms are as follows:

1. Air Quality Mitigation contribution of £974,383.
2. A Carbon Offset sum based on an Updated Energy Strategy to discharge Condition 22, with the offset calculation based on £95 per tonne of CO2 over a 30-year period.
3. A Construction Employment Training Scheme secured in accordance with the Council's Planning Obligations SPD.
4. An End-User Employment Scheme secured in accordance with the Council's Planning Obligations SPD.
5. A Section 278 agreement to implement the proposed off-site Highways Works and street tree planting on Sipson Road.
6. A Project Management and Monitoring Fee, equalling 5% of the total financial contributions to be paid under this agreement.

8 Other Matters

Human Rights

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

Equality

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

Local Finance Considerations and CIL

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

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

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

Hotels – £40 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) – 5,619 sq. m.

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

Local CIL – £370,806.58
Mayoral CIL – £399,459.82

8.10 Please note this has been calculated based on the information available to the officer. The final amount will be reviewed post-determination by the Council's Planning Obligations Team and set out to the liable party in line with the CIL Regulations.

9 Conclusion / Planning Balance

9.1 The principle of redeveloping the Site for a Hotel is supported in this instance. The building's height, scale, and mass are compatible with the height and scale of surrounding development. The development would not have any detrimental impact on the street scene, upon residential amenity, or upon the setting of the Green Belt land opposite the Site. The Local Planning Authority has worked with the Applicant to refine the development's design during the full planning application process, securing additional planting and a reduction in hardstanding to the front of the Site to improve the street and public realm. There are no

objections from the Council's Urban Design Officer, Landscape Officer, or Highways Officers. While located on Potentially Contaminated Land, the Council's Land Contamination Officer has no concerns subject to the recommended condition. Similarly, whilst within an Archaeological Priority Zone, Historic England's Greater London Archaeological Advisory Service (GLAAS) has no objection subject to the attached conditions. Noting the Air Quality Management Area (AQMA) and Air Quality Focus Area, which the Site is within, the Council's Air Quality Officer has no objections subject to an air quality mitigation contribution of £974,383 (contained within the Section 106 Heads of Terms) and planning conditions, which have been recommended.

9.2 The proposal is acceptable and would be consistent with 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 and Section 106 Heads of Terms detailed on the previous page.

10 Background Papers

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

APPENDICES

Planning Application

829/APP/2023/312

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:

19040-GAA-ZZ-00-DR-T-0101 (Location and Block Plan)
19040-GAA-ZZ-B1-DR-T-2001 (Proposed Basement GA Plan)
19040-GAA-ZZ-00-DR-T-2002-Rev-P06.06 (Proposed Ground Floor Plan)
19040-GAA-ZZ-00-DR-T-2002-Rev-P06.05 (Revised Proposed Ground Floor GA Plan)
19040-GAA-ZZ-01-DR-T-2003 (Proposed First Floor GA Plan)
19040-GAA-ZZ-02-DR-T-2004 (Proposed Second Floor GA Plan)
19040-GAA-ZZ-03-DR-T-2005 (Proposed Third Floor GA Plan)
19040-GAA-ZZ-04-DR-T-2006 (Proposed Fourth Floor GA Plan)
19040-GAA-ZZ-05-DR-T-2007 (Proposed Fifth Floor GA Plan)
19040-GAA-ZZ-06-DR-T-2008 (Proposed Sixth Floor GA Plan)
19040-GAA-ZZ-07-DR-T-2009 (Proposed Roof Access GA Plan)
19040-GAA-ZZ-RF-DR-T-2010 (Proposed Roof Plan)
10513-LA-01-Rev-P1 (Proposed Biodiverse Green Roof Plan)
10513-LA-02-Rev-X (Proposed Landscape Plan)
19040-GAA-ZZ-XX-DR-T-2101 (Proposed Front/North Elevation)
19040-GAA-ZZ-XX-DR-T-2102 (Proposed Rear/South Elevation)
19040-GAA-ZZ-XX-DR-T-2103 (Proposed Side/East Elevation)
19040-GAA-ZZ-XX-DR-T-2104 (Proposed Side/West Elevation)
19040-GAA-ZZ-XX-DR-T-2201 (Proposed Section A-A)
19040-GAA-ZZ-XX-DR-T-2500-Rev-P01.1 (Proposed Front Facade Details)
19040-GAA-ZZ-XX-DR-T-2500-Rev-P01.1 (Proposed Front Facade Section Details)
19040-GAA-ZZ-XX-DR-T-2501-Rev-P01 (Proposed Front Facade Details)
19040-GAA-ZZ-XX-DR-T-2500-Rev-P01 (Proposed Front Facade Section Details)
CGV-1103-02-Rev-P2 (Swept Paths)
SPS-PPC-00-XX-DR-C-001 (Swept Path Analysis)
CGV-1103-101-Rev-P1 (Proposed Access)

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:

- Preliminary Basement Impact Assessment-Rev-0, reference SRW-PPC-00-XX-RP-G-0012, prepared by Patrick Parsons, dated 19.05.2023 _ received 04.10.24
- BREEAM Pre-Assessment Report, Reference 21-8895, prepared by Syntegra, dated 03.08.2022 _ received 04.10.24
- Desk Study and Conceptual Site Model-V1.0, Reference: LS 0717, prepared by Land Science, dated 25.03.2023 _Part 1 of 3 _ received 04.10.24
- Drainage Strategy-Rev-P03, reference 18403-RLL-22-XX-RP-C-001, prepared by RLRE Consulting Engineers, dated 30.06.2022
- Air Quality Assessment, reference, AQ2114, prepared by GEM Air Quality Ltd, dated July 2022
- Arboricultural Impact Assessment, reference HWA10759-APIII, prepared by Hallwood Associates, dated 20.06.2022
- Bird Hazard Management Report, prepared Henriette Westergaard, dated June 2022
- Design and Access Statement-Rev-P01, prepared by GAA, dated 18.07.2023
- Fire Statement, prepared by Fire Safety South East, dated 11.07.2022
- Noise Impact Assessment, reference 23907.NIA.01, prepared by KP Acoustics, dated 13.07.2022
- Planning Statement, reference JCC6291, prepared by Cunnane Town Planning, dated August 2022
- Preliminary Ecological Appraisal, prepared by Henriette Westergaard, dated 04.07.2022
- Sequential Assessment Scoping Note, prepared by Turley
- Sequential Assessment, reference GAAP3000, prepared by Turley, dated November 2023
- Servicing and Waste Management Plan-Rev-P1.0, prepared by Patrick Parsons, dated 06.07.2022
- Transport Statement-Rev-1.0, prepared by Patrick Parsons, dated 30.06.2022
- Travel Plan-Rev-1.0, prepared by Patrick Parsons, dated 06.07.2022
- Written Scheme of Investigation, reference LP4196L-WSI-v1.2, prepared by LP Archaeology, dated July 2022

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 **Non Standard Condition**

The development hereby approved is for a hotel with 108 bedrooms. This is the maximum number of bedrooms permitted by this consent and any subdivision or creation of new bedrooms above this number would require separate planning consent.

REASON
To ensure the hotel is used as proposed 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).

5. COM7 **Materials (Submission)**

Notwithstanding the approved drawings, prior to the commencement of any works on the facade or the supporting structure/substructure, details of all materials and external surfaces shall be submitted to and approved in writing by the Local Planning Authority. Details shall include information relating to make, product/type, colour, and photographs/images. Thereafter the development shall be constructed in accordance with the approved details and be retained as such.

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

6. NONSC **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) All Non-Road Mobile Machinery (NRMM) of net power of 37kW and up to and including 560kW used during the demolition, site preparation and construction phases shall comply

with the emission standards set out in https://www.london.gov.uk/programmes-and-strategies/environment-and-climate-change/pollution-and-air-quality/nrmm. Unless it complies with these standards, 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/.
(xi) 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).

7. NONSC **Construction Logistics Plan (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).

8. NONSC **Cycle Parking**

Prior to the first use of the development hereby approved, at least 16 cycle parking spaces shall be installed in accordance with the approved plans and shall be made available for use. The 16 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).

9. NONSC **Disabled Person Car Parking**

Prior to the first use of the development hereby approved, two disabled person car parking spaces, designed to meet the requirements of BS8300-1: 2018, shall be provided in

accordance with the approved plans and made available for use. The two 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.

REASON
To ensure an appropriate level of onsite disabled person parking is provided in accordance with Policy T6.1 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 three 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 16 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 **Car Park Lift**

(i) Prior to the commencement of development (excluding ground works and site clearance), detailed plans, manufacturers details, and a scheme for the maintenance of the car parking lift shall be submitted to and approved in writing by the Local Planning Authority. The approved details shall be implemented prior to first use of the development and thereafter shall be retained and maintained in accordance with the approved details for as long as the building remains in use.

(ii) The two car lifts shall have a 2.2-metre-tall floor to ceiling height. The car lifts shall be available for use upon first use of the approved development and thereafter maintained, retained, and available for use for the lifetime of the development.

REASON
To ensure high-sided wheelchair accessible vehicles can access disabled person basement car parking, appropriate wheelchair accessibility, continued vehicular access to the basement car parking, and to reduce the risk of drivers parking on Sipson Road in accordance with Policy T4, D5, and E10 of The London Plan (2021) and Policy DMT 6 and DME 6 of the Hillingdon Local Plan: Part 2 - Development Management Policies (2020).

12. NONSC **Swept Path**

Swept path drawings with a 300mm margin error shall be submitted to and approved in writing by the Council. The approved details shall be implemented prior to the first use of the development hereby approved and shall thereafter be maintained and retained in perpetuity.

REASON
To ensure that all proposed car parking spaces are usable and to reduce the risk of drivers parking on Sipson Road in accordance with Policy T4 of The London Plan (2021) and Policy DMT 6 of the Hillingdon Local Plan: Part 2 - Development Management Policies (2020).

13. NONSC **Coach Parking Management Plan**

Prior to the first occupation/use of the development hereby approved, a Coach Parking 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 parking is appropriately managed in accordance with Policies T6 of The London Plan (2021).

14. NONSC **Delivery and Servicing Management Plan**

Prior to the first occupation/use of the development hereby approved, a Delivery and Servicing 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 appropriate delivery and servicing arrangements in compliance with Policy T7 of The London Plan (2021).

15. NONSC **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).

16. NONSC **Planting**

(i) Prior to the commencement of landscaping works, details of soil depth volume shall be submitted to and approved in writing 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.

(iii) The Biodiverse Green Roof shall be fully implemented in accordance with drawing number reference 10513-LA-01-Rev-P1 within the first planting season following the first use of the development hereby approved and thereafter maintained and retained in perpetuity. Evidence of green roof installation shall be submitted to and approved by the Local Planning Authority within six months of green roof installation.

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).

17. COM9 **Landscaping**

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 (including pollution absorbing plants) giving species, plant sizes, and proposed numbers/densities where appropriate

2. Details of Hard Landscaping
2.a Means of enclosure/boundary treatments
2.c Hard Surfacing Materials
2.d External Lighting
2.e Provision of CCTV and secure entrance arrangements

3. Details of Landscape Maintenance
3.a Landscape Maintenance Schedule for a minimum period of five years.

4. Schedule for Implementation

5. Other
5.a Existing and proposed functional services above and below ground.

5.b Proposed finishing levels or contours.

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

REASON
To ensure that the proposed development will enhance the area's visual amenities landscaping and urban greening measures are appropriately maintained in accordance with Policy G5 of The London Plan (2021) and Policies DMHB 11, DMHB 12, and DMHB 14 of the Local Plan Part 2 (2020).

18. NONSC **Detailed Drainage Design**

Prior to commencement of groundworks (excluding site investigations and demolition), the applicant must submit a final detailed drainage design including drawings and supporting calculations to the Local Planning Authority for review and approval in writing, aligned with the Drainage Strategy (31/08/2023) and associated drawing 18403-RLL-19-XX-DR-C-2000 P05. The following information must also be provided:

The Drainage Strategy states that the total proposed attenuation volume is 91.5m3; however, the MicroDrainage calculations only evidence a total proposed attenuation of 49.65m3. The applicant should therefore provide calculations that support the total volume of each of the proposed storage features.

The applicant should demonstrate with drainage calculations that there is no flooding onsite because of the 1 in 30-year rainfall event.

The applicant has stated that the overland flow routes will be directed away from properties and towards the underdrained swale. However, the applicant should provide an exceedance flow drawing that demonstrates routes and directions of flow paths.

The applicant should provide the bespoke maintenance tasks and frequencies for the proposed rainwater harvesting tank and blue roof. The applicant should also provide the name of the private management company responsible for the maintenance of the drainage features.

A detailed management plan confirming routine maintenance tasks for all drainage components must also be submitted to demonstrate how the drainage system is to be maintained for the lifetime of the development.

REASON
To ensure 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).

19. NONSC **Sustainable Drainage Scheme**

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 approved final detailed drainage design. The sustainable drainage scheme shall be managed and maintained thereafter in accordance with the approved detailed management plan for all of the proposed drainage components.

REASON
To ensure 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).

20. NONSC **Piling Method Statement**

No piling shall take place until a Piling Method Statement (detailing the depth and type of piling to be undertaken and the methodology by which such piling will be carried out, including measures to prevent and minimise the potential for damage to subsurface sewerage infrastructure, and the programme for the works) and piling layout plan including all Thames Water wastewater assets, the local topography, and clearance between the face of the pile to the face of a pipe has been submitted to and approved in writing by the Local Planning Authority in consultation with Thames Water. Any piling must be undertaken in accordance with the terms of the approved piling method statement and piling layout plan.

REASON
The ensure underground sewerage utility infrastructure are protected in accordance with the National Planning Policy Framework (2024), The London Plan (2021), and the Hillingdon Local Plan Part 1 (2012) and the Hillingdon Local Plan Part 2 (2020).

21. NONSC **Land Contamination**

(i) The development hereby permitted (excluding demolition, site clearance and initial ground investigation works) shall not commence until a scheme to deal with unacceptable contamination (including asbestos materials detected within the soil) has been submitted to and approved 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 Local Planning Authority dispenses with any such requirement specifically and in writing. The scheme shall include the following measures unless the LPA dispenses with any such requirement specifically and in writing:

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

make the site suitable for the proposed use; and
(b) A written method statement providing details of the remediation scheme and how the completion of the remedial works will be verified shall be agreed in writing with the LPA prior to commencement of development, 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).

22. NONSC **Written Scheme of Investigation (archaeology)**

No demolition or development shall take place until a stage 1 Written Scheme of Investigation (WSI) has been submitted to and approved by the local planning authority in writing. For land that is included within the WSI, no demolition or development shall take place other than in accordance with the agreed WSI, and the programme and methodology of site evaluation and the nomination of a competent person(s) or organisation to undertake the agreed works.

If heritage assets of archaeological interest are identified by stage 1, then for those parts of the site which have archaeological interest, a stage 2 WSI shall be submitted to and approved by the local planning authority in writing. For land that is included within the stage 2 WSI, no demolition/development shall take place other than in accordance with the agreed stage 2 WSI, which shall consist of:

A. The statement of significance and research objectives, the programme and methodology of site investigation and recording and the nomination of a competent person(s) or organisation to undertake the agreed works

B. Where appropriate, details of a programme for delivering related positive public benefits
C. The programme for post-investigation assessment and subsequent analysis, publication & dissemination and deposition of resulting material. This part of the condition shall not be discharged until these elements have been fulfilled in accordance with the programme set out in the stage 2 WSI.

REASON
To protect heritage assets of archaeological interest in accordance with Policy HC1 of The London Plan (2021) and Policy DMHB 7 of the Local Plan Part 2 (2020).

23. NONSC **Revised Energy Assessment**

Prior to the commencement of development (excluding ground works and site clearance), a revised Energy Strategy shall be submitted to and approved in writing by the Local Planning Authority. The revised Strategy shall demonstrate that the development will maximise savings in CO2 emissions, achieving zero carbon, in accordance with Policy SI2 of The London Plan (2021) and the most recent GLA guidance.

Where there is a failure to achieve the carbon savings as set out in the Energy Strategy, the quantum (tCO2) shall be treated as part of the shortfall and shall result in a cash-in-lieu planning contribution in accordance with the formula detailed in the Section 106 legal agreement.

Thereafter, the development shall be carried out in accordance with the approved Energy Strategy, and all approved Energy Strategy measures shall be retained and maintained in perpetuity.

REASON
To ensure the development would achieve zero carbon in accordance with Policy SI2 of The London Plan (2021).

24. NONSC **BREEAM**

(a) Prior to first 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 71.15 percent based on the latest BREEAM NC Technical guidance.

(b) Within three months of first 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).

25. NONSC **Be Seen Monitoring**

Prior to the first use/occupation of the development hereby approved, a 'Be Seen' Plan for the recording and and reporting of the energy performance of the development shall be developed in accordance with the GLA energy monitoring guidance and be submitted to and approved in writing by the Local Planning Authority (LPA). The 'Be Seen' Plan shall:

Demonstrate that accurate and verified estimates of the 'Be Seen' energy performance indicators have been submitted to the GLA's monitoring portal.
Detail the methods for recording the actual carbon performance of the approved scheme in line with the approved energy assessment.
Ensure that for five years post-occupation, annual verified operational energy performance data shall be submitted to the GLA's monitoring portal and details provided to the LPA.

If in-use data shows underperformance for two consecutive years, the legal owner must investigate causes, propose mitigation measures, and submit an action plan to the LPA within three months. Approved measures must be implemented within six months.

The development shall be operated in accordance with the approved 'Be Seen' Plan.

REASON
To ensure the development continues to achieve the approved carbon reduction targets in accordance with Policy SI2 of the London Plan (2021).

26. NONSC **Water Efficiency**

The development hereby approved shall 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).

27. 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).

28. NONSC **Hotel Use**

The development hereby approved shall not be occupied by any visiting person(s) for a period longer than 90 days in a 365-day period. Prior to first occupation of the development, a Management Plan shall be submitted to and approved in writing by the Local Planning Authority. The plan shall demonstrate:

(i) A system for keeping a register of all visiting people who stay in the development, their length of stay and previous length of stays within a 365-day period.
(ii) A means by which the Local Planning Authority can check the register to ensure that the maximum permitted stays are being enforced.

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

REASON
To safeguard the occupation conditions of future occupiers and prevent the creation of unplanned demands on infrastructure provision in accordance with Policies D2, D6, and H4 of The London Plan (2021) and Policies DMH 7 and DMHB 16 of the Local Plan Part 2 (2020).

29. NONSC **Accessibility**

Upon first use of the development hereby approved, nine per cent (ten hotel rooms) of the 108 proposed bedrooms shall be fully accessible to wheelchair user guests, with these rooms designed in accordance with BS 8300-1:2018. A further one per cent (one hotel room) shall be fitted with a tracked hoist system and have an adjoining door to a standard hotel bedroom. The ten fully accessible wheelchair user rooms and the one additional tracked hoist system room shall be retained as such for the lifetime of the development.

REASON
To ensure appropriate wheelchair accessibility in accordance with Policies D5 and E10 of The London Plan (2021) and Policy DME 6 of the Local Plan Part 2, and Accessible Hillingdon SPD.

30. NONSC **Digital Connectivity Infrastructure**

Prior to first the 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).

31. NONSC **Anti-Vibration Mounts**

Prior to first 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 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).

32. COM20 **Air extraction system noise and odour**

Prior to first use of the development hereby approved, details of the installation, operation, and maintenance of the odour abatement equipment and extract system, including the extract duct and vertical discharge outlet without cowl 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 amenity in accordance with Policy D13 of The London Plan (2021) and Policies DMHB 11 and DMTC 4 of the Local Plan Part 2 (2020).

33. 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 approved Preliminary Basement Impact Assessment-Rev-0, reference SRW-PPC-00-XX-RP-G-0012, prepared by Patrick Parsons, dated 19.05.2023.

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).

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.

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

3.

The application site is located within the Critical Drainage Area. All developments in this area must contribute to managing the risk of flooding from surface water by reducing surface water runoff from the site. Therefore, the applicant should minimise the water from the site entering the sewers. No drainage to support the extension should be connected to any existing surface water sewer, other than as an overflow. Water run-off from any roof or hard paving associated with e development should be directed to a soakaway, or tank or made permeable. This includes any work to front gardens not part of the planning application, which must be permeable or be collected and directed to a permeable area, otherwise it would need an additional permission. A water butt should be incorporated.

4.

Written schemes of investigation will need to be prepared and implemented by a suitably professionally accredited archaeological practice in accordance with Historic England's Guidelines for Archaeological Projects in Greater London. This condition is exempt from deemed discharge under schedule 6 of The Town and Country Planning (Development Management Procedure) (England) Order 2015.

5.

Due to the site being within the crane circle for Heathrow Airport the crane operator is required to submit all crane details such as maximum height, operating radius, name, and

phone number of site manager along with installation and dismantling dates to the CAA Airspace Coordination and Obstacle Management Service (ACOMS) system. For notification, please follow the link via CAA website:
Crane notification | Civil Aviation Authority (caa.co.uk). Once crane notification has been received from the CAA, Heathrow Works Approval Team will assess and issue the necessary crane permit. No cranes should operate on site until a crane permit has been issued. Specific CAA guidance for crane lighting/marking is given in CAP1096: Guidance to crane users on the crane notification process and obstacle lighting and marking (caa.co.uk).

6.

A Groundwater Risk Management Permit from Thames Water will be required for discharging groundwater into a public sewer. Any discharge made without a permit is deemed illegal and may result in prosecution under the provisions of the Water Industry Act 1991. We would expect the developer to demonstrate what measures he will undertake to minimise groundwater discharges into the public sewer. Permit enquiries should be directed to Thames Water's Risk Management Team by telephoning 020 3577 9483 or by emailing trade.effluent@thameswater.co.uk . Application forms should be completed on line via https://gbr01.safelinks.protection.outlook.com/?url=http%3A%2F%2Fwww.thameswater.co.uk%2F&data=05%7C02%7CPlanningEConsult%40Hillingdon.Gov.UK%7C030c7d1fafff4d2a527208dce9e42d8d%7Caaacb679c38148fbb320f9d581ee948f%7C0%7C0%7C638642413420727142%7CUnknown%7CTWFpbGZsb3d8eyJWIjoiMC4wLjAwMDAiLCJQIjoiV2luMzIiLCJBTiI6Ik1haWwiLCJXVCI6Mn0%3D%7C0%7C%7C%7C&sdata=2JRKBQSS0cA4Sii%2Bq6KQ7QkOr4%2FkRExY2%2BZN8Xf97xE%3D&reserved=0. Please refer to the Wholesale; Business customers; Groundwater discharges section.

I53 **Compulsory Informative (2)**

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

DMAV 1	Safe Operation of Airports
DMAV 2	Heathrow Airport
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 4	Development on the Green Belt or Metropolitan Open Land
DMEI 7	Biodiversity Protection and Enhancement
DMEI 9	Management of Flood Risk
DMHB 11	Design of New Development
DMHB 12	Streets and Public Realm
DMHB 13A	Advertisements and Shop Signage
DMHB 14	Trees and Landscaping
DMHB 15	Planning for Safer Places
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
EM2	(2012) Green Belt, Metropolitan Open Land and Green Chains
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 D8	(2021) Public realm
LPP DF1	(2021) Delivery of the Plan and Planning Obligations
LPP E10	(2021) Visitor infrastructure
LPP E11	(2021) Skills and opportunities for all
LPP G1	(2021) Green infrastructure

LPP G2	(2021) London's Green Belt
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 GG5	(2021) Growing a good economy
LPP GG6	(2021) Increasing efficiency and resilience
LPP HC1	(2021) Heritage conservation and growth
LPP SD7	(2021) Town centres: development principles and Development Plan Documents
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 T6.4	(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
NPPF2 -24	NPPF2 2024 - Achieving sustainable development

NPPF4 -24	NPPF4 2024 - Decision making
NPPF6 -24	NPPF6 2024 - Building a strong, competitive economy
NPPF8 -24	NPPF8 2024 - Promoting healthy and safe communities
NPPF9 -24	NPPF9 2024 - Promoting sustainable transport

Appendix 2: Relevant Planning History

829/APP/2013/1618 Former Royal British Legion Club Sipson Road Sipson

The redevelopment of the existing vacant club/pub site at 560 Sipson Road to accommodate a new 4 storey 54 room hotel with associated parking and landscaping.

Decision: 01-11-2013 Approved

829/APP/2014/4252 Former Royal British Legion Club Sipson Road West Drayton

The redevelopment of the site to accommodate a 7 storey 91 room hotel, including a basement level and associated parking and landscaping.

Decision: 18-11-2015 Refused

829/APP/2015/4724 Former Royal British Legion Club Sipson Road West Drayton

This proposal is for the redevelopment of the site to accommodate a 90 room hotel over 6 storey¿s, with associated parking, breakfast area, bar and landscaping

Decision: 30-12-2015 No Further Action(P)

829/APP/2015/4725 Former Royal British Legion Club Sipson Road West Drayton

The redevelopment of the site to accommodate a 6 storey 90 room hotel with a basement level and associated parking, breakfast area, bar and landscaping

Decision: 14-06-2018 No Further Action(P)

829/APP/2016/2751 Former Royal British Legion Club Sipson Road West Drayton

Demolition of vacant club building (Application for prior notification of proposed demolition)

Decision: 05-08-2016 Approved

829/APP/2016/3167 Former Royal British Legion Club Sipson Road West Drayton

Redevelopment of the site to accommodate a 7 storey 108 room hotel incorporating breakfast area and working/living zone at ground floor level; a basement level with associated parking; and external landscaping works including provision of parking, servicing areas, and planting.

Decision: 20-06-2017 Approved

829/APP/2019/1502 Former Royal British Legion Club Sipson Road West Drayton

Details pursuant to Condition 13 (Access to Buildings for People with Disabilities) of planning reference 829/APP/2016/3167 dated 10-09-18 (Redevelopment of the site to accommodate a 7 storey 108 room hotel incorporating breakfast area and working/living zone at ground floor level; a basement level with associated parking; and external landscaping works including provision of parking, servicing areas, and planting).

Decision: 26-06-2019 Approved

829/APP/2019/1503 Former Royal British Legion Club Sipson Road West Drayton

Details pursuant to Condition 4 (Sustainable Water Management) of planning reference 829/APP/2016/3167 dated 10-09-18 (Redevelopment of the site to accommodate a 7 storey 108 room hotel incorporating breakfast area and working/living zone at ground floor level; a basement level with associated parking; and external landscaping works including provision of parking, servicing areas, and planting).

Decision: 01-10-2019 Refused

829/APP/2019/1504 Former Royal British Legion Club Sipson Road West Drayton

Details pursuant to Condition 17 (Car Parking Lift) of planning reference 829/APP/2016/3167 dated 10-09-18 (Redevelopment of the site to accommodate a 7 storey 108 room hotel incorporating breakfast area and working/living zone at ground floor level; a basement level with associated parking; and external landscaping works including provision of parking, servicing areas, and planting).

Decision: 29-07-2019 Withdrawn

829/APP/2019/1505 Former Royal British Legion Club Sipson Road West Drayton

Details pursuant to Condition 18 (Non Standard Condition) of planning reference 829/APP/2016/3167 dated 10-09-18 (Redevelopment of the site to accommodate a 7 storey 108 room hotel incorporating breakfast area and working/living zone at ground floor level; a basement level with associated parking; and external landscaping works including provision of parking, servicing areas, and planting).

Decision: 24-07-2019 Withdrawn

829/APP/2019/1506 Former Royal British Legion Club Sipson Road West Drayton

Details pursuant to Condition 5 (Landscaping) of planning reference 829/APP/2016/3167 dated 10-09-18 (Redevelopment of the site to accommodate a 7 storey 108 room hotel incorporating breakfast area and working/living zone at ground floor level; a basement level with associated parking; and external landscaping works including provision of parking, servicing areas, and planting).

Decision: 28-06-2019 Withdrawn

829/APP/2019/1908 Former Royal British Legion Club Sipson Road West Drayton

Details pursuant to Condition 12 (Materials & Fenestration Detailing) of planning reference 829/APP/2016/3167 dated 10-09-18 (Redevelopment of the site to accommodate a 7 storey 108 room hotel incorporating breakfast area and working/living zone at ground floor level; a basement level with associated parking; and external landscaping works including provision of parking, servicing areas, and planting).

Decision: 09-08-2019 Withdrawn

829/APP/2019/2362 Former Royal British Legion Club Sipson Road West Drayton

Section 96a (Non-material amendment) to planning permission Ref: 829/APP/2016/3167 dated 10-09-18(Redevelopment of the site to accommodate a 7 storey 108 room hotel incorporating breakfast area and working/living zone at ground floor level; a basement level with associated parking; and external landscaping works including provision of parking, servicing areas, and planting) to seek amendment to ground floor and basement layout in accordance with approved car lift arrangement as per drawing 408-00-SK001D.

Decision: 24-07-2019 Withdrawn

829/APP/2019/753 Former Royal British Legion Club Sipson Road West Drayton

Details pursuant to condition 7 (sound insulation and ventilation scheme) of planning permission reference 829/APP/2016/3167 (Redevelopment of the site to accommodate a 7 storey 108 room hotel incorporating breakfast area and working/living zone at ground floor level; a basement level with associated parking; and external landscaping works including provision of parking, servicing areas, and planting.)

Decision: 29-04-2019 Approved

829/F/84/0371 British Legion Sipson Road Sipson

Erection of a screen wall and beer store.

Decision: 19-04-1984 Approved

Appendix 3: List of Relevant Planning Policies

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

Part 1 Policies:

PT1.BE1	(2012) Built Environment
PT1.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

Part 2 Policies:

NPPF2 -24	NPPF2 2024 - Achieving sustainable development
NPPF4 -24	NPPF4 2024 - Decision making
NPPF6 -24	NPPF6 2024 - Building a strong, competitive economy
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

DME 5	Hotels and Visitor Accommodation
DME 6	Accessible Hotels and Visitor Accommodation
DMT 1	Managing Transport Impacts
DMT 2	Highways Impacts
DMT 4	Public Transport
DMT 5	Pedestrians and Cyclists
DMT 6	Vehicle Parking
DMAV 1	Safe Operation of Airports
DMAV 2	Heathrow Airport
DMCI 5	Childrens Play Area
DMCI 7	Planning Obligations and Community Infrastructure Levy
DMEI 1	Living Walls and Roofs and Onsite Vegetation
DMEI 2	Reducing Carbon Emissions
DMEI 3	Decentralised Energy
DMEI 7	Biodiversity Protection and Enhancement
DMEI 9	Management of Flood Risk
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
DMIN 4	Re-use and Recycling of Aggregates
DMHB 7	Archaeological Priority Areas and archaeological Priority Zones
DMHB 11	Design of New Development
DMHB 12	Streets and Public Realm

DMHB 13A	Advertisements and Shop Signage
DMHB 14	Trees and Landscaping
DMHB 15	Planning for Safer Places
DMHD 3	Basement Development
DMEI 4	Development on the Green Belt or Metropolitan Open Land
EM2	(2012) Green Belt, Metropolitan Open Land and Green Chains
LPP G2	(2021) London's Green Belt
LPP D1	(2021) London's form, character and capacity for growth
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 D8	(2021) Public realm
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 E10	(2021) Visitor infrastructure
LPP E11	(2021) Skills and opportunities for all
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 GG5	(2021) Growing a good economy
LPP GG6	(2021) Increasing efficiency and resilience
LPP SD7	(2021) Town centres: development principles and Development Plan Documents
LPP GG3	(2021) Creating a healthy city
LPP SI1	(2021) Improving air quality
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 SI12	(2021) Flood risk management
LPP SI13	(2021) Sustainable drainage
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 T6.4	(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
LPP DF1	(2021) Delivery of the Plan and Planning Obligations

LPP HC1	(2021) Heritage conservation and growth

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

Case Officer: **Haydon Richardson**	**31917/APP/2025/996**

Date Application Valid:	**02/06/2025**	Statutory / Agreed Determination Deadline:	**05/09/25**
Application Type:	**Full**	Ward:	**Hayes Town**

Applicant:	**Rebecca Selby/LBH**
Site Address:	**Unit 5, 12 Powerhouse Lane, Hayes**
Proposal:	**Temporary change of use (for five years) from cafe (Use Class E) to Local Community Use (Use Class F2)**
Summary of Recommendation:	**GRANT planning permission subject to conditions**
Reason Reported to Committee:	**Required under Part 6 of the Planning Scheme of Delegation (the Council is the Applicant)**

Summary of Recommendation:

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

1 Executive Summary

1.1 Planning permission is sought for the temporary change of use (for five years) from cafe (Use Class E) to Local Community Use (Use Class F2).

1.2 In terms of physical works, the proposed development includes no external alterations to the building, other than the replacement of an entrance door. Internally, the development involves the blocking up of an existing door, allowing for storage space to be created.

1.3 The proposed development would involve repurposing a vacant café to provide a community facility for existing and future residents within Hayes and The Old Vinal Factory (TOVF) area. The existing building has been vacant since 2019, the reuse of it is therefore welcomed, as is the provision of a community facility in an area with a growing residential presence.

1.4 Due to the limited physical works proposed, location of the development and its car free design, the proposal would cause no harm to heritage assets, the appearance of the building, character of the area, local highways network or living conditions of neighbouring occupiers. Nor would it have any adverse air quality, contamination, flooding, BNG, fire, waste or drainage related impacts.

1.5 The loss of the commercial space is regrettable, however it is for a temporary period of 5 years, after which it would be reinstated to its former use.

1.6 The planning application is therefore recommended for approval subject to the conditions set out in Appendix 1.

2 The Site and Locality

2.1 The development site is located on the west side of Powerhouse Lane. The site comprises a two-storey partially locally listed building known as the Powerhouse building. In terms of design the building is made up of two segments, a modern warehouse style section and brick section with historic arch that is locally listed. Within the modern non-locally listed part of the building is Unit 5, which is the element of the building subject to this application.

2.2 The building is located within The Old Vinyl Factory (TOVF) site. The TOVF is approximately 6.6 hectares of land set in an irregular quadrilateral shaped site. Within the wider site are The Boiler House, The Shipping Building, The Cabinet Building, The Record Store, The Material Store and the Pressing Plant.

2.3 The site is located within The Botwell: Thorn EMI Conservation Area and Locally Listed Buildings exist within the area. It is also within an Air Quality Focus Area, Air Quality Management Area and is located upon potentially contaminated land. The site is in Flood Zone 1 and has a Public Transport Accessibility Level (PTAL) of 4 (Good).

Figure 1: Location Plan (application site edged red)

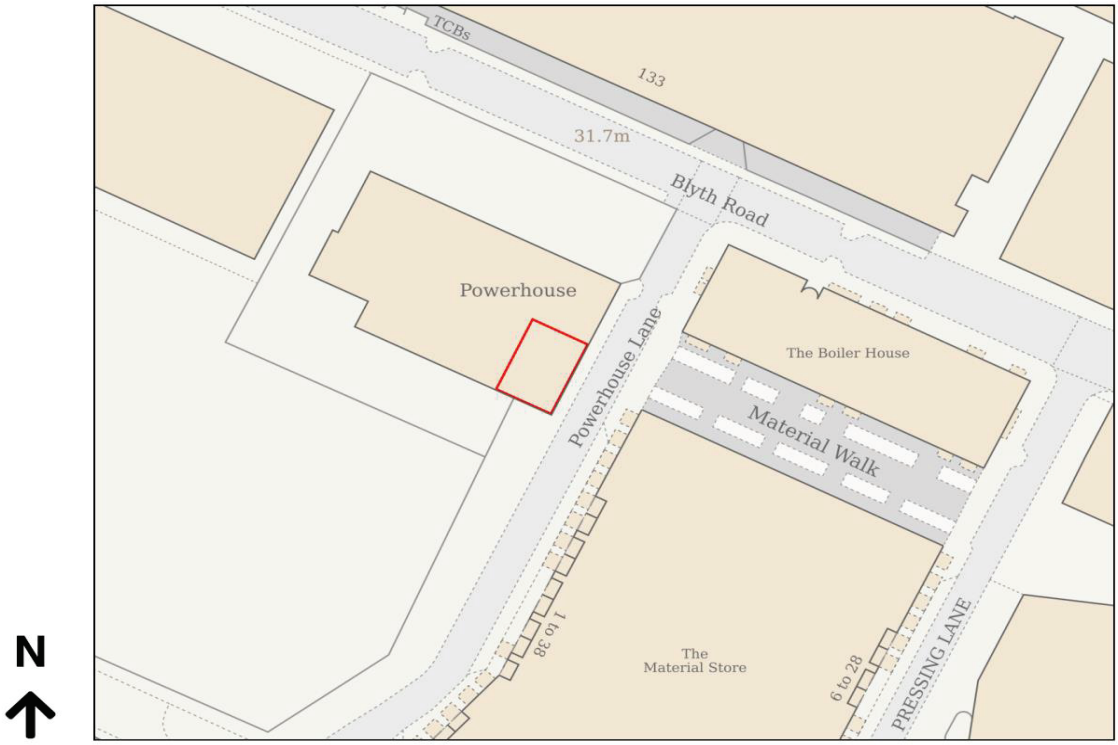


Figure 2: Street View Image of the Development Site

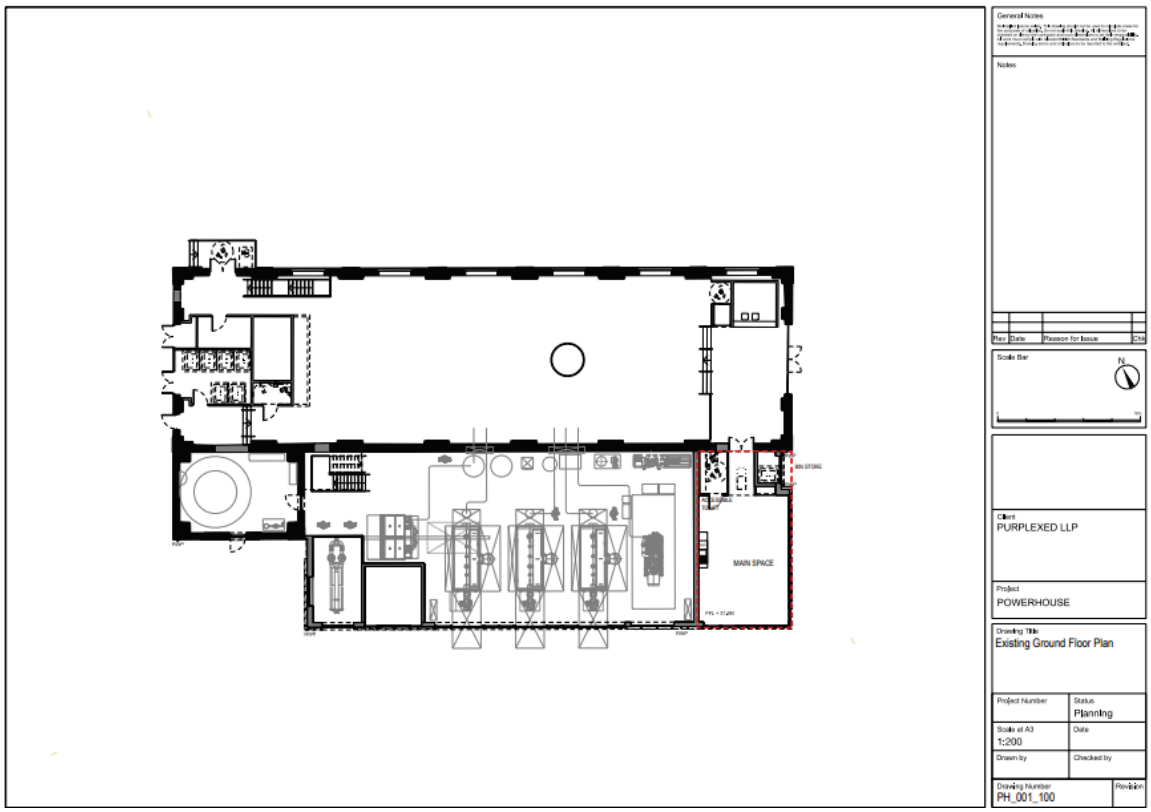
3 Proposal

3.1 Planning permission is sought for the temporary change of use (for five years) from cafe (Use Class E) to Local Community Use (Use Class F2).

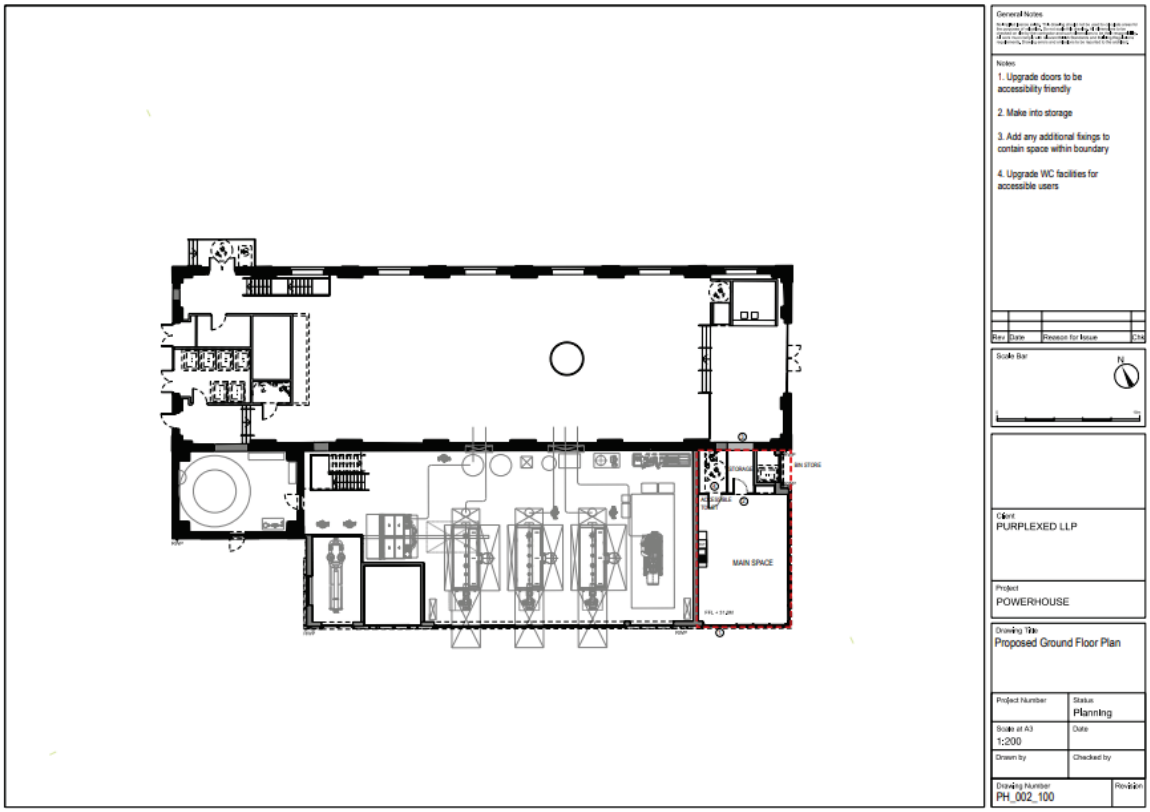
3.2 In terms of physical works, the proposed development includes no external alterations to the building, other than the replacement of an entrance door. Internally, the development involves the blocking up of an existing door, allowing for storage space to be created.

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

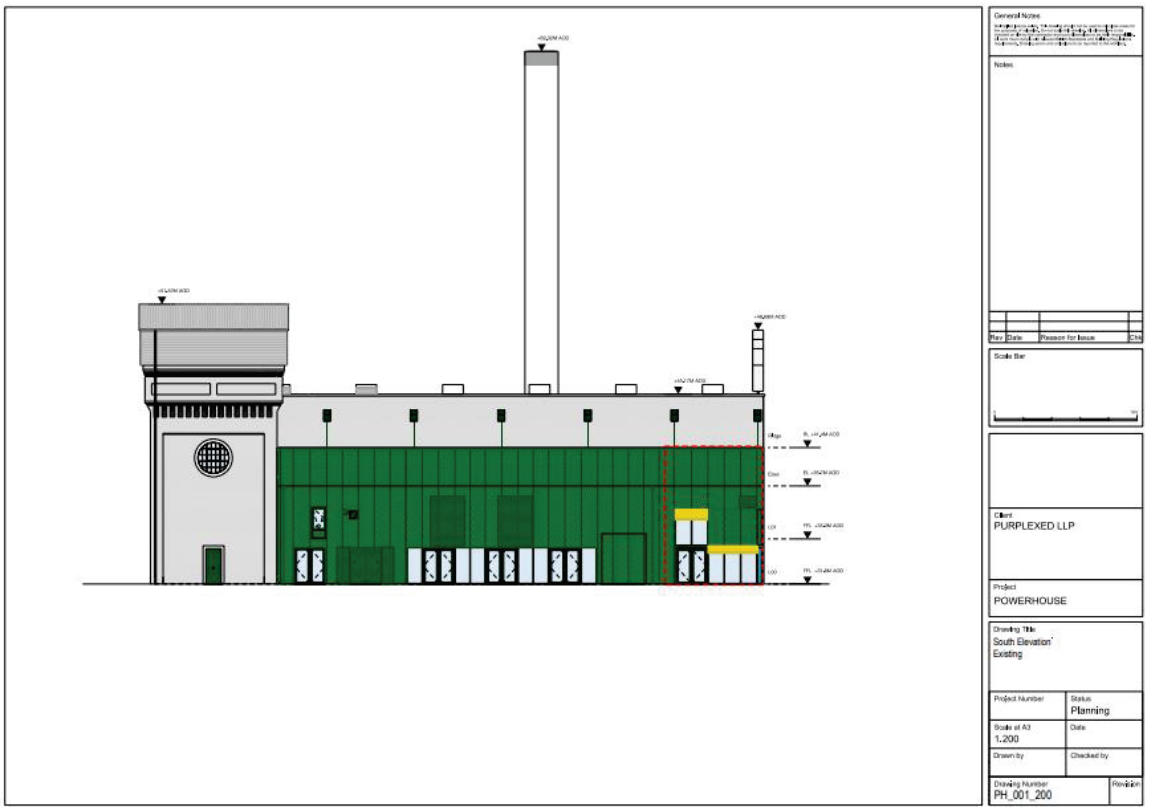
Existing Ground Floor Plan

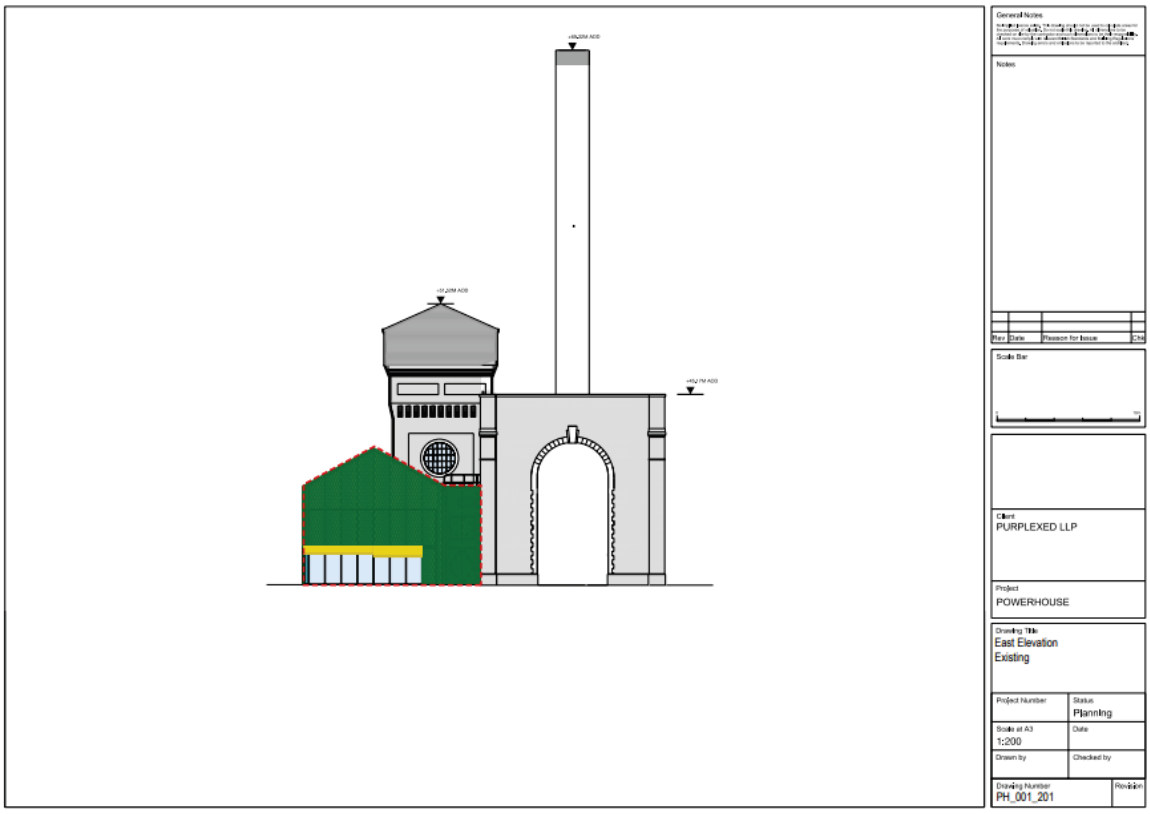


Proposed Ground Floor Plan

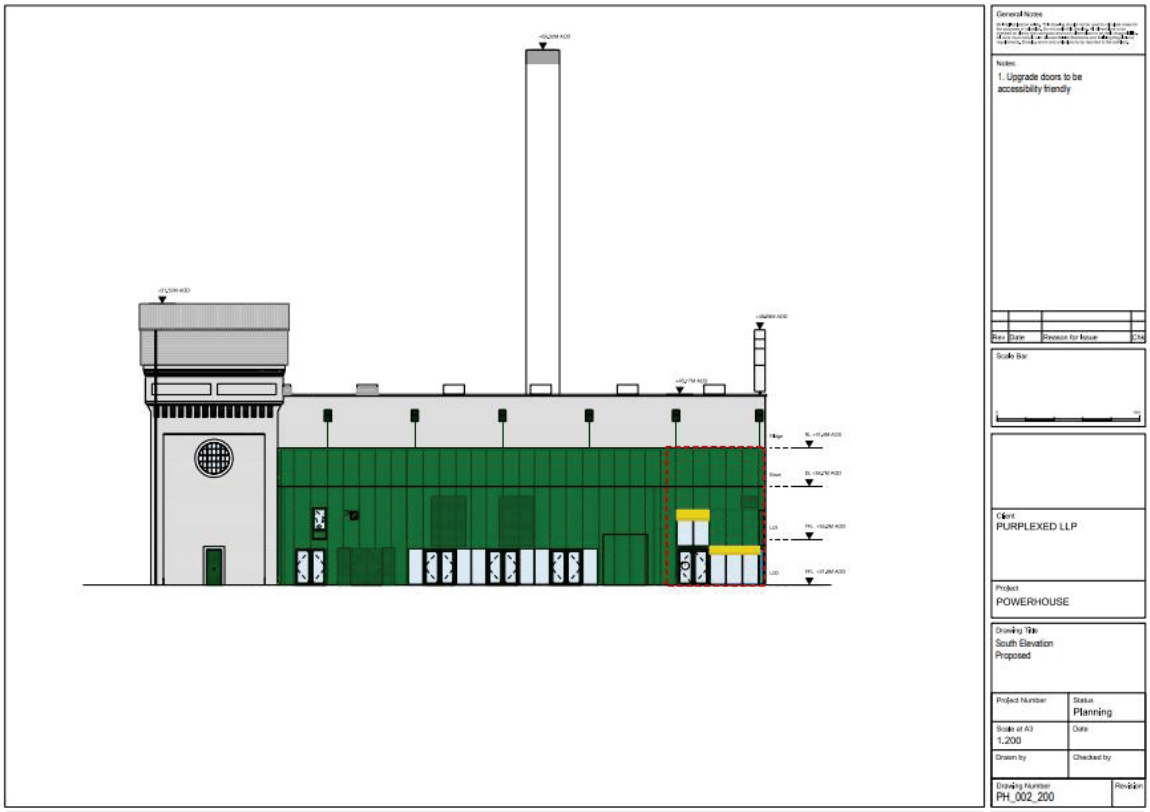


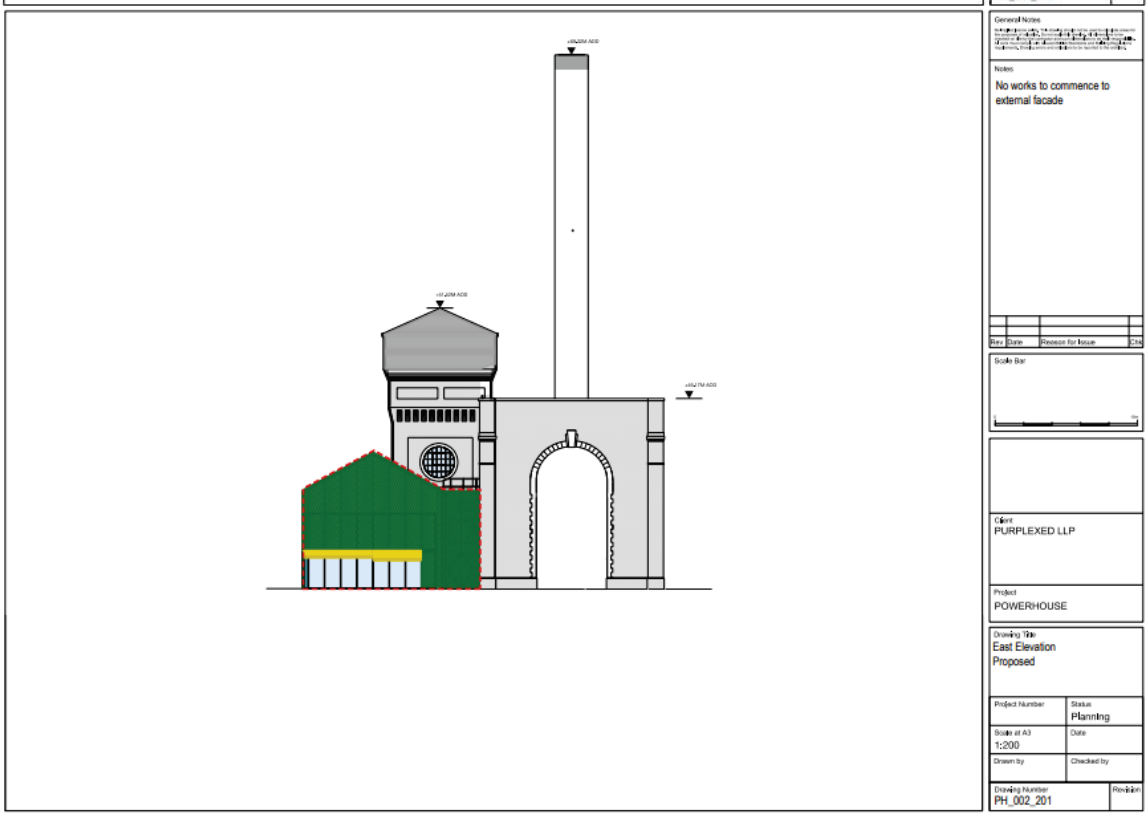
Existing Rear (South) and Side Elevation (East)





Proposed Rear (South) and Side Elevation (East)





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

6.1 472 neighbouring properties were consulted on the application by letter dated 11-06-25. The consultation period expired 02-07-25. No objections or responses were received from the properties notified.

6.2 Internal and external consultations were also issued. 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
Hayes Conservation Area Advisory Panel	If the temporary use will be for the benefit of those living nearby, we have no objection to the proposed temporary change of use.	Noted.

Table 2: Summary of Consultee Responses

Consultee and Summary of Comments	Planning Officer Response
Access Officer: No objection subject to an informative to ensure that consideration is given to the equalities act when determining the case and whilst the use is in situ.	Noted and informative added
Highways Officer: No objection	Discussed at paragraphs 7.12 to 7.14 of this report.
Planning Policy Officer: No objection received	Discussed at paragraphs 7.1 to 7.4 of this report.

7 Planning Assessment

Principle of Development

Loss of Cafe

7.1 The proposed loss of commercial space (Class E) is regrettable; however, it would be for a temporary period of 5 years and is therefore considered to be acceptable having regard to the proposed community use which is intended to serve local residents and increase vitality to the area. Furthermore, the café has been vacant since 2019, so the temporary utilisation of the space is supported.

Proposed community facility

7.2 Policy DMCI 2 of the Local Plan Part 2 states that proposals for the refurbishment and re-use of existing premises for community facilities will be supported. The submitted Design and Access Statement states that the proposed community facility is to provide floor space which would allow for community engagement and use within the area. The facility would be available for a variety of groups and local organisations.

7.3 The building is located within the Hayes Town ward, connecting key areas like Hayes High Street and TOVF, allowing for easy access by Hayes residents. This location ensures that the facility is within the community or catchment area of the community it is intended to serve. The submitted Policy Compliance Statement highlights that community needs were identified through an internal engagement report and feasibility studies with community groups and residents, demonstrating that the facility is wanted and intended to meet the specific needs of the local population. Furthermore, the unit would aid in providing a community facility within the TOVF Area, which has and will continue to become increasingly residential over the years. The provision of the facility is therefore supported.

7.4 Further support is outlined for the repurposing of vacant buildings within commercial and or town centre locations to provide community use floor space. It is recognised that if designed and located appropriately they can provide the type of space to foster community cohesion and safeguard or enhance the vitality of town centres. Whilst the site is not located within the Town Centre is it an edge of Town Centre site and within a mixed use area comprising of a good quantum of commercial floorspace. Overall, the principle of the proposed development is accepted and is considered to comply with the Development Plan. A condition is to be imposed to restrict the use of the floor space to Use Class F2(B), *("a hall or meeting place for the principal use of the local community")* only in order to ensure that it is available for the purposes in which permission is sought and the benefits of the proposal are delivered.

Design / Impact on the Character and Appearance of the Area

7.5 The site is located on the west side of Powerhouse Lane. The site comprises a two-storey building known as the Powerhouse building. In terms of design the building is made up of two segments, a modern warehouse functional designed element that includes Unit 5, which is subject to this application, and a more traditional locally listed brick element with historic arch.

7.6 In terms of physical works, the proposed development includes no external alterations to the building, other than the replacement of an entrance door. A condition has been recommended to ensure that the entrance door is of similar design and material to the existing door. The remaining works are internal and would therefore have no visual impact. The wider area is mixed use, as such the proposed use would not be out of character. Taking into consideration these points the proposed development would cause no harm to appearance of the building, site or wider area, in accordance with Policy DMHB 11 of the Local Plan Part 2.

Heritage

7.7 The building within which the change of use is proposed is partially locally listed, though not that element subject to the application. In addition the site is located within the Botwell: Thorn EMI Conservation Area. As such the applicant must demonstrate through design, that the proposed development would either preserve or enhance the historic characteristics of the designated heritage assets.

7.8 Taking into consideration the mixture of uses which exist within the area, the limited external works to the building and internal alterations, the proposed development is considered to preserve the significance, character and appearance of the Conservation Area. The proposal would therefore comply with Policies DMHB 2 and DMHB 4 of the Hillingdon Local Plan: Part 2 (2020).

Residential Amenity

7.9 The proposed development involves no extension to the building and would therefore cause no loss of light or outlook to nearby residents. No additional windows are proposed; therefore, the development would cause no additional loss of privacy to neighbours.

7.10 The proposed community facility would be the same size as the existing café. Given its location within a busy mixed use area background noise levels would be high, the proposed change of use is therefore not considered to generate noise or activity levels which would be harmful to those living nearby. The hours of operation are proposed to be restricted by way of condition to protect residential amenity. As stated above, a condition is also recommended to be imposed to restrict the use of the floor space to Use Class F2(B), *("a hall or meeting place for the principal use of the local community")* only.

7.11 Having regard to the above, it is considered that the proposed development would not unduly impact on the living conditions of neighbouring occupiers. It would

therefore comply with Policy DMHB 11 of the Hillingdon Local Plan: Part 2 - Development Management Policies (2020).

Highways and Parking

7.12 The proposed development is located within PTAL 4, indicating that the site is well connected to forms of public transport. The unit does not benefit from allocated parking therefore neither the existing café nor replacement use would benefit from allocated parking. However, given the nature of the community use proposed it is unlikely that the unit would serve those outside of the local community. As such it is considered that most users would be located within walking distance within the Hayes Town Centre Area and would not need to drive to and from the site.

7.13 Notwithstanding the above, if parking were to be required, then this could be found within the Town Centre itself where there are two public car parks and a small variety of pay and display spaces.

7.14 Owing to the high PTAL rating and the location of the local service users the car free nature of the development is supported. The Local Highway Authority has reviewed the proposal and is supportive, offering no objection. The proposal is therefore deemed in accordance with Policy DMT 6 of the Local Plan Part 2.

Contamination

7.15 Due to the nature of the proposed development and fact that the works involve no excavation, the proposal is considered to have no adverse contamination related impacts nor to warrant a condition requiring the submission of a Ground Investigation Report.

Air Quality

7.16 As mentioned within the highways section of the report, the proposed development would include no parking provision and is not likely to result in increased traffic generation. The development is therefore considered to have no adverse air quality related impacts.

Biodiversity Net Gain

7.17 The proposal is for the change of use of existing floor space and involves no physical external works other than the replacement of the entrance door. As such the development would meet the de-minimis exemption set out within the framework.

Accessibility

7.18 The proposed internal layout would have been constructed to comply with the relevant accessible standards. The internal and external works are limited to works to the openings which are minor and have been assessed by the Councils

Accessibility Officer who has raised no objection subject to a standard informative relating to inclusive design. This informative has been included in Appendix 1.

Flooding and Drainage

7.19 The site lies within Flood Zone 1 of the Environment Agency's Flood Risk Map. This means the site is classified as being at low risk and defined as having a less than 1 in 1,000 probabilities of fluvial and tidal flooding. As such, there are no restrictions on development, including more vulnerable development in this location, in terms of fluvial and tidal flood risk.

7.20 In terms of drainage, the proposed development would utilise the sites existing drainage systems and due to the minor nature of the proposed works the submission of a SUDS strategy is not considered to be necessary. Overall, it is considered that the development would cause no adverse flooding or drainage related impacts. The proposed development is therefore in accordance with Policy DMEI 9 of the Local Plan Part 2.

Waste Management

7.21 The submitted plans show that at present the café has a bin store used for refuse and recycling storage. The store is located next to the road and is to be retained and utilised for the proposed development. The development is therefore considered to be acceptable with regards to refuse and recycling storage. The proposal complies with Policy DMHB 11 of the Hillingdon Local Plan (2020).

Sustainability

7.22 The proposed development is of a minor scale therefore whilst the principle of SI 2 (Carbon Reduction) is applicable, the London Plan Policy applies more specifically to major scale applications. The applicant is therefore not required to submit an energy statement with the application or to demonstrate a policy level of on-site savings.

7.23 Furthermore, due to the nature of the proposed development (temporary change of use, with limited physical works) the proposal results in a unit which is as energy efficient as the existing unit. It should also be noted that this building is relatively new and would have been constructed to meet more modern thermal performance standards and would have been subject to the requirement for carbon saving requirements.

7.24 The proposal would therefore be compliant with Policy SI 2 of the London Plan (2021) and Policy DMEI 2 of the Hillingdon Local Plan: Part 2 - Development Management Policies (2020).

Fire Safety

7.25 The application is not for major development, as such the submission of a fire strategy is not considered to be necessary. In terms of fire safety, the unit is at ground floor with easy access to the main road. Egress from the building in the event of a fire would be similar to the existing café, causing no increase in fire risk. Additionally, the internal fit out of the unit would need to comply with the fire safety standards set out within Building Regulations.

8 Other Matters

Human Rights

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

Equality

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

Local Finance Considerations and CIL

8.3 The Council adopted its own Community Infrastructure Levy (CIL) on 1st August 2014. The proposal is not CIL liable.

9 Conclusion / Planning Balance

9.1 The proposed temporary change of use offers the opportunity to bring occupation to a unit which has been vacant since 2019. The use would be a benefit for the local community and help safeguard the vibrancy of the area. The limited external works mean that the development would the preserve historic character of the Conservation Area and the street scene. The proposal would not result in a significant impact upon neighbour amenity or the local highway network.

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

10 Background Papers

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

(except exempt or confidential information) are available on the Council's website here, by entering the planning application number at the top of this report and using the search facility. Planning applications are also available to inspect electronically at the Civic Centre, High Street, Uxbridge, UB8 1UW upon appointment, by contacting Planning Services at planning@hillingdon.gov.uk.

APPENDICES

Planning Application

31917/APP/2025/996

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. NONSC **Non Standard Condition**

The development hereby permitted shall cease within 5 years from the date of this permission. After the 5 year period has expired, the proposed development and relevant site shall be returned to its former state and use within 8 weeks.

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

3. COM4 **Accordance with Approved Plans**

The development hereby permitted shall not be carried out except in complete accordance with the details shown on submitted plan numbers:
Location Plan
PH_001_000
PH_002_000
PH_001_100
PH_002_100
PH_001_200
PH_002_200
PH_001_201
PH_002_201;

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 Parts 1 (November 2012) and 2 (January 2020) and the London Plan (2021).

4. HO4 **Materials**

The materials to be used in the construction of the external surfaces of the development

hereby permitted shall match those used in the existing building and shall thereafter be retained as such.

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

5. COM22 **Operating Hours**

The premises shall not be used except between:-
08:00 and 21:00, Mondays - Fridays
10:00 to 16:00 Saturdays
10:00 to 14:00 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).

6. MCD16 **Restriction to Use Applied For**

Notwithstanding the provisions of the Town & Country Planning (Use Classes) Order 1987 and the Town and Country Planning (General Permitted Development) (England) Order 2015 (or any orders revoking and re-enacting either of these orders with or without modification), the unit shall be used only for purposes falling within Use Class F2 (B) and for no other purpose including any other purpose within Use Class F2 of the Town and Country Planning Use Classes Order 1987 (as amended).

REASON
To enable the Local Planning Authority to retain control over the use so as to ensure that it complies with Policies DMHB 11, DMT 1, DMT 2 and DMT 6 of the Hillingdon Local Plan Part 2 - Development Management Policies (2020) and Policy D13 of The London Plan (2021).

Informatives

1.

The Equality Act seeks to protect people accessing goods, facilities and services from discrimination on the basis of a 'protected characteristic', which includes those with a disability. As part of the Act, service providers are obliged to improve access to and within the structure of their building, particularly in situations where reasonable adjustment can be incorporated with relative ease. The Act states that service providers should think ahead to take steps to address barriers that impede disabled people.

Appendix 2: Relevant Planning History

59872/APP/2012/1838 The Old Vinyl Factory Site Blyth Road Hayes

Outline planning application for a mixed use development of the Old Vinyl Factory site including the demolition of up to 12,643 sqm of buildings and construction of up to 112,953 sqm (112,953 sqm includes the retention and re-use of 784 sqm of the Power House and 901 sqm Pressing Plant) of new floorspace. Uses to include up to 510 residential units (maximum area of 49,000 sqm GEA), up to 7,886 sqm of new B1 floorspace, up to 4,000 sqm of A class uses (A1, A2, A3, A4, A5), up to 4,700 sqm of D1 and D2 uses, an energy centre (up to 950 sqm), car parking, works to access and creation of new accesses and landscaping.

Decision: 19-04-2013 Approved

59872/APP/2013/3775 The Old Vinyl Factory Site Blyth Road Hayes

Variation of Condition 4 (Phasing) of planning permission 59872/APP/2012/1838 dated 19/04/2013, to allow variations to phasing of approved development to allow the Boilerhouse and the Material Store to come forward as Phases 1 and 2, and to allow the Veneer Store and/or Record Stack carparks to come forward earlier than in the approved phasing.

Decision: 18-03-2014 Approved

59872/APP/2015/665 The Old Vinyl Factory Blyth Road Hayes

Reserved matters (appearance and landscaping) in compliance with conditions 2 and 3 for Phase 4 of The Old Vinyl Factory Masterplan - The Power House (Energy Centre, Music Venue/Restaurant and Cafe), of planning permission ref: 59872/APP/2013/3775, dated 31/07/2014 (Variation of condition 4 of outline planning application ref. 59872/APP/2012/1838 for a mixed use development of the Old Vinyl Factory site).

Decision: 13-05-2015 Approved

Appendix 3: List of Relevant Planning Policies

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

Part 1 Policies:

Part 2 Policies:

DMCI 2	New Community Infrastructure
DMEI 12	Development of Land Affected by Contamination
DMEI 14	Air Quality
DMHB 1	Heritage Assets
DMHB 11	Design of New Development
DMHB 14	Trees and Landscaping
DMHB 3	Locally Listed Buildings
DMHB 4	Conservation Areas
DMT 1	Managing Transport Impacts
DMT 2	Highways Impacts
DMT 6	Vehicle Parking
LPP D3	(2021) Optimising site capacity through the design-led approach
LPP D5	(2021) Inclusive design
LPP HC1	(2021) Heritage conservation and growth
LPP T4	(2021) Assessing and mitigating transport impacts
LPP T6	(2021) Car parking
NPPF11 -24	NPPF11 2024 - Making effective use of land
NPPF12 -24	NPPF12 2024 - Achieving well-designed places
NPPF15 -24	NPPF15 2024 - Conserving and enhancing the natural environment

NPPF16 -24	NPPF16 2024 - Conserving and enhancing the historic environment
NPPF9 -24	NPPF9 2024 - Promoting sustainable transport

Planning Committee Report Part 3:

Planning Policy Appendix - Frequently Cited Policies

Frequently Cited Planning Policies

Abbreviations

LP – London Plan (2021)

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

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

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

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

LP2 DMHD 1: Alterations and Extensions to Residential Dwellings

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

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

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

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

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

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

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

LP2 DMHD 2: Outbuildings

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

LP2 DMHD 3: Basement Development

A) When determining proposals for basement and other underground development, the Council require an assessment of the scheme's impact on drainage, flooding, groundwater conditions and structural stability. The Council will only permit basement and other underground development that does not cause harm to the built and natural environment and local amenity and does not result in flooding or ground instability. Developers will be required to demonstrate by methodologies appropriate to the site that their proposals:
i) avoid adversely affecting drainage and run-off or causing other damage to the water environment;
ii) avoid cumulative impacts upon structural stability or the water environment in the local area;

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

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

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

LP D6: Housing Quality and Standards

A) Housing development should be of high quality design and provide adequately-sized rooms (see Table 3.1) with comfortable and functional layouts which are fit for purpose and meet the needs of Londoners without differentiating between tenures.
B) Qualitative aspects of a development are key to ensuring successful sustainable housing. Table 3.2 sets out key qualitative aspects which should be addressed in the design of housing developments.

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

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

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

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

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

bedroom and 0.36 sq.m. in a single bedroom counts towards the built-in storage requirement.
8. The minimum floor to ceiling height must be 2.5m for at least 75 per cent of the Gross Internal Area of each dwelling.

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

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

LP2 DMHB 16: Housing Standards

All housing development should have an adequate provision of internal space in order to provide an appropriate living environment. To achieve this all residential development or conversions should:
i) meet or exceed the most up to date internal space standards, as set out in Table 5.1; and
ii) in the case of major developments, provide at least 10% of new housing to be accessible or easily adaptable for wheelchair users.

LP2 DMHB 18: Private Outdoor Amenity Space

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

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

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

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

LP H2: Small sites

A) Boroughs should pro-actively support well-designed new homes on small sites (below 0.25 hectares in size) through both planning decisions and plan-making in order to:
1. significantly increase the contribution of small sites to meeting London's housing needs
2. diversify the sources, locations, type and mix of housing supply
3. support small and medium-sized housebuilders
4. support those wishing to bring forward custom, self-build and community-led housing
5. achieve the minimum targets for small sites set out in Table 4.2 as a component of the overall housing targets set out in Table 4.1.

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

LP H4: Delivering Affordable Housing

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

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

LP H10: Housing size mix

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

B For low-cost rent, boroughs should provide guidance on the size of units required (by number of bedrooms) to ensure affordable housing meets identified needs. This guidance should take account of:
1. evidence of local housing needs, including the local housing register and the numbers and types of overcrowded and under-occupying households
2. other criteria set out in Part A, including the strategic and local requirement for affordable family accommodation
3. the impact of welfare reform
4. the cost of delivering larger units and the availability of grant.

LP1 H1: Housing Growth

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

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

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

LP2 DMH 1: Safeguarding Existing Housing

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

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

LP2 DMH 2: Housing Mix

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

LP2 DMH 4: Residential Conversions and Redevelopment

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

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

A) In all parts of the Borough

Proposals for the provision of large HMOs, residential hostels, student accommodation and secure accommodation will be required to demonstrate that:
i) there is good accessibility to local amenities and public transport;
ii) they accord with the Accessible Homes standards and provide satisfactory living conditions for the intended occupiers; and
iii) there will be no adverse impact on the amenity of neighbouring properties or the character of the area.

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

Planning applications for the change of use from dwelling house (Use Class C3) to HMO (Use Class C4 and Sui Generis) will only be permitted:
i) where it is in a neighbourhood area where less than 20% of properties are or would be exempt from paying council tax (or in the case of Conservation Areas 10%) because they are entirely occupied by full time students, recorded on the Council's database as a licensed HMO, benefit from C4/Sui Generis HMO planning consent and are known to the Council to be HMOs;
ii) in Conservation Areas where less than 10% of properties are exempt from paying council tax because they are entirely occupied by full time students, recorded on the Council's database as a licensed HMO, benefit from C4/Sui Generis HMO planning consent and are known to the Council to be HMOs and the change of use does not form a consecutive HMO use in a street frontage;
iii) where less than 15% of properties within 100 metres of a street length either side of an application property are exempt from paying council tax because they are entirely occupied by full time students, recorded on the Council's database as a licensed HMO, benefit from C4/Sui Generis HMO planning consent and are known to the Council to be HMOs; and iv) where the accommodation complies with all other planning standards relating to car parking, waste storage, retention of amenity space and garages and will not have a detrimental impact upon the residential amenity of adjoining properties.

LP2 DMH 6: Garden and Backland Development

There is a presumption against the loss of gardens due to the need to maintain local character, amenity space and biodiversity. In exceptional cases a limited scale of backland development may be acceptable, subject to the following criteria:
i) neighbouring residential amenity and privacy of existing homes and gardens must be maintained and unacceptable light spillage avoided;
ii) vehicular access or car parking should not have an adverse impact on neighbours in terms of noise or light. Access roads between dwellings and unnecessarily long access roads will not normally be acceptable;
iii) development on backland sites must be more intimate in mass and scale and lower than frontage properties; and iv) features such as trees, shrubs and wildlife habitat must be retained or re-provided.

LP2 DMH 7: Provision of Affordable Housing

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

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

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

D) To ensure that Policy H2: Affordable Housing of the Local Plan Part 1 is applied consistently and fairly on all proposed housing developments, the requirement for affordable housing will apply to:
i) sites that are artificially sub-divided or partially developed;
ii) phased developments where a housing development is part of a much larger development of 10 or more units (gross), affordable housing will be required as part of the overall scheme; and iii) additional units created through or subsequently amended planning applications, whereby the amount of affordable housing required will be calculated based on the new total number of units on the site. Affordable housing will be required where a development under the 10 unit threshold is amended to have 10 or more housing units in total (gross).

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

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

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

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

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

D) Development proposals should:

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

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

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

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

LP D5: Inclusive Design

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

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

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

LP D7: Accessible Housing

A) To provide suitable housing and genuine choice for London's diverse population, including disabled people, older people and families with young children, residential development must ensure that:
1. at least 10 per cent of dwellings (which are created via works to which Part M volume 1 of the Building Regulations applies) meet Building Regulation requirement M4(3) 'wheelchair user dwellings'
2. all other dwellings (which are created via works to which Part M volume 1 of the Building Regulations applies) meet Building Regulation requirement M4(2) 'accessible and adaptable dwellings'.

LP D8: Public Realm

Development Plans and development proposals should:
A) encourage and explore opportunities to create new public realm where appropriate

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

LP D12: Fire Safety

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

B) All major development proposals should be submitted with a Fire Statement, which is an independent fire strategy, produced by a third party, suitably qualified assessor.
The statement should detail how the development proposal will function in terms of:
1. the building's construction: methods, products and materials used, including manufacturers' details

2. the means of escape for all building users: suitably designed stair cores, escape for building users who are disabled or require level access, and associated evacuation strategy approach
3. features which reduce the risk to life: fire alarm systems, passive and active fire safety measures and associated management and maintenance plans
4. access for fire service personnel and equipment: how this will be achieved in an evacuation situation, water supplies, provision and positioning of equipment, firefighting lifts, stairs and lobbies, any fire suppression and smoke ventilation systems proposed, and the ongoing maintenance and monitoring of these
5. how provision will be made within the curtilage of the site to enable fire appliances to gain access to the building
6. ensuring that any potential future modifications to the building will take into account and not compromise the base build fire safety/protection measures.

LP HC1: Heritage Conservation and Growth

A) Boroughs should, in consultation with Historic England, local communities and other statutory and relevant organisations, develop evidence that demonstrates a clear understanding of London's historic environment. This evidence should be used for identifying, understanding, conserving, and enhancing the historic environment and heritage assets, and improving access to, and interpretation of, the heritage assets, landscapes and archaeology within their area.

B) Development Plans and strategies should demonstrate a clear understanding of the historic environment and the heritage values of sites or areas and their relationship with their surroundings. This knowledge should be used to inform the effective integration of London's heritage in regenerative change by:
1. setting out a clear vision that recognises and embeds the role of heritage in place-making
2. utilising the heritage significance of a site or area in the planning and design process
3. integrating the conservation and enhancement of heritage assets and their settings with innovative and creative contextual architectural responses that contribute to their significance and sense of place
4. delivering positive benefits that conserve and enhance the historic environment, as well as contributing to the economic viability, accessibility and environmental quality of a place, and to social wellbeing.

C) Development proposals affecting heritage assets, and their settings, should conserve their significance, by being sympathetic to the assets' significance and appreciation within their surroundings. The cumulative impacts of incremental change from development on heritage assets and their settings should also be actively managed. Development proposals should avoid harm and identify enhancement opportunities by integrating heritage considerations early on in the design process.

D) Development proposals should identify assets of archaeological significance and use this information to avoid harm or minimise it through design and appropriate mitigation. Where applicable, development should make provision for the protection of significant archaeological assets and landscapes. The protection of undesignated heritage assets of archaeological interest equivalent to a scheduled monument should be given equivalent weight to designated heritage assets.

E) Where heritage assets have been identified as being At Risk, boroughs should identify specific opportunities for them to contribute to regeneration and place-making, and they should set out strategies for their repair and re-use.

LP G7: Trees and Woodlands

A) London's urban forest and woodlands should be protected and maintained, and new trees and woodlands should be planted in appropriate locations in order to increase the extent of London's urban forest – the area of London under the canopy of trees.

B) In their Development Plans, boroughs should:
1. protect 'veteran' trees and ancient woodland where these are not already part of a protected site139
2. identify opportunities for tree planting in strategic locations.

C) Development proposals should ensure that, wherever possible, existing trees of value are retained.140 If planning permission is granted that necessitates the removal of trees there should be adequate replacement based on the existing value of the benefits of the trees removed, determined by, for example, i-tree or CAVAT or another appropriate valuation system. The planting of additional trees should generally be included in new developments – particularly large-canopied species which provide a wider range of benefits because of the larger surface area of their canopy.

LP 1 BE1: Built Environment

The Council will require all new development to improve and maintain the quality of the built environment in order to create successful and sustainable neighbourhoods, where people enjoy living and working and that serve the long-term needs of all residents. All new developments should:

1. Achieve a high quality of design in all new buildings, alterations, extensions and the public realm which enhances the local distinctiveness of the area, contributes to community cohesion and a sense of place;

2. Be designed to be appropriate to the identity and context of Hillingdon's buildings, townscapes, landscapes and views, and make a positive contribution to the local

area in terms of layout, form, scale and materials and seek to protect the amenity of surrounding land and buildings, particularly residential properties;

3. Be designed to include “Lifetime Homes” principles so that they can be readily adapted to meet the needs of those with disabilities and the elderly, 10% of these should be wheelchair accessible or easily adaptable to wheelchair accessibility encouraging places of work and leisure, streets, neighbourhoods, parks and open spaces to be designed to meet the needs of the community at all stages of people’s lives;

4. In the case of 10 dwellings or over, achieve a satisfactory assessment rating in terms of the latest Building for Life standards (as amended or replaced from time to time);

5. Improve areas of poorer environmental quality, including within the areas of relative disadvantage of Hayes, Yiewsley and West Drayton. All regeneration schemes should ensure that they are appropriate to their historic context, make use of heritage assets and reinforce their significance;

6. Incorporate a clear network of routes that are easy to understand, inclusive, safe, secure and connect positively with interchanges, public transport, community facilities and services;

7. Improve the quality of the public realm and provide for public and private spaces that are attractive, safe, functional, diverse, sustainable, accessible to all, respect the local character and landscape, integrate with the development, enhance and protect biodiversity through the inclusion of living walls, roofs and areas for wildlife, encourage physical activity and where appropriate introduce public art;

8. Create safe and secure environments that reduce crime and fear of crime, anti-social behaviour and risks from fire and arson having regard to Secure by Design standards and address resilience to terrorism in major development proposals;

9. Not result in the inappropriate development of gardens and green spaces that erode the character and biodiversity of suburban areas and increase the risk of flooding through the loss of permeable areas;

10. Maximise the opportunities for all new homes to contribute to tackling and adapting to climate change and reducing emissions of local air quality pollutants. The Council will require all new development to achieve reductions in carbon dioxide emission in line with the London Plan targets through energy efficient design and effective use of low and zero carbon technologies. Where the required reduction from on-site renewable energy is not feasible within major developments, contributions off-site will be sought. The Council will seek to merge a suite of sustainable design goals, such as the use of SUDS, water efficiency, lifetime homes, and energy efficiency into a requirement measured against the Code for Sustainable

Homes and BREEAM. These will be set out within the Hillingdon Local Plan: Part 2- Development Management Policies Local Development Document (LDD). All developments should be designed to make the most efficient use of natural resources whilst safeguarding historic assets, their settings and local amenity and include sustainable design and construction techniques to increase the re-use and recycling of construction, demolition and excavation waste and reduce the amount disposed to landfill;

11. In the case of tall buildings, not adversely affect their surroundings including the local character, cause harm to the significance of heritage assets or impact on important views. Appropriate locations for tall buildings will be defined on a Character Study and may include parts of Uxbridge and Hayes subject to considering the Obstacle Limitation Surfaces for Heathrow Airport. Outside of Uxbridge and Hayes town centres, tall buildings will not be supported. The height of all buildings should be based upon an understanding of the local character and be appropriate to the positive qualities of the surrounding townscape. Support will be given for proposals that are consistent with local strategies, guidelines, supplementary planning documents and Hillingdon Local Plan: Part 2- Development Management Policies.

LP2 DMHB 1: Heritage Assets

A) The Council will expect development proposals to avoid harm to the historic environment. Development that has an effect on heritage assets will only be supported where:
i) it sustains and enhances the significance of the heritage asset and puts them into viable uses consistent with their conservation;
ii) it will not lead to a loss of significance or harm to an asset, unless it can be demonstrated that it will provide public benefit that would outweigh the harm or loss, in accordance with the NPPF;
iii) it makes a positive contribution to the local character and distinctiveness of the area;
iv) any extensions or alterations are designed in sympathy, without detracting from or competing with the heritage asset;
v) the proposal would relate appropriately in terms of siting, style, scale, massing, height, design and materials;
vi) buildings and structures within the curtilage of a heritage asset, or in close proximity to it, do not compromise its setting; and
vii) opportunities are taken to conserve or enhance the setting, so that the significance of the asset can be appreciated more readily.

B) Development proposals affecting designated heritage assets need to take account of the effects of climate change and renewable energy without impacting negatively on the heritage asset. The Council may require an alternative solution which will protect the asset yet meet the sustainability objectives of the Local Plan.

C) The Council will seek to secure the repair and reuse of Listed Buildings and monuments and improvements to Conservation Areas on the Heritage at Risk Register, through negotiations with owners, the provision of advice and guidance, the use of appropriate legal action, and through bids for external funding for improvement works.

LP2 DMHB 2: Listed Buildings

A) Applications for Listed Building Consent and planning permission to alter, extend, or change the use of a statutorily Listed Building will only be permitted if they are considered to retain its significance and value and are appropriate in terms of the fabric, historic integrity, spatial quality and layout of the building. Any additions or alterations to a Listed Building should be sympathetic in terms of scale, proportion, detailed design, materials and workmanship.

B) Applications should include a Heritage Statement that demonstrates a clear understanding of the importance of the building and the impact of the proposals on its significance.

C) The substantial harm to or total loss of significance of a statutory Listed Building will only be permitted in exceptional circumstances when the nature of the heritage asset prevents all reasonable use of the building, no viable use can be found through marketing, grant-funding or charitable or public ownership and the loss is outweighed by bringing the site back into use. In such circumstances, full archaeological recording of the building will be required.

D) Planning permission will not be granted for proposals which are considered detrimental to the setting of a Listed Building.

LP2 DMHB 3: Locally Listed Buildings

A) There is a general presumption in favour of the retention of buildings, structures and features included in the Local List. The Council will take into account the effect of a proposal on the building's significance and the scale of any harm of loss when considering planning applications, including those for major alterations and extensions. Proposals will be permitted where they retain the significance, appearance, character or setting of a Locally Listed Building.

B) Applications should include a Heritage Statement that demonstrates a clear understanding of the importance of the structure and the impact of the proposals on the significance of the Locally Listed Building.

C) Replacement will only be considered if it can be demonstrated that the community benefits of such a proposal significantly outweigh those of retaining the Locally Listed Building.

LP2 DMHB 4: Conservation Areas

New development, including alterations and extensions to existing buildings, within a Conservation Area or on its fringes, will be expected to preserve or enhance the character or appearance of the area. It should sustain and enhance its significance and make a positive contribution to local character and distinctiveness. In order to achieve this, the Council will:

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

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

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

LP2 DMHB 5: Areas of Special Local Character

A) Within Areas of Special Local Character, new development should reflect the character of the area and its original layout. Alterations should respect the established scale, building lines, height, design and materials of the area.

B) Extensions to dwellings should be subservient to, and respect the architectural style of the original buildings and allow sufficient space for appropriate landscaping, particularly between, and in front of, buildings.

C) The replacement of buildings which positively contribute to the character and local importance of Areas of Special Local Character will normally be resisted.

LP2 DMHB 11: Design of New Development

A) All development, including extensions, alterations and new buildings will be required to be designed to the highest standards and, incorporate principles of good design including:
i) harmonising with the local context by taking into account the surrounding:
- scale of development, considering the height, mass and bulk of adjacent structures;
- building plot sizes and widths, plot coverage and established street patterns;
- building lines and setbacks, rooflines, streetscape rhythm, for example, gaps between structures and other streetscape elements, such as degree of enclosure;
- architectural composition and quality of detailing;
- local topography, views both from and to the site; and

- impact on neighbouring open spaces and their environment.
ii) ensuring the use of high quality building materials and finishes;
iii) ensuring that the internal design and layout of development maximises sustainability and is adaptable to different activities;
iv) protecting features of positive value within and adjacent to the site, including the safeguarding of heritage assets, designated and un-designated, and their settings; and
v) landscaping and tree planting to protect and enhance amenity, biodiversity and green infrastructure.

B) Development proposals should not adversely impact on the amenity, daylight and sunlight of adjacent properties and open space.

C) Development will be required to ensure that the design safeguards the satisfactory re-development of any adjoining sites which have development potential. In the case of proposals for major development5 sites, the Council will expect developers to prepare master plans and design codes and to agree these with the Council before developing detailed designs.

D) Development proposals should make sufficient provision for well designed internal and external storage space for general, recycling and organic waste, with suitable access for collection. External bins should be located and screened to avoid nuisance and adverse visual impacts to occupiers and neighbours.

LP2 DMHB 12: Streets and Public Realm

A) Development should be well integrated with the surrounding area and accessible. It should:
i) improve legibility and promote routes and wayfinding between the development and local amenities;
ii) ensure public realm design takes account of the established townscape character and quality of the surrounding area;
iii) include landscaping treatment that is suitable for the location, serves a purpose, contributes to local green infrastructure, the appearance of the area and ease of movement through the space;
iv) provide safe and direct pedestrian and cycle movement through the space;
v) incorporate appropriate and robust hard landscaping, using good quality materials, undertaken to a high standard;
vi) where appropriate, include the installation of public art; and
vii) deliver proposals which incorporate the principles of inclusive design. Proposals for gated developments will be resisted.
B) Public realm improvements will be sought from developments located close to transport interchanges and community facilities to ensure easy access between different transport modes and into local community facilities.

LP2 DMHB 14: Trees and Landscaping

A) All developments will be expected to retain or enhance existing landscaping, trees, biodiversity or other natural features of merit.
B) Development proposals will be required to provide a landscape scheme that includes hard and soft landscaping appropriate to the character of the area, which supports and enhances biodiversity and amenity particularly in areas deficient in green infrastructure.

C) Where space for ground level planting is limited, such as high rise buildings, the inclusion of living walls and roofs will be expected where feasible.

D) Planning applications for proposals that would affect existing trees will be required to provide an accurate tree survey showing the location, height, spread and species of trees. Where the tree survey identifies trees of merit, tree root protection areas and an arboricultural method statement will be required to show how the trees will be protected. Where trees are to be removed, proposals for replanting of new trees on-site must be provided or include contributions to offsite provision.

LP2 DMHB 15: Planning for Safer Places

The Council will require all new development to ensure safe and attractive public and private spaces by referring to the Council's latest guidance on Secured by Design principles. Where relevant, these should be included in the Design and Access Statement. Development will be required to comprise good design and create inclusive environments whilst improving safety and security by incorporating the following specific measures:
i) providing entrances in visible, safe and accessible locations;
ii) maximising natural surveillance;
iii) ensuring adequate defensible space is provided;
iv) providing clear delineations between public and private spaces; and
v) providing appropriate lighting and CCTV.

LP D13: Agent of Change

A) The Agent of Change principle places the responsibility for mitigating impacts from existing noise and other nuisance-generating activities or uses on the proposed new noise-sensitive development. Boroughs should ensure that Development Plans and planning decisions reflect the Agent of Change principle and take account of existing noise and other nuisance-generating uses in a sensitive manner when new development is proposed nearby.

B) Development should be designed to ensure that established noise and other nuisance-generating uses remain viable and can continue or grow without unreasonable restrictions being placed on them.

C) New noise and other nuisance-generating development proposed close to residential and other noise-sensitive uses should put in place measures to mitigate and manage any noise impacts for neighbouring residents and businesses.

D) Development proposals should manage noise and other potential nuisances by:
1. ensuring good design mitigates and minimises existing and potential nuisances generated by existing uses and activities located in the area
2. exploring mitigation measures early in the design stage, with necessary and appropriate provisions including ongoing and future management of mitigation measures secured through planning obligations
3. separating new noise-sensitive development where possible from existing noise-generating businesses and uses through distance, screening, internal layout, sound-proofing, insulation and other acoustic design measures.

E) Boroughs should not normally permit development proposals that have not clearly demonstrated how noise and other nuisances will be mitigated and managed.

LP D14: Noise

A) In order to reduce, manage and mitigate noise to improve health and quality of life, residential and other non-aviation development proposals should manage noise by:
1. avoiding significant adverse noise impacts on health and quality of life
2. reflecting the Agent of Change principle as set out in Policy D13 Agent of Change
3. mitigating and minimising the existing and potential adverse impacts of noise on, from, within, as a result of, or in the vicinity of new development without placing unreasonable restrictions on existing noise-generating uses
4. improving and enhancing the acoustic environment and promoting appropriate
5. separating new noise-sensitive development from major noise sources (such as road, rail, air transport and some types of industrial use) through the use of distance, screening, layout, orientation, uses and materials – in preference to sole reliance on sound insulation
6. where it is not possible to achieve separation of noise-sensitive development and noise sources without undue impact on other sustainable development objectives, then any potential adverse effects should be controlled and mitigated through applying good acoustic design principles
7. promoting new technologies and improved practices to reduce noise at source, and on the transmission path from source to receiver.

B) Boroughs, and others with relevant responsibilities, should identify and nominate new Quiet Areas and protect existing Quiet Areas in line with the procedure in Defra's Noise Action Plan for Agglomerations.

LP SI 2: Minimising Greenhouse Gas Emissions

A) Major development should be net zero-carbon.151 This means reducing greenhouse gas emissions in operation and minimising both annual and peak energy demand in accordance with the following energy hierarchy:
1. be lean: use less energy and manage demand during operation
2. be clean: exploit local energy resources (such as secondary heat) and supply energy efficiently and cleanly
3. be green: maximise opportunities for renewable energy by producing, storing and using renewable energy on-site
4. be seen: monitor, verify and report on energy performance.

B) Major development proposals should include a detailed energy strategy to demonstrate how the zero-carbon target will be met within the framework of the energy hierarchy.

C) A minimum on-site reduction of at least 35 per cent beyond Building Regulations152 is required for major development. Residential development should achieve 10 per cent, and non-residential development should achieve 15 per cent through energy efficiency measures. Where it is clearly demonstrated that the zero-carbon target cannot be fully achieved on-site, any shortfall should be provided, in agreement with the borough, either:
1. through a cash in lieu contribution to the borough's carbon offset fund, or
2. off-site provided that an alternative proposal is identified and delivery is certain.

D) Boroughs must establish and administer a carbon offset fund. Offset fund payments must be ring-fenced to implement projects that deliver carbon reductions. The operation of offset funds should be monitored and reported on annually.

E) Major development proposals should calculate and minimise carbon emissions from any other part of the development, including plant or equipment, that are not covered by Building Regulations, i.e. unregulated emissions.

F) Development proposals referable to the Mayor should calculate whole life-cycle carbon emissions through a nationally recognised Whole Life-Cycle Carbon Assessment and demonstrate actions taken to reduce life-cycle carbon emissions.

LP SI 12: Flood Risk Management

A) Current and expected flood risk from all sources (as defined in paragraph 9.2.12) across London should be managed in a sustainable and cost-effective way in collaboration with the Environment Agency, the Lead Local Flood Authorities, developers and infrastructure providers.

B) Development Plans should use the Mayor's Regional Flood Risk Appraisal and their Strategic Flood Risk Assessment as well as Local Flood Risk Management

Strategies, where necessary, to identify areas where particular and cumulative flood risk issues exist and develop actions and policy approaches aimed at reducing these risks. Boroughs should cooperate and jointly address cross-boundary flood risk issues including with authorities outside London.

C) Development proposals should ensure that flood risk is minimised and mitigated, and that residual risk is addressed. This should include, where possible, making space for water and aiming for development to be set back from the banks of watercourses.

D) Developments Plans and development proposals should contribute to the delivery of the measures set out in Thames Estuary 2100 Plan. The Mayor will work with the Environment Agency and relevant local planning authorities, including authorities outside London, to safeguard an appropriate location for a new Thames Barrier.

E) Development proposals for utility services should be designed to remain operational under flood conditions and buildings should be designed for quick recovery following a flood.

F) Development proposals adjacent to flood defences will be required to protect the integrity of flood defences and allow access for future maintenance and upgrading. Unless exceptional circumstances are demonstrated for not doing so, development proposals should be set back from flood defences to allow for any foreseeable future maintenance and upgrades in a sustainable and cost-effective way.

G) Natural flood management methods should be employed in development proposals due to their multiple benefits including increasing flood storage and creating recreational areas and habitat.

LP SI 13: Sustainable Drainage

A) Lead Local Flood Authorities should identify – through their Local Flood Risk Management Strategies and Surface Water Management Plans – areas where there are particular surface water management issues and aim to reduce these risks. Increases in surface water run-off outside these areas also need to be identified and addressed.

B) Development proposals should aim to achieve greenfield run-off rates and ensure that surface water run-off is managed as close to its source as possible. There should also be a preference for green over grey features, in line with the following drainage hierarchy:
1. rainwater use as a resource (for example rainwater harvesting, blue roofs for irrigation)
2. rainwater infiltration to ground at or close to source
3. rainwater attenuation in green infrastructure features for gradual release (for example green roofs, rain gardens)

4. rainwater discharge direct to a watercourse (unless not appropriate)
5. controlled rainwater discharge to a surface water sewer or drain
6. controlled rainwater discharge to a combined sewer.

C) Development proposals for impermeable surfacing should normally be resisted unless they can be shown to be unavoidable, including on small surfaces such as front gardens and driveways.

D) Drainage should be designed and implemented in ways that promote multiple benefits including increased water use efficiency, improved water quality, and enhanced biodiversity, urban greening, amenity and recreation.

LP1 EM6: Flood Risk Management

The Council will require new development to be directed away from Flood Zones 2 and 3 in accordance with the principles of the National Planning Policy Framework (NPPF).

The subsequent Hillingdon Local Plan: Part 2 -Site Specific Allocations LDD will be subjected to the Sequential Test in accordance with the NPPF. Sites will only be allocated within Flood Zones 2 or 3 where there are overriding issues that outweigh flood risk. In these instances, policy criteria will be set requiring future applicants of these sites to demonstrate that flood risk can be suitably mitigated.

The Council will require all development across the borough to use sustainable urban drainage systems (SUDS) unless demonstrated that it is not viable. The Council will encourage SUDS to be linked to water efficiency methods. The Council may require developer contributions to guarantee the long term maintenance and performance of SUDS is to an appropriate standard.

LP1 EM8: Land, Water, Air and Noise

Water Quality
The Council will seek to safeguard and improve all water quality, both ground and surface. Principal Aquifers, and Source Protection Zones will be given priority along with the:

- River Colne
- Grand Union Canal
- River Pinn
- Yeading Brook
- Porter Land Brook
- River Crane
- Ruislip Lido

Air Quality
All development should not cause deterioration in the local air quality levels and should ensure the protection of both existing and new sensitive receptors.

All major development within the Air Quality Management Area (AQMA) should demonstrate air quality neutrality (no worsening of impacts) where appropriate; actively contribute to the promotion of sustainable transport measures such as vehicle charging points and the increased provision for vehicles with cleaner transport fuels; deliver increased planting through soft landscaping and living walls and roofs; and provide a management plan for ensuring air quality impacts can be kept to a minimum.

The Council seeks to reduce the levels of pollutants referred to in the Government's National Air Quality Strategy and will have regard to the Mayor's Air Quality Strategy. London Boroughs should also take account of the findings of the Air Quality Review and Assessments and Actions plans, in particular where Air Quality Management Areas have been designated.

The Council has a network of Air Quality Monitoring stations but recognises that this can be widened to improve understanding of air quality impacts. The Council may therefore require new major development in an AQMA to fund additional air quality monitoring stations to assist in managing air quality improvements.

Noise
The Council will investigate Hillingdon's target areas identified in the Defra Noise Action Plans, promote the maximum possible reduction in noise levels and will minimise the number of people potentially affected.

The Council will seek to identify and protect Quiet Areas in accordance with Government Policy on sustainable development and other Local Plan policies.

The Council will seek to ensure that noise sensitive development and noise generating development are only permitted if noise impacts can be adequately controlled and mitigated.

Land Contamination
The Council will expect proposals for development on contaminated land to provide mitigation strategies that reduce the impacts on surrounding land uses. Major development proposals will be expected to demonstrate a sustainable approach to remediation that includes techniques to reduce the need to landfill.

Water Resources
The Council will require that all new development demonstrates the incorporation of water efficiency measures within new development to reduce the rising demand on potable water. All new development must incorporate water recycling and collection facilities unless it can be demonstrated it is not appropriate. For residential

developments, the Council will require applicants to demonstrate that water consumption will not surpass 105 litres per person per day.

LP2 DMEI 2: Reducing Carbon Emissions

A) All developments are required to make the fullest contribution to minimising carbon dioxide emissions in accordance with London Plan targets.
B) All major development proposals must be accompanied by an energy assessment showing how these reductions will be achieved.

C) Proposals that fail to take reasonable steps to achieve the required savings will be resisted. However, where it is clearly demonstrated that the targets for carbon emissions cannot be met onsite, the Council may approve the application and seek an off-site contribution to make up for the shortfall.

LP2 DMEI 9: Management of Flood Risk

A) Development proposals in Flood Zones 2 and 3a will be required to demonstrate that there are no suitable sites available in areas of lower flood risk. Where no appropriate sites are available, development should be located on the areas of lowest flood risk within the site. Flood defences should provide protection for the lifetime of the development. Finished floor levels should reflect the Environment Agency's latest guidance on climate change.

B) Development proposals in these areas will be required to submit an appropriate level Flood Risk Assessment (FRA) to demonstrate that the development is resilient to all sources of flooding.

C) Development in Flood Zone 3b will be refused in principle unless identified as an appropriate development in Flood Risk Planning Policy Guidance. Development for appropriate uses in Flood Zone 3b will only be approved if accompanied by an appropriate FRA that demonstrates the development will be resistant and resilient to flooding and suitable warning and evacuation methods are in place.

D) Developments may be required to make contributions (through legal agreements) to previously identified flood improvement works that will benefit the development site.

E) Proposals that fail to make appropriate provision for flood risk mitigation, or which would increase the risk or consequences of flooding, will be refused.

LP2 DMEI 10: Water Management, Efficiency, and Quality

A) Applications for all new build developments (not conversions, change of use, or refurbishment) are required to include a drainage assessment demonstrating that

appropriate sustainable drainage systems (SuDS) have been incorporated in accordance with the London Plan Hierarchy (Policy 5.13: Sustainable drainage).

B) All major new build developments, as well as minor developments in Critical Drainage Areas or an area identified at risk from surface water flooding must be designed to reduce surface water run-off rates to no higher than the pre-development greenfield run-off rate in a 1:100 year storm scenario, plus an appropriate allowance for climate change for the worst storm duration. The assessment is required regardless of the changes in impermeable areas and the fact that a site has an existing high run-off rate will not constitute justification.

C) Rain Gardens and non householder development should be designed to reduce surface water run-off rates to Greenfield run-off rates.

D) Schemes for the use of SuDS must be accompanied by adequate arrangements for the management and maintenance of the measures used, with appropriate contributions made to the Council where necessary.

E) Proposals that would fail to make adequate provision for the control and reduction of surface water run-off rates will be refused.

F) Developments should be drained by a SuDs system and must include appropriate methods to avoid pollution of the water environment. Preference should be given to utilising the drainage options in the SuDS hierarchy which remove the key pollutants that hinder improving water quality in Hillingdon. Major development should adopt a 'treatment train' approach where water flows through different SuDS to ensure resilience in the system. Water Efficiency

G) All new development proposals (including refurbishments and conversions) will be required to include water efficiency measures, including the collection and reuse of rain water and grey water.

H) All new residential development should demonstrate water usage rates of no more than 105 litres/person/day.

I) It is expected that major development8 proposals will provide an integrated approach to surface water run-off attenuation, water collection, recycling and reuse. Water and Wastewater Infrastructure

J) All new development proposals will be required to demonstrate that there is sufficient capacity in the water and wastewater infrastructure network to support the proposed development. Where there is a capacity constraint the local planning authority will require the developer to provide a detailed water and/or drainage strategy to inform what infrastructure is required, where, when and how it will be delivered.

LP2 DMEI 12: Development of Land Affected by Contamination

A) Proposals for development on potentially contaminated sites will be expected to be accompanied by at least an initial study of the likely contaminants. The Council will support planning permission for any development of land which is affected by contamination where it can be demonstrated that contamination issues have been adequately assessed and the site can be safely remediated so that the development can be made suitable for the proposed use.

B) Conditions will be imposed where planning permission is given for development on land affected by contamination to ensure all the necessary remedial works are implemented, prior to commencement of development.

C) Where initial studies reveal potentially harmful levels of contamination, either to human health or controlled waters and other environmental features, full intrusive ground investigations and remediation proposals will be expected prior to any approvals.

D) In some instances, where remedial works relate to an agreed set of measures such as the management of ongoing remedial systems, or remediation of adjoining or other affected land, a S106 planning obligation will be sought.

LP2 DMEI 14: Air Quality

A) Development proposals should demonstrate appropriate reductions in emissions to sustain compliance with and contribute towards meeting EU limit values and national air quality objectives for pollutants.

B) Development proposals should, as a minimum:
i) be at least “air quality neutral”;
ii) include sufficient mitigation to ensure there is no unacceptable risk from air pollution to sensitive receptors, both existing and new; and
iii) actively contribute towards the improvement of air quality, especially within the Air Quality Management Area.

TP T4: Assessing and Mitigating Transport Impacts

A) Development Plans and development proposals should reflect and be integrated with current and planned transport access, capacity and connectivity.

B) When required in accordance with national or local guidance, transport assessments/statements should be submitted with development proposals to ensure that impacts on the capacity of the transport network (including impacts on pedestrians and the cycle network), at the local, network-wide and strategic level, are fully assessed. Transport assessments should focus on embedding the Healthy Streets Approach within, and in the vicinity of, new development. Travel Plans,

Parking Design and Management Plans, Construction Logistics Plans and Delivery and Servicing Plans will be required having regard to Transport for London guidance.

C) Where appropriate, mitigation, either through direct provision of public transport, walking and cycling facilities and highways improvements or through financial contributions, will be required to address adverse transport impacts that are identified.

D) Where the ability to absorb increased travel demand through active travel modes has been exhausted, existing public transport capacity is insufficient to allow for the travel generated by proposed developments, and no firm plans and funding exist for an increase in capacity to cater for the increased demand, planning permission will be contingent on the provision of necessary public transport and active travel infrastructure.

E) The cumulative impacts of development on public transport and the road network capacity including walking and cycling, as well as associated effects on public health, should be taken into account and mitigated.

F) Development proposals should not increase road danger.

LP T5: Cycling

A) Development Plans and development proposals should help remove barriers to cycling and create a healthy environment in which people choose to cycle. This will be achieved through:
1. supporting the delivery of a London-wide network of cycle routes, with new routes and improved infrastructure
2. securing the provision of appropriate levels of cycle parking which should be fit for purpose, secure and well-located. Developments should provide cycle parking at least in accordance with the minimum standards set out in Table 10.2 and Figure 10.3, ensuring that a minimum of two short-stay and two long-stay cycle parking spaces are provided where the application of the minimum standards would result in a lower provision.

B) Cycle parking should be designed and laid out in accordance with the guidance contained in the London Cycling Design Standards. Development proposals should demonstrate how cycle parking facilities will cater for larger cycles, including adapted cycles for disabled people.

C) Development Plans requiring more generous provision of cycle parking based on local evidence will be supported.

D) Where it is not possible to provide suitable short-stay cycle parking off the public highway, the borough should work with stakeholders to identify an appropriate on-street location for the required provision. This may mean the reallocation of space

from other uses such as on-street car parking. Alternatively, in town centres, adding the required provision to general town centre cycle parking is also acceptable. In such cases, a commuted sum should be paid to the local authority to secure provision.

E) Where it is not possible to provide adequate cycle parking within residential developments, boroughs must work with developers to propose alternative solutions which meet the objectives of the standards. These may include options such as providing spaces in secure, conveniently-located, on-street parking facilities such as bicycle hangers.

F) Where the use class of a development is not fixed at the point of application, the highest potential applicable cycle parking standard should be applied.

LP T6: Car Parking

A) Car parking should be restricted in line with levels of existing and future public transport accessibility and connectivity.

B) Car-free development should be the starting point for all development proposals in places that are (or are planned to be) well-connected by public transport, with developments elsewhere designed to provide the minimum necessary parking ('car-lite'). Car-free development has no general parking but should still provide disabled persons parking in line with Part E of this policy.

C) An absence of local on-street parking controls should not be a barrier to new development, and boroughs should look to implement these controls wherever necessary to allow existing residents to maintain safe and efficient use of their streets.

D) The maximum car parking standards set out in Policy T6 .1 Residential parking to Policy T6 .5 Non-residential disabled persons parking should be applied to development proposals and used to set local standards within Development Plans.

E) Appropriate disabled persons parking for Blue Badge holders should be provided as set out in Policy T6 .1 Residential parking to Policy T6 .5 Non-residential disabled persons parking.

F) Where provided, each motorcycle parking space should count towards the maximum for car parking spaces at all use classes.

G) Where car parking is provided in new developments, provision should be made for infrastructure for electric or other Ultra-Low Emission vehicles in line with Policy T6 .1 Residential parking, Policy T6 .2 Office Parking, Policy T6 .3 Retail parking, and Policy T6 .4 Hotel and leisure uses parking.

All operational parking should make this provision, including offering rapid charging. New or re-provided petrol filling stations should provide rapid charging hubs and/or hydrogen refuelling facilities.

H) Where electric vehicle charging points are provided on-street, physical infrastructure should not negatively affect pedestrian amenity and should ideally be located off the footway. Where charging points are located on the footway, it must remain accessible to all those using it including disabled people.

I) Adequate provision should be made for efficient deliveries and servicing and emergency access.

J) A Parking Design and Management Plan should be submitted alongside all applications which include car parking provision, indicating how the car parking will be designed and managed, with reference to Transport for London guidance on parking management and parking design.

K) Boroughs that have adopted or wish to adopt more restrictive general or operational parking policies are supported, including borough-wide or other area-based car-free policies. Outer London boroughs wishing to adopt minimum residential parking standards through a Development Plan Document (within the maximum standards set out in Policy T6 .1 Residential parking) must only do so for parts of London that are PTAL 0-1. Inner London boroughs should not adopt minimum standards. Minimum standards are not appropriate for non-residential use classes in any part of London.

L) Where sites are redeveloped, parking provision should reflect the current approach and not be re-provided at previous levels where this exceeds the standards set out in this policy. Some flexibility may be applied where retail sites are redeveloped outside of town centres in areas which are not well served by public transport, particularly in outer London.

LP T6.1: Residential Parking

A) New residential development should not exceed the maximum parking standards set out in Table 10.3. These standards are a hierarchy with the more restrictive standard applying when a site falls into more than one category.

B) Parking spaces within communal car parking facilities (including basements) should be leased rather than sold.

C) All residential car parking spaces must provide infrastructure for electric or Ultra-Low Emission vehicles. At least 20 per cent of spaces should have active charging facilities, with passive provision for all remaining spaces.

D) Outside of the CAZ, and to cater for infrequent trips, car club spaces may be considered appropriate in lieu of private parking. Any car club spaces should have active charging facilities.

E) Large-scale purpose-built shared living, student accommodation and other sui generis residential uses should be car-free.

F) The provision of car parking should not be a reason for reducing the level of affordable housing in a proposed development.

G) Disabled persons parking should be provided for new residential developments. Residential development proposals delivering ten or more units must, as a minimum:
1. ensure that for three per cent of dwellings, at least one designated disabled persons parking bay per dwelling is available from the outset
2. demonstrate as part of the Parking Design and Management Plan, how an additional seven per cent of dwellings could be provided with one designated disabled persons parking space per dwelling in future upon request as soon as existing provision is insufficient. This should be secured at the planning stage.

H) All disabled persons parking bays associated with residential development must:
1. be for residents' use only (whether M4(2) or M4(3) dwellings)
2. not be allocated to specific dwellings, unless provided within the curtilage of the dwelling
3. be funded by the payment of a commuted sum by the applicant, if provided on-street (this includes a requirement to fund provision of electric vehicle charging infrastructure)
4. count towards the maximum parking provision for the development
5. be designed in accordance with the design guidance in BS8300vol.1
6. be located to minimise the distance between disabled persons parking bays and the dwelling or the relevant block entrance or lift core, and the route should be preferably level or where this is not possible, should be gently sloping (1:60-1:20) on a suitable firm ground surface.

LP2 DMT 1: Managing Transport Impacts

A) Development proposals will be required to meet the transport needs of the development and address its transport impacts in a sustainable manner. In order for developments to be acceptable they are required to:
i) be accessible by public transport, walking and cycling either from the catchment area that it is likely to draw its employees, customers or visitors from and/or the services and facilities necessary to support the development;
ii) maximise safe, convenient and inclusive accessibility to, and from within developments for pedestrians, cyclists and public transport users;
iii) provide equal access for all people, including inclusive access for disabled people;
iv) adequately address delivery, servicing and drop-off requirements; and

v) have no significant adverse transport or associated air quality and noise impacts on the local and wider environment, particularly on the strategic road network.

B) Development proposals will be required to undertake a satisfactory Transport Assessment and Travel Plan if they meet or exceed the appropriate thresholds. All major developments11 that fall below these thresholds will be required to produce a satisfactory Transport Statement and Local Level Travel Plan. All these plans should demonstrate how any potential impacts will be mitigated and how such measures will be implemented.

LP2 DMT 2: Highways Impacts

Development proposals must ensure that:
i) safe and efficient vehicular access to the highway network is provided to the Council's standards;
ii) they do not contribute to the deterioration of air quality, noise or local amenity or safety of all road users and residents;
iii) safe, secure and convenient access and facilities for cyclists and pedestrian are satisfactorily accommodated in the design of highway and traffic management schemes;
iv) impacts on local amenity and congestion are minimised by routing through traffic by the most direct means to the strategic road network, avoiding local distributor and access roads; and
v) there are suitable mitigation measures to address any traffic impacts in terms of capacity and functions of existing and committed roads, including along roads or through junctions which are at capacity.

LP2 Policy DMT 5: Pedestrians and Cyclists

A) Development proposals will be required to ensure that safe, direct and inclusive access for pedestrians and cyclists is provided on the site connecting it to the wider network, including:
i) the retention and, where appropriate, enhancement of any existing pedestrian and cycle routes;
ii) the provision of a high quality and safe public realm or interface with the public realm, which facilitates convenient and direct access to the site for pedestrian and cyclists;
iii) the provision of well signposted, attractive pedestrian and cycle routes separated from vehicular traffic where possible; and
iv) the provision of cycle parking and changing facilities in accordance with Appendix C, Table 1 or, in agreement with Council.

B) Development proposals located next to or along the Blue Ribbon Network will be required to enhance and facilitate inclusive, safe and secure pedestrian and cycle access to the network. Development proposals, by virtue of their design, will be

required to complement and enhance local amenity and include passive surveillance to the network.

LP2 DMT 6: Vehicle Parking

A) Development proposals must comply with the parking standards outlined in Appendix C Table 1 in order to facilitate sustainable development and address issues relating to congestion and amenity. The Council may agree to vary these requirements when:
i) the variance would not lead to a deleterious impact on street parking provision, congestion or local amenity; and/or
ii) a transport appraisal and travel plan has been approved and parking provision is in accordance with its recommendations.

B) All car parks provided for new development will be required to contain conveniently located reserved spaces for wheelchair users and those with restricted mobility in accordance with the Council's Accessible Hillingdon SPD.

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Hillingdon
Planning Committee

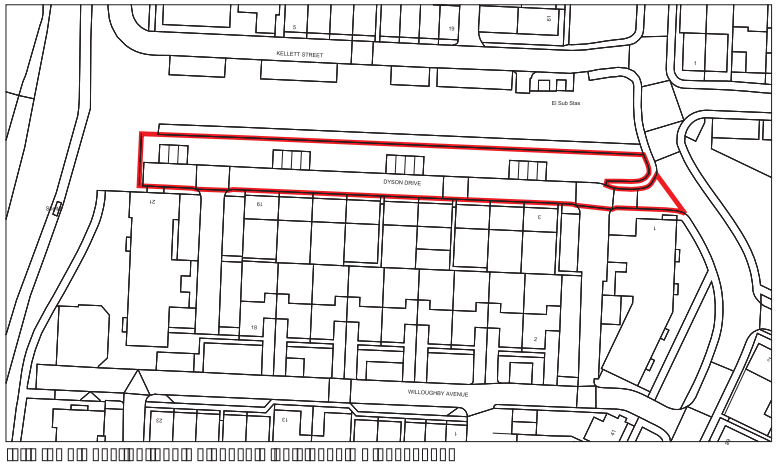
Thursday 4th September 2025

HILLINGDON
LONDON

www.hillingdon.gov.uk

Report of the Head of Development Management and Building Control

Address:	DYSON DRIVE UXBRIDGE
Development:	The creation of 9no. off-street parking spaces and planting of 3no. new trees.
LBH Ref Nos:	78464/APP/2024/3196



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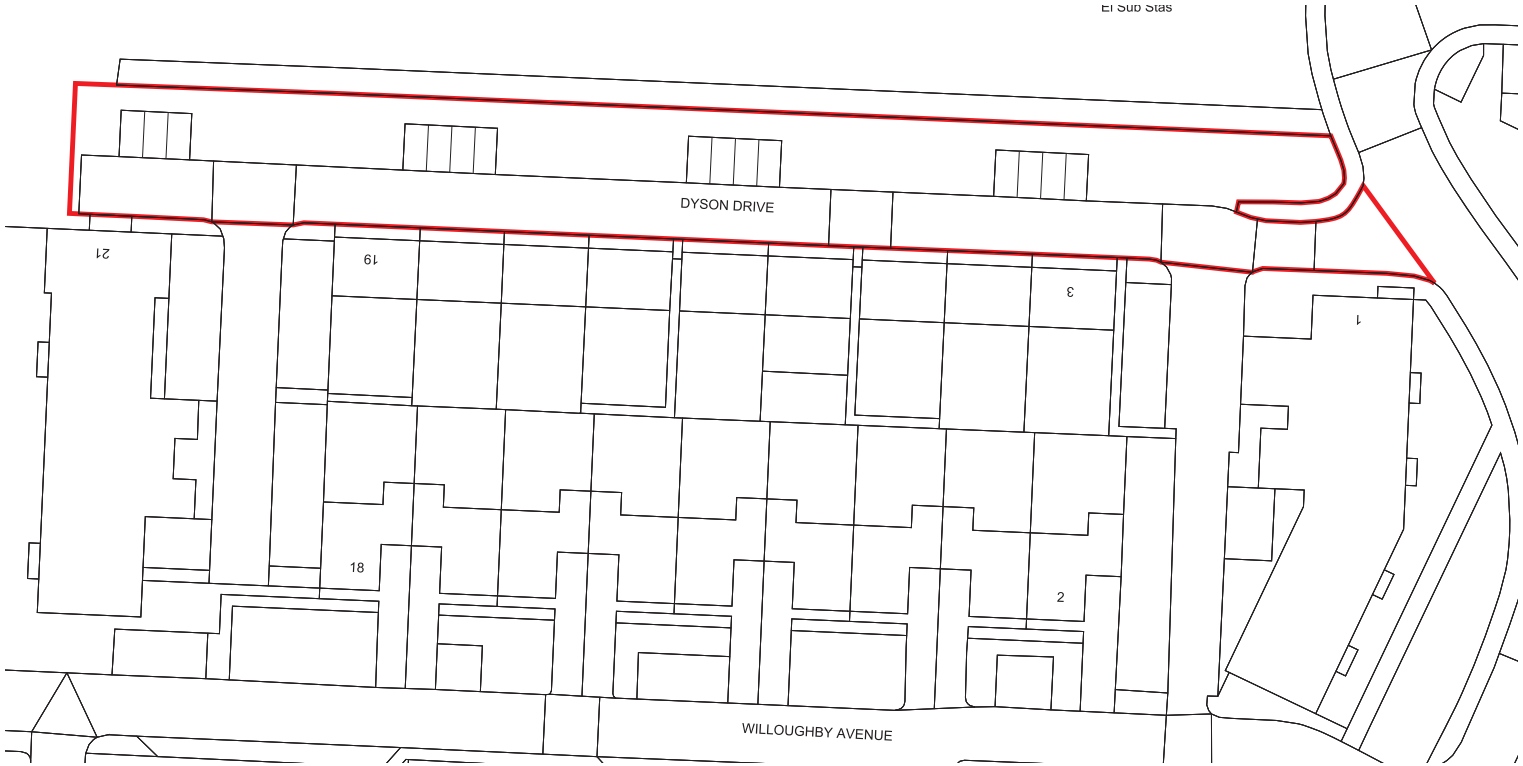


Existing Site Layout Scale 1:500

Rev	Date	Description

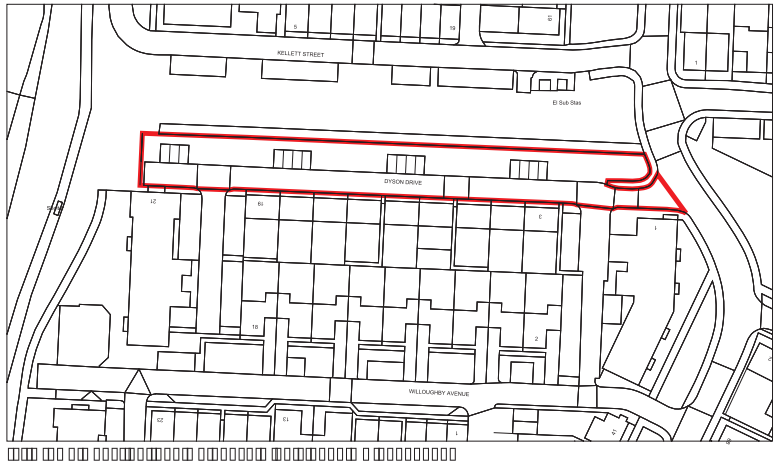
Fluent
ARCHITECTURAL DESIGN SERVICES
FLUENT
ARCHITECTURAL DESIGN SERVICES
69-71 Windmill Road, Sunbury,
Middlesex, TW16 7DT
Tel: 0800 0438838
E-mail: info@fluent-ads.co.uk
Web: fluent-ads.co.uk

Dyson Drive, Hillingdon, Uxbridge

Existing Location and Site Plans

1 : 500 @ A3 0 10

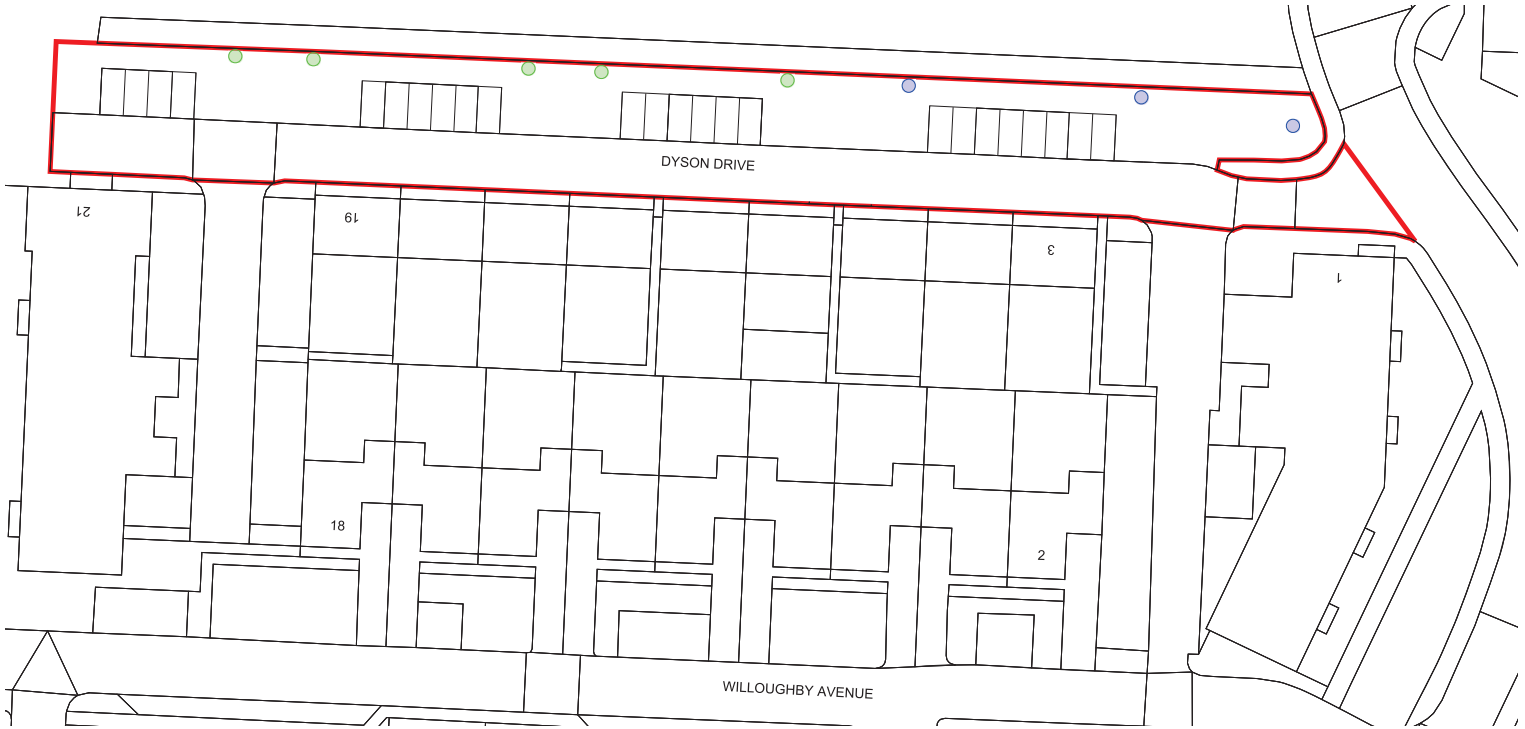
Scale 1:500 @ A3	Dwg No. FLU.CP.01
Date 11.07.23	Rev B
Drawn N.Millin	



Location Plan Scale 1:1250

Proposed Trees

Existing Trees



Proposed Site Layout Scale 1:500

Rev	Date	Description

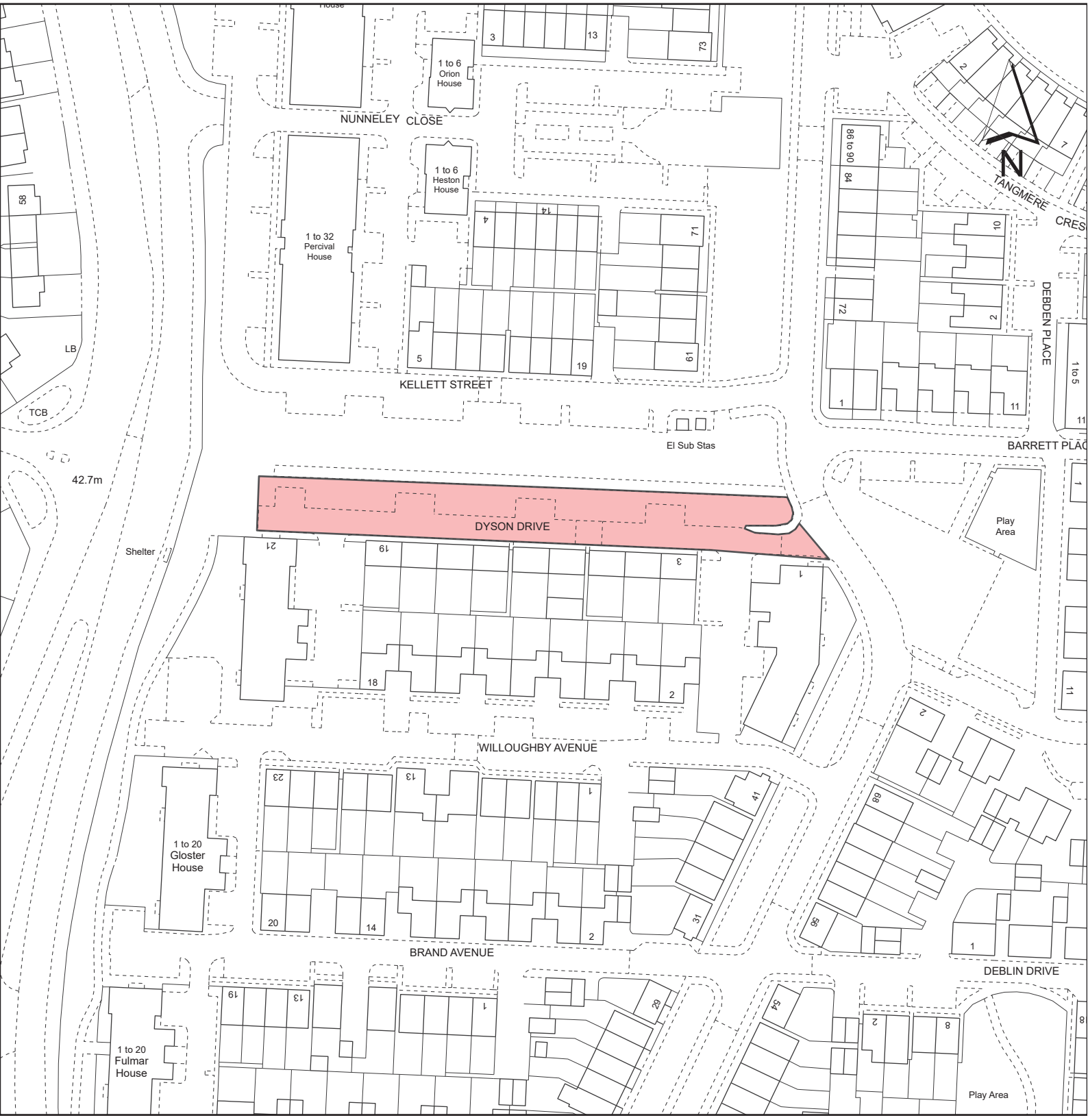
Fluent
ARCHITECTURAL DESIGN SERVICES
FLUENT
ARCHITECTURAL DESIGN SERVICES
69-71 Windmill Road, Sunbury,
Middlesex, TW16 7DT
Tel: 0800 0438838
E-mail: info@fluent-ads.co.uk
Web: fluent-ads.co.uk

Dyson Drive, Hillingdon, Uxbridge

Proposed Location and Site Plans

1 : 500 @ A3 0 10

Scale 1:500 @ A3	Dwg No. FLU.CP.02
Date 11.07.23	Rev D
Drawn N.Millin	



KEY :

Site Boundary

ADDRESS :

Dyson Drive

LONDON BOROUGH OF HILLINGDON

RESIDENTS SERVICES PLANNING SECTION

CIVIC CENTRE, UXBRIDGE, UB8 1UW

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PLANNING APPLICATION REFERENCE :

78464/APP/2024/3196

SCALE :

1:1,250

PLANNING COMMITTEE :

DATE :

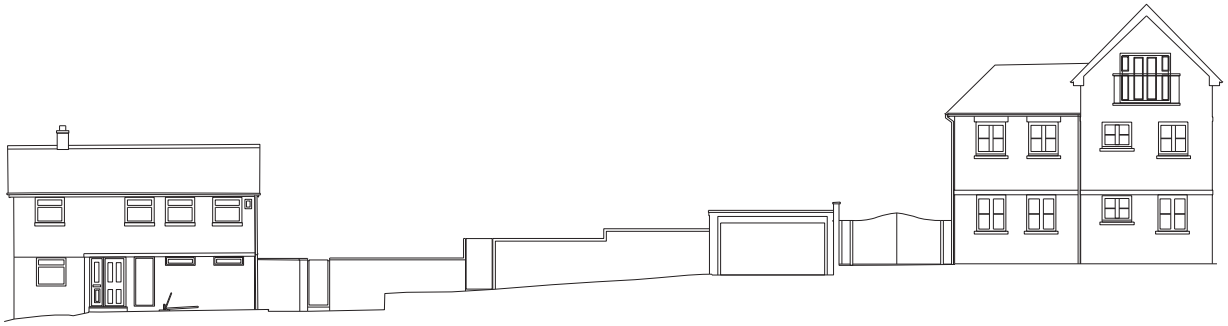
September 2025

HILLINGDON LONDON

Report of the Head of Development Management and Building Control

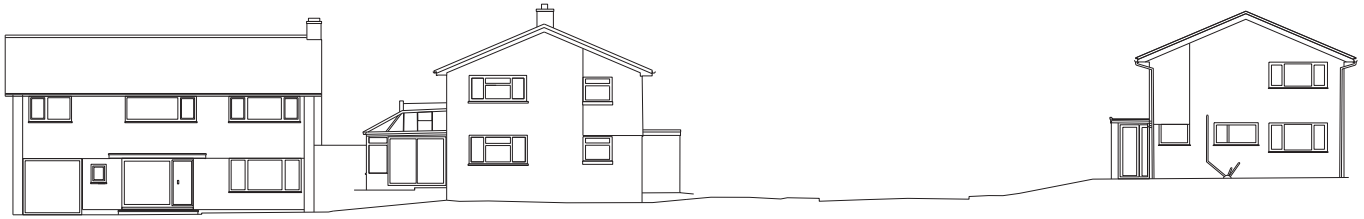
Address:	35 BROOKDENE DRIVE, NORTHWOOD
Development:	Demolition of existing two-storey dwelling and erection of a replacement two-storey dwelling with solar panels, associated bin storage, parking, electric vehicle charging and air source heat pump. Installation of vehicular crossover and alterations to landscaping including hardstanding for driveway, soft landscaping and new boundary treatment and siting.
LBH Ref Nos:	44049/APP/2025/799

EXISTING SURVEY
PREPARED BY OTHERS



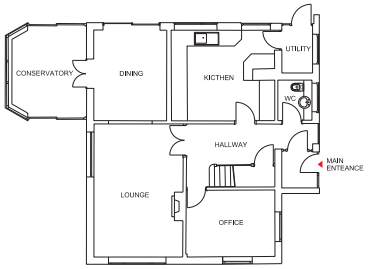
EXISTING FRONT STREET ELEVATION (NORTH)

EXISTING REAR ELEVATION (SOUTH)

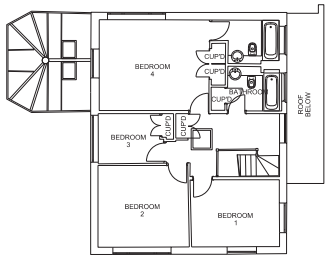


EXISTING SIDE STREET ELEVATION (EAST)

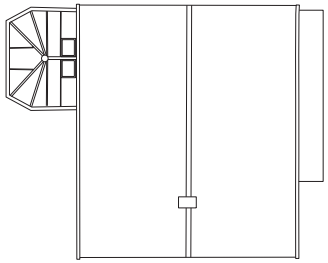
EXISTING SIDE ELEVATION (WEST)



EXISTING GROUND FLOOR PLAN

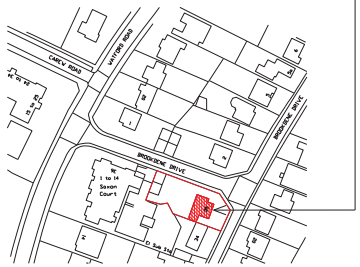


EXISTING FIRST FLOOR PLAN



EXISTING ROOF PLAN

35 BROOKDENE DRIVE, NORTHWOOD, HA6 3NS



LOCATION PLAN
1:1250

REVISION	DATE	COMMENTS	AUTHOR / CHECKED

NORTH STUDIO | 116A HIGH STREET | EDGWARE | HA8 7EL
SOUTH STUDIO | MATRIX STUDIOS | 91 PETERBOROUGH ROAD | LONDON | SW6 3BU
hedge@dssquared.co.uk | www.dssquared.co.uk | 020 8732 5620

DS SQUARED architects

TITLE
35 BROOKDENE DRIVE, NORTHWOOD, HA6 3NS

DETAIL
EXISTING PLANS, ELEVATIONS AND LOCATION PLAN

DATE	SCALE	PAPER SIZE	AUTHOR / CHECKED
FEB 25	1:100	A1	PB/DS

DRAWING No.	REVISION	STATUS
24024 FP1 01.01		FULL PLANNING

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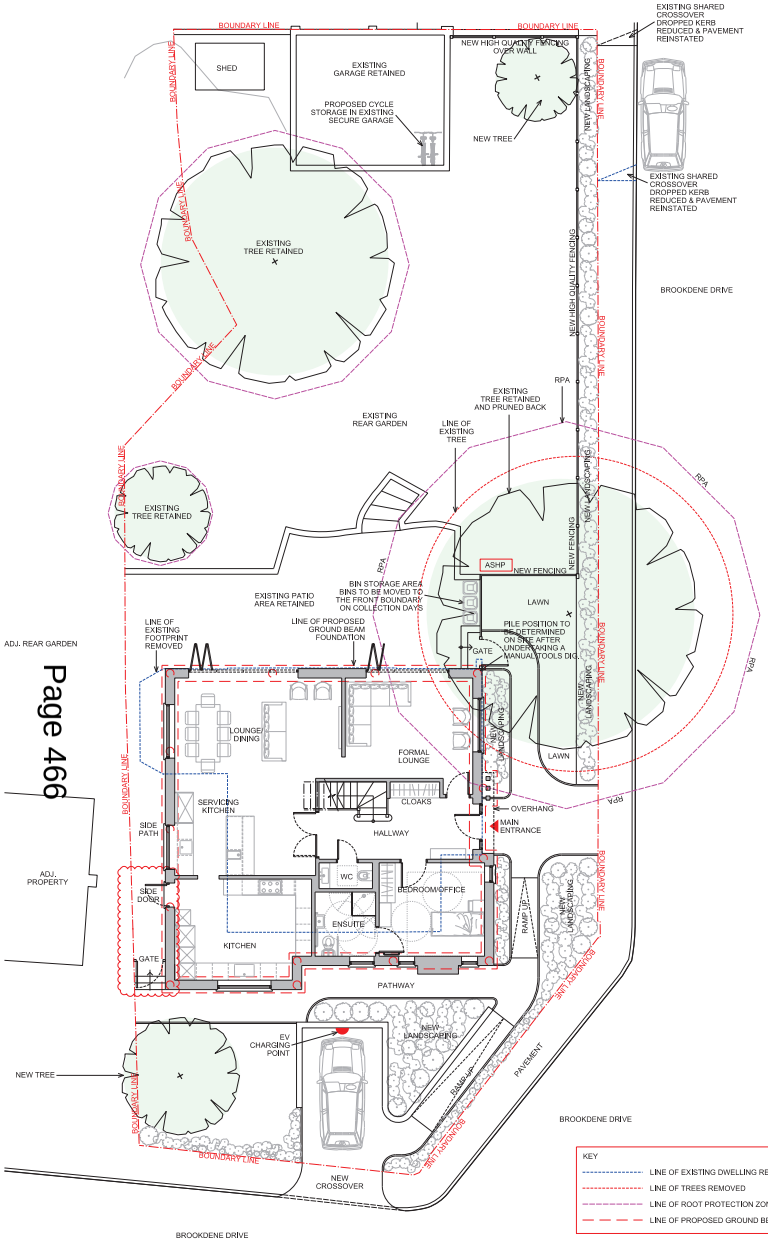
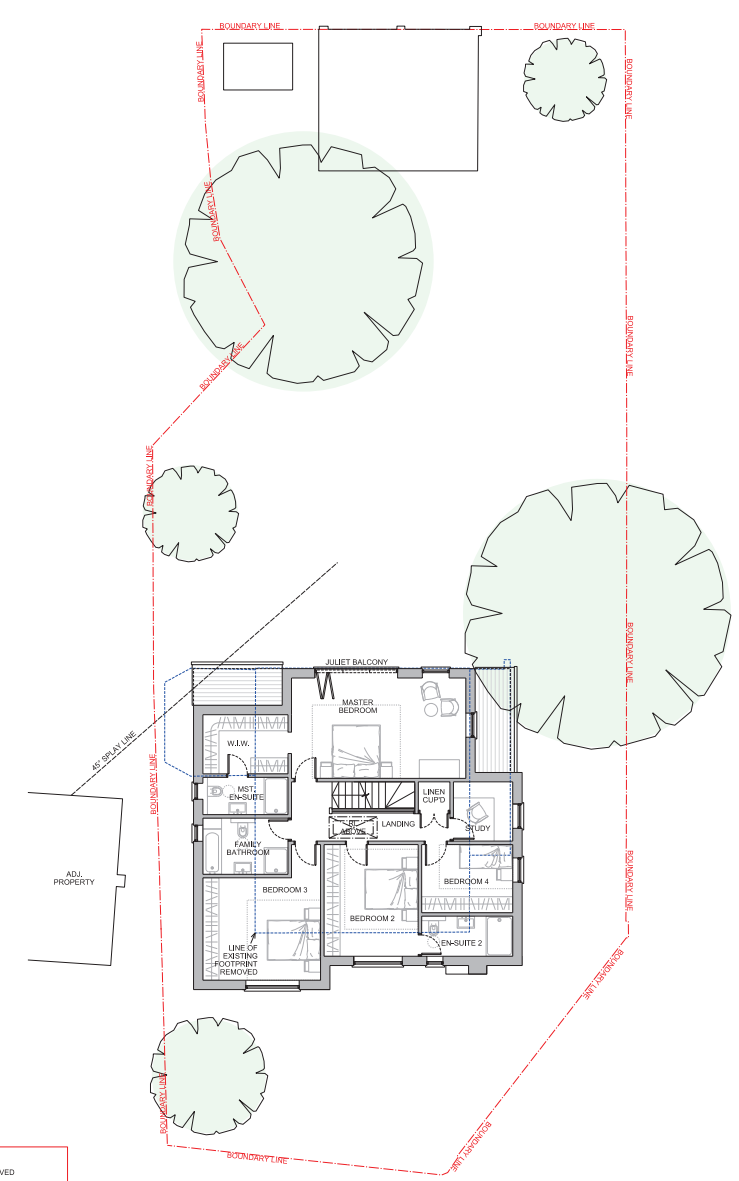
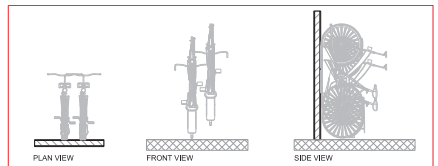


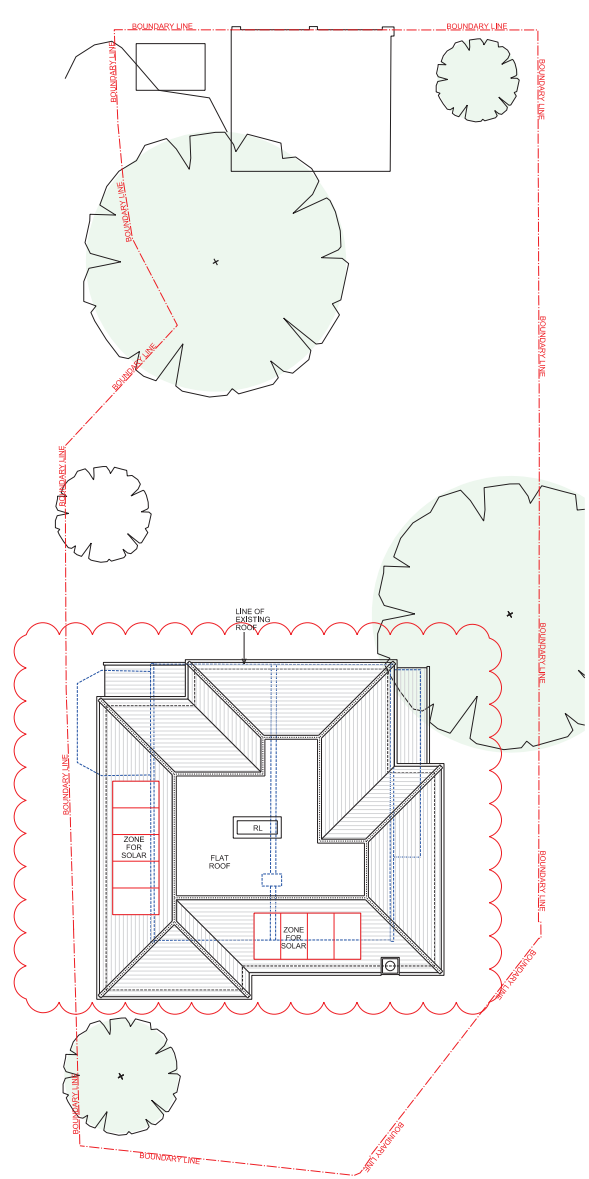
PROPOSED GROUND FLOOR PLAN



PROPOSED FIRST FLOOR PLAN



PROPOSED CYCLE RACK
SCALE 1:50



PROPOSED ROOF PLAN

REVISION	DATE	COMMENTS	AUTHOR / CHECKED
D	22/08/25	OLD LOCATION OF BINS OMITTED	PB/DS
C	04/08/25	UPDATES BASED PO COMMENTS	PB/DS
B	04/07/25	UPDATES BASED PO COMMENTS	PB/DS
A	21/05/25	UPDATES BASED PO COMMENTS	PB/DS

NORTH STUDIO | 116A HIGH STREET | EDGWARE | HA8 7EL
SOUTH STUDIO | MATRIX STUDIOS | 91 PETERBOROUGH ROAD | LONDON | SW6 3BU
design@dssquared.co.uk www.dssquared.co.uk 020 8732 5620
DS SQUARED architects

TITLE
35 BROOKDENE DRIVE, NORTHWOOD, HA6 3NS

DETAIL
PROPOSED GROUND AND FIRST FLOOR PLANS

DATE	SCALE	PAPER SIZE	AUTHOR / CHECKED
FEB 25	1:100, 1:50	A1	FS/DS

DRAWING No.	REVISION	STATUS
24024 FP1 01,02	D	FULL PLANNING

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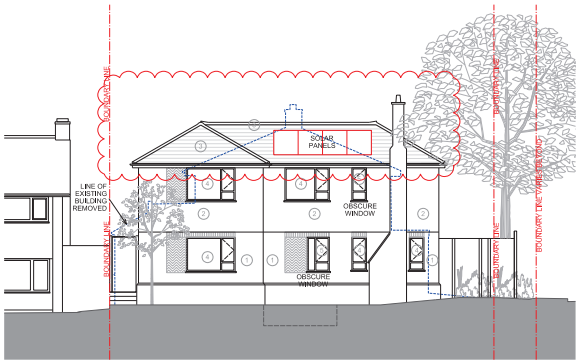
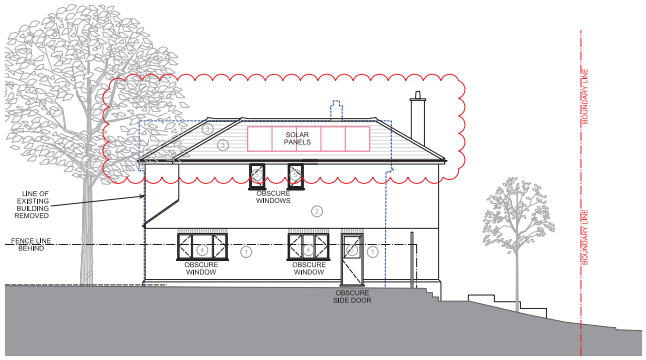
PROPOSED FRONT ELEVATION (NORTH)



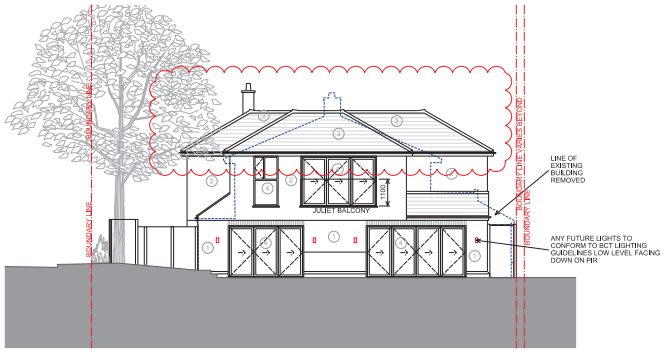
PROPOSED SIDE ELEVATION (EAST)



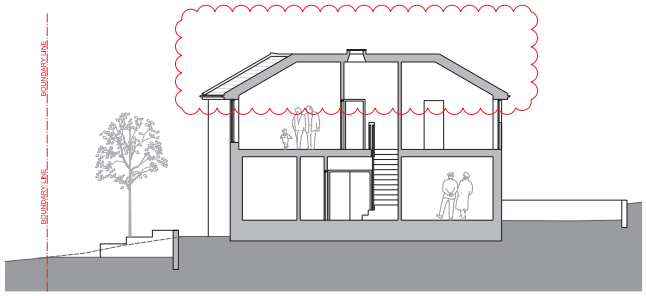
PROPOSED REAR ELEVATION (SOUTH)

FINISHES

1. FACING BRICK
2. RENDER
3. CLAY ROOF TILES
4. CLEAR GLAZING
5. OBSCURE GLAZING



PROPOSED FLANK ELEVATION (NE)



PROPOSED SECTION

NOTE: SECURE BY DESIGN (SBD)

- A TESTED & CERTIFIED PAS24:2022 FRONT DOOR ENTRY DOOR IS PROPOSED
- A TS009 POST BOX IS PROPOSED
- A NEW VIDEO DOOR BELL WITH APPROCAH SENSOR IS PROPOSED
- A TESTED & CERTIFIED PAS24:2022 REAR SLIDING DOOR IS PROPOSED
- ALL WINDOWS TO TESTED & CERTIFIED PAS24:2022 ARE PROPOSED
- 2300mm SECURE SIDE ACCESS GATES WITH AN INTERGRATED MORTICE LOCK BS3621 & ANTI-CLIMBING MEASURES ARE PROPOSED (FLUSHED WITH THE FRONT OF THE BUILDING TO PREVENT CLIMBING POINTS)
- A 500mm DEPTH STRIP OF DEFENSIBLE PLANTING AND MANAGE TO UNDER 1m HIGH IN FRONT OF THE GROUND FLOOR LOUNGE IS PROPOSED
- AN INTRUDER ALARM - BS EN 50131 : GRADE 1 (OR HIGHER) IS PROPOSED (SUPPLIED AND INSTALLED BY A NSI OR SSAIB ACCREDITED SUPPLIER AND INSTALLER
- A LED PHOTOCELL LIGHT SOURCE IS PROPOSED ABOVE THE FRONT, SIDE GATES AND REAR SLIDING DOORS
- WHERE REQUIRED, A NEW HIGH QUALITY BOUNDARY TREATMENT WITH NO EXTERNAL CLIMBING POINTS IS PROPOSED

REVISION	DATE	COMMENTS	AUTHOR / CHECKED
A	04/08/25	UPDATES BASED PO COMMENTS	PB/DS

NORTH STUDIO | 116A HIGH STREET | EDGWARE | HA8 7EL
SOUTH STUDIO | MATRIX STUDIOS | 91 PETERBOROUGH ROAD | LONDON | SW6 3BU
hello@dssquared.co.uk www.dssquared.co.uk 020 8732 5620
DS SQUARED architects

TITLE
35 BROOKDENE DRIVE, NORTHWOOD, HA6 3NS

DETAIL
PROPOSED ELEVATIONS & PROPOSED SECTION

DATE	SCALE	PAPER SIZE	AUTHOR / CHECKED
AUG 25	1:100	A1	FS/DS

DRAWING No.	REVISION	STATUS
24024 FP1 01.03	A	FULL PLANNING

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SCALE BAR
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Tree Schedule

Nr	Abbr	Species	Form	Girth	Height	Root	RB Size	Staking
1	AAR	Amelanchier arborea Robin Hill	HS	12-14cm	3-3.5m	RB/C	60cm	Double
1	BET	Betula utilis Snow Queen	HS	12-14cm	3-3.5m	RB/C	60cm	Double

Ornamental Hedging Schedule

Nr	Abbr	Species	Pot Size	Height	Root	Breaks	Nr m²
55	BER	Berberis microphylla 'Nana'		10-20	CG	3+	4
21	LAV	Lavander angustifolia 'Hidcote'		10-20	CG	3+	5
83	LIG	Ligustrum ovalifolium		80-100	CG	3+	5
17	ROS	Rosmarinus officinalis		10-20	CG	3+	4
8	VMB	Veronica Midsummer Beauty		10-20	CG	3+	4
6	VBT	Viburnum tinus 'Eve Price'		40-60	CG	3+	4

Ornamental Planting Schedule

Nr	Abbr	Species	Pot Size	Height	Root	Breaks	Nr m²
9	AST	Astrantia major "Large White"	1Ltr		CG		5
1	COR	Cornus kousa Chinensis		100-150	CG	3+	1
5	DRY	Dryopteris filix-mas	1Ltr		CG		5
11	EUP	Euphorbia amygdaloides var. robbiae	1Ltr		CG		5
13	GWP	Geranium Wargrave Pink	1Ltr		CG		5
25	HEL	Helleborus niger	1Ltr		CG		5
13	LIR	Liriope muscari	1Ltr		CG		5
2	MAG	Magnolia stellata multistem		100-150	CG	3+	1
12	PEN	Pennisetum villosum	1Ltr		CG		5
13	POL	Polypodium vulgare	1Ltr		CG		5
9	SAL	Salvia nemorosa 'Ostfriesland'	1Ltr		CG		5
6	VER	Verbena bonariensis	1Ltr		CG		5

Existing Landscape

Existing trees to remain - see tree consultants information

Planting & Soft Landscaping

New tree - See planting schedule and planning notes

Ornamental Hedging - See planting schedule and planting notes

Ornamental Planting - See planting schedule and planning notes

Amenity Mown Grass Areas:
Typical sown seed mixture for turf:
25% Dwarf Perennial Ryegrass
30% Slender Creeping Red Fescue
45% Strong Creeping Red Fescue

Wildflower Turf: WFT-Species-Rich-26 -Low Growing Species Rich Lawn Turf (Bee Lawn)
20-80% mix (or similar seeded)

Low Maintenance Grass Seed,
Salad burnet - Sanguisorba minor
White campion - Silene latifolia
Wild carrot - Daucus carota
Common knapweed - Centaurea nigra
Lady's bedstraw - Galium verum
Oxeye daisy - Leucanthemum vulgare
Birds-foot trefoil - Lotus corniculatus
Black medick - Medicago lupulina
Ribwort plantain - Plantago lanceolata
Yellow rattle - Rhinanthus minor
Selfheal - Prunella vulgaris
Meadow buttercup - Ranunculus acris
Kidney vetch - Anthyllis vulneraria
Common sorrel - Rumex acetosa
Red campion - Silene dioica

Hard Landscaping & Surfaces

Permeable Blockwork Driveway - see architects drawing for details

Terrace Paving - see architects drawing for details

Garden/Retaining wall - see architects drawing for details

Refuse bin store

Wall mounted bicycle store in garage

Boundary Treatments and Site

1.8m high close board fence and gates

Application/Site Boundary

N

0m 5m 10m

Notes:
See planning notes on separate page

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B	01.08.25	Indicated privet hedge & berberis to driveway
A	22.05.25	Indicated native hedge

Status: FOR PLANNING SUBMISSION NOT FOR CONSTRUCTION
Do not dimension from this drawing

Client: DS Squared Architects Ltd

Project: 35 Brookdene Drive, Northwood, HA6 3NS

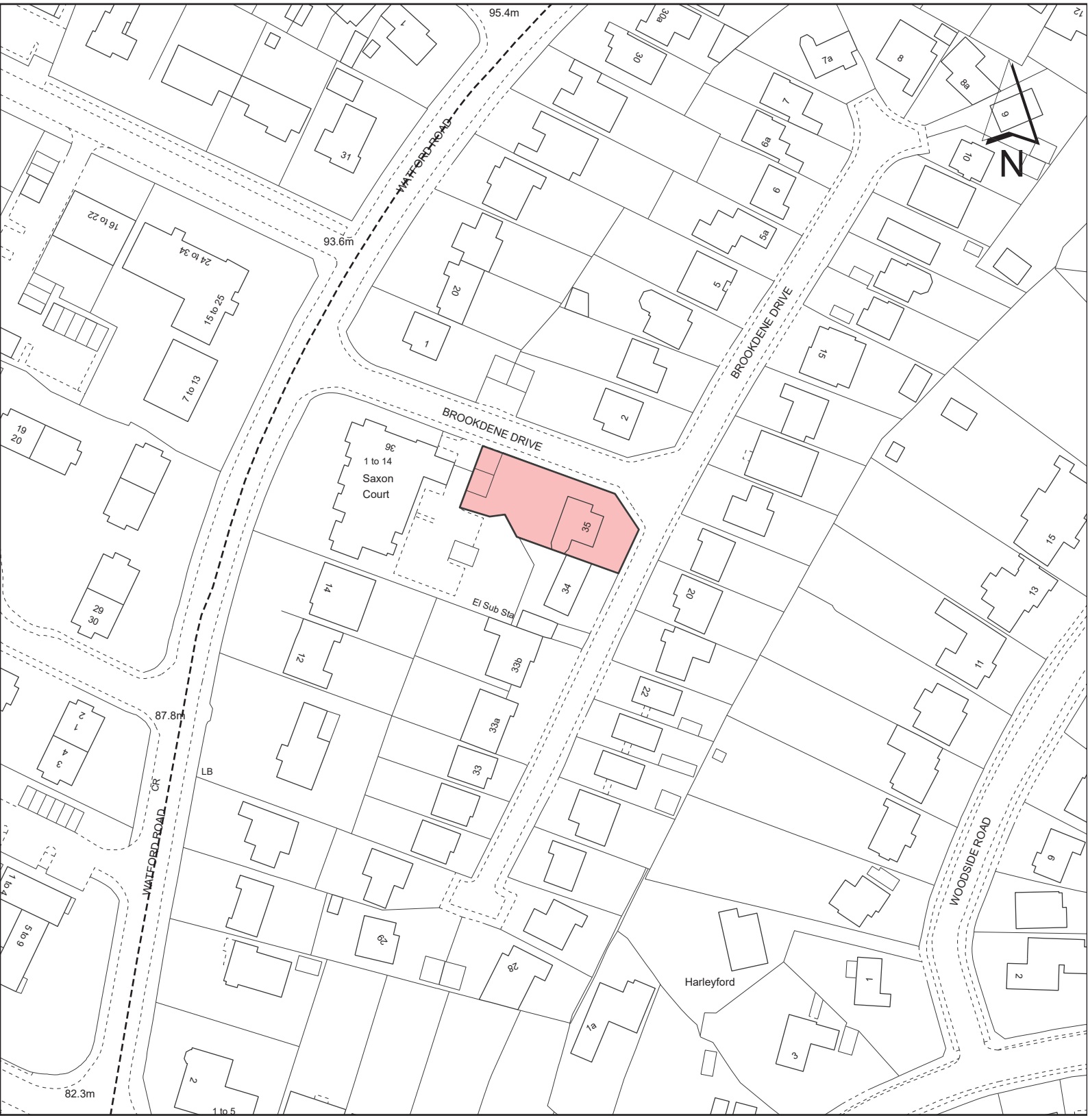
Title: Proposed Landscaping Arrangements

Dwg Nr: CWLD-DSSA-BD-2480-01 Rev B

Scale (@A1):1:100

Date: 07.03.25

Clive Warwick Landscape Design
www.clivewarwicklandscapedesign.co.uk



KEY : Site Boundary	ADDRESS : 35 BROOKDENE DRIVE, NORTHWOOD	**LONDON BOROUGH OF HILLINGDON** **RESIDENTS SERVICES PLANNING SECTION** **CIVIC CENTRE, UXBRIDGE, UB8 1UW**
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Report of the Head of Development Management and Building Control

Address:	HAYDON DRIVE, EASTCOTE, HAYDON DRIVE
Development:	Demolition of 16 studio bungalows and the erection of 21 affordable family-sized houses with associated facilities.
LBH Ref Nos:	17979/APP/2025/1314

Site Area: 0.58ha (1.43 acres)

KEY:

- Application boundary

- Adjoining land in ownership of applicant

Application Site Address:

Haydon Drive,
Eastcote,
Pinner, HA5 2PW

N

0 10m 20m 50m 100m

Scale 1:1250@A4

project name: HAYDON DRIVE, PINNER

drawing reference: SITE LOCATION PLAN

date: MARCH 2025

sheet:

drawn: WN

scale: 1:1250

checked: JW

job number: M10029

drawing number: APL001

revision: A

status: PLANNING

cad ref: M10029_APL001_A_Site Location Plan_Haydon Drive_1-1250@A4.dwg

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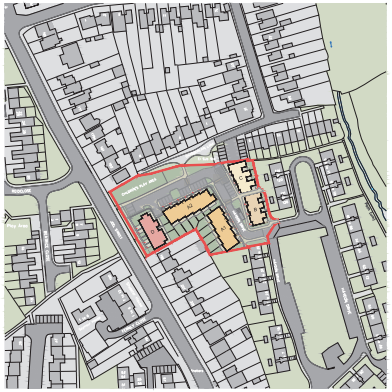
PROPOSED SITE PLAN - 1:200@A0



SITE LOCATION PLAN 1:1250@A0

N

Application Site Address:

Haydon Drive
Pinner
Hillingdon
HA5 2PW

Site Area: 1.24 acres / 0.50ha

- Application Boundary

LEGEND:

Boundary Treatment

Existing timber fence
1.8m-2m high timber closeboard fencing

Existing brick wall
1.8m-2m high red brick wall

Proposed play area fence
1.2m high metal mesh fencing

Proposed rear garden fence
2m high timber close board fencing with trellis

Proposed front garden fence
300-600mm high brick dwarf wall with 865mm high slatted metal fence

Soft Surfaces & Vegetation

Existing tree, retained (with root protection zone)

Existing tree, removed

Proposed Tree
Mixed species tree planting (predominantly native)

Proposed Small Tree
Fastigiate tree or large shrub (native species)

Hard Surfaces

Vehicular Surface
Herringbone driveway block paving, colour: grey
Flush with concrete dging

Shared surface / Pedestrian Crossing
Herringbone permeable block paving, colour: brack n

Car Parking Bay with Active EV Charging Point
Herringbone permeable block paving, colour to contrast from vehicle surface
Bay dimensions: 2400 x 4800mm (standard)

Car Parking Bay with Passive EV Charging Point
Herringbone permeable block paving, colour to contrast from vehicle surfac

Motorcycle Parking Bay
Herringbone permeable block paving, colour to contrast from vehicle surfac
Bay dimensions: 1000 x 2500mm

Twin cycle store and refuse store
Cycle store: min. 900mm x 2050mm

Children's Play Area
Impact absorbing, play grade bark chips, flush with timber edging

Pedestrian Footpath
Resin bound gravel, flush with metal edging, buff finish

Garden Footpath & Shed
Hoggin path with timber edging; 6'x4' garden shed

Patio
Natural Stone slab paving, 450 x 450mm

Raised Deck
Anti-slip composite decking boards

Revision		
A	21.02.2020	MN/DO/ AB/CMG
B	27.02.2020	Landscaping amendments following planning officer comments
C	30.03.2020	Landscaping amendments following planning officer comments
D	21.04.2020	Landscaping amendments following planning officer comments

project name: HAYDON DRIVE, PINNER
drawing reference: PROPOSED RESIDENTIAL SCHEME
SITE PLAN
date: 30.04.2020
sheet size: A0
drawn: MN
scale: 1:200@A0
checked: JW
job number: MY6009
drawing number: APL006
revision: D
status: PLANNING
cad ref: MY6009_APL006_D_Proposed Site Plan_Haydon Drive_1-200@A0.dwg

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SITE LOCATION PLAN 1:1250@A0

N

SOFT LANDSCAPING / PLANTING SCHEDULE

EXISTING & PROPOSED TREES

Species	Common Name	Symbol	Quantity (Existing)	Quantity (Proposed)
Existing tree species removed:				
Aesculus hippocastanum	Horse Chestnut	Ah	1	
Malus sylvestris	Crab Apple	Ms	3	3
Existing tree species retained:				
Salix matsudana 'Tortuosa'	Corkscrew Willow	SmT	1	1
Aesculus hippocastanum	Horse Chestnut	Ah	6	
Prunus padus	Bird Cherry	Pp	1	
X Cupressocyparis leylandii	Leyland Cypress	XCl	5	
X Cupressocyparis leylandii 'Castewellan'	Leyland Cypress 'Castlewellan'	XClC	5	
Carpinus betulus	Hornbeam	Cb	1	4
Chamaecyparis lawsoniana	Lawson Cypress	Cl	9	
Malus	Apple	M	2	14
Prunus serrulata 'Kanzan'	Kanzan Cherry	PsK	1	
Prunus sps.	Flowering Cherry	Ps	1	
Ulmus procera	English Elm	Up	1	
Sambucus nigra	Elder	Sn	2	
Fraxinus excelsior	Ash	Fe	4	
Quercus robur	Common Oak	Qro	1	
Taxus baccata	Yew	Tb	1	
Acer pseudoplatanus	Sycamore	Aps	1	
Prunus avium	Wild Cherry	Pa	1	5
Quercus rubra	Red Oak	Qru	1	
Crataegus monogyna	Hawthorn	Cm	1	8
Acer campestre	Field Maple	Ac	1	7
Salix X chrysocoma	Weeping Willow	Sxc	1	

Note: To be read in conjunction with the Arboricultural Consultant's tree data schedule and tree constraints plan TH/A3/4042/TPP.

Proposed new tree species:				
Carpinus betulus	Hornbeam	H		4
Betula pendula	Silver Birch	Bp		2
Prunus spinosa	Blackthorn	Ps		12
Tilia cordata	Small-leaved Lime	Tc		8
		Total	46	68

Mix of predominantly native species with varying canopy sizes selected for their wildlife benefits; resilience to pollution; app aranc in a r sid ntial str t, park & gard n s tting; and tol ranc to th local soil conditions & climat of Hillingdon.
All n w tr s to have a minimum girth of 14-16cm.
Disclaimer: Th propos d planting strat gy is indicative and subject to review by / coordination with the Arboricultural & Ecological Consultant's recommendations.

HARD LANDSCAPING

Proposed length/area	Key	Description
-		**Existing timber fence** 1.8m-2m high timber closeboard fencing
-		**Existing brick wall** 1.8m-2m high r d brick wall
76m		**Proposed play area fence** 1.2m high metal mesh f ncing
175m		**Proposed rear garden fence** 2m high timb r clos board f ncing with trellis
225m		**Proposed front garden fence** 300-600mm high brick dwarf wall with 865mm high metal railing
30m²		**Children's Play Area** Impact absorbing, play grade bark chips, flush with timber edging
818m²		**Vehicular Surface** Herringbone driveway block paving, grey/buff Flush with concr t dging
320m²		**Parking Bay** Herringbone permeable block paving, grey/buff Bay dimensions: 2400 x 4800mm
563m² (of which 139m² is existing)		**Pedestrian Footpath** Resin bound gravel, buff finish, flush with metal edging
179m²		**Garden Footpath** Hoggin path with timber edging
517m²		**Patio** Natural Stone slab paving, 450 x 450mm
239m²		**Raised Deck / Balcony** Slip-resistant composite decking boards

SOFT LANDSCAPING / PLANTING SCHEDULE

Proposed area	Key	Description	Proposed species mix
719m²	①	**Grass Areas (open space)** Species rich mown grass (biodiverse mix)	25% – Creeping Red Fescue (Festuca rubra subsp. rubra) 20% – Sh p's F scu (F stuca ovina) 15% – Meadow F scu (F stuca prat nsis) 15% – Rough Meadow Grass (Poa trivialis) 10% – Yorkshir Fog (Holcus lanatus) 10% – Common B ntgrass (Agrostis capillaris) 5% – Ch wings F scue (Festuca rubra subsp. fallax) 5% – Tall Fescue (Festuca arundinacea)
267m²	②	**Wildflower Meadow (groundcover)** Species rich mix of grasses and wildflowers	**60-70% – Grasses** as above + **30-40% Wildflowers**: 10% – Common Bird's-foot Trefoil (Lotus corniculatus) 8% – Ox-eye Daisy (Leucanthemum vulgare) 5% – Red Campion (Silene dioica) 5% – Common Knapweed (Centaurea nigra) 5% – Yarrow (Achillea millefolium) 4% – Selfheal (Prunella vulgaris) 3% – Wild Poppy (Papaver rhoeas)
518m²	③	**Grass Areas (private gardens)** Turf to BS3969:1996 General Purpose	40% – Perennial ryegrass (Lolium perenne) 35% – Fescues (Festuca spp.) 10% – Bentgrass (Agrostis spp.) 10% – Smooth-stalked Meadow Grass (Poa pratensis) 5% – Chewing's Fescue (Festuca rubra subsp. fallax)

Proposed area	Key	Description	Proposed species mix
206m²	④	**Native Shrub Planting** Mix of evergreen & deciduous native shrubs	30% – Holly (Ilex aquifolium) 20% – Hawthorn (Crataegus monogyna) 15% – Dogwood (Cornus sanguinea) 10% – Spindle (Euonymus europaeus) 10% – Guelder Rose (Viburnum opulus) 5% – Wild Cherry (Prunus avium) 5% – Meadowsweet (Filipendula ulmaria)
113m²	⑤	**Native Hedge Planting** Evergreen native hedging mix	25% – Holly (Ilex aquifolium) 20% – Yew (Taxus baccata) 15% – nglish Laur l (Prunus laurocerasus) 15% – Priv t (Ligustrum vulgar) 10% – Boxwood (Buxus s mp rvir ns) 10% – uonymus (uonymus uropa us) 5% – Spindle (Euonymus europaeus)
314m²	⑥	**Extensive Green Roof** Species rich mix of low maintenance sedums, grasses, wildflowers & herbs. High drought tolerance & minimal need for fertilisers / high soil depth	**40-50% – Sedums** Mix of Golden, White, Autumn & Blue Ston crop (S dum acr , album, t l phium & r fl xum). **20-25% – Grasses** Mix of Sh p's F scue (Festuca ovina), K ntucky Blu grass (Poa prat nsis) and Tuft d Hairgrass (D schampsia c spitosa). **15-20% – Wildflowers** Mix of Common Bird's-foot Trefoil (Lotus corniculatus), Ox- y Daisy (L ucanth mum vulgar), R d Campion (Sil n dioica) and Common Knapw d (C ntaur a nigra). **5-10% – Herbs** Thyme (Thymus vulgaris)

PLANTING & IMPLEMENTATION SPECIFICATION

1.0 PLANTING:

1.1 All plants and planting to comply with the requirements of all current / relevant British Standard specifications including BS 3936; Part 1 (1992); Part 2 (1990) and Part 4 (1984) and BS 5236 wh r applicabl . BS4428 (1989) and th B I.I.I / ies ry Trad T nd r Document (5th Edition 1986).

1.2 All plants to b supplI d in accordanc with th plant sch dul . Any plant mat rial plant d outsID th r cognis d planting s ason (ov-F b), to be containerised stock and supplied at the sizes specified.

2.0 TREE PLANTING:

2.1 All proposed tree transportation,planting and maintenance to comply with BS 8545:2014: Trees: from nursery to independence in the landscape.

2.2 A suitabl method of foundation allowing for existing ground conditions is to b provid d to accommodat th propos d tr planting.All tr s ar to be plant d as shown reaching a minimum of 2.6 metr s from buildings and 2 metr s from drainag and w ros s. Wh r n c ssary root barriers to be install d (supplI r Gr nI al innovations or similar approval), as r commend d by structural ngin r.

2.3 Allow for th us of contain r grown stock during the period 1 April to 31 Octob r and 1 M grown stock from 1 ov mber to 31 March.

3.0 TOPSOIL REQUIREMENTS:

3.1 To BS 3882 (2015) as qualified by full contract specification.

3.2 All areas shall be cultivated to a minimum depth of 150mm.

3.3 Full w d, rubbish and ston s ov r 38mm gaug shall be removed.

3.4 arth to b roll d ac r quir d and rak d in two dir ctions.

3.5 Appli d to all n wly plant d ar as, to manufactur 's recommendations wh r appropriat :
- Structure planting beds: 450mm depth
- Heavy standard tree pits: 800mm dia. x 800mm depth
- Grass ar as (incl. gard ns): 150mm depth

3.6 Where necessary increase tree pit dimensions to ensure that tree pits are at l ast 75mm d p r and 150mm wid r than root-ball.

3.7 Br ak up bottom of pits to a d pth of 100mm.

3.8 Compact d grad d soil s of pits should b roughened. Full analysis of existing and import d topsoil r quir d prior to use.

4.0 TOPSOIL IMPROVEMENTS:

4.1 Applied to all newly planted areas, to manufacturers' recommendations where appropriate:

4.2 ncorporat 75mm d pth of soil conditioner into topsoil during cultivation;

4.3 ncorporat Arginur (S anur Soilbuild r) Soil mprov r approx. 1.5KG/m3 to th pit backfill and 75g/m2 to shrub b ds;

4.4 ncorporat mmag (6:20:10) granular f rtiliz r approx 400g/m3 to tree pit backfill and 100g/m2 to structural / ornamental beds;

4.5 Wat ring: supply minimum 54 ltr s r tr and 4.5 ltr s / shrub at planting;

4.6 Mulch: tightly fork ov r plant d ar as b for applying a 50mm d pth 50-100mm grad bark mulch. Ornamental Bark to consist of predominantly maiur d British Pin Bark with an v n nominal particl siz distribution of 5-35mm with 0% dust & fines & less than 5% wood content.

4.6 The product shall be pest, disease & weed free & not have been treated (cont) with Methyl Bromide or any additives. The product shall have been tested in accordance with the requirements of BS 4790: 1987, for fire resistance. B - Wat ring to b carri d out prior to application of bark mulch.

5.0 PLANT MATERIAL TREATMENT:
(NB All to be British grown stock and fully hardened off).

5.1 Root Dip - Proprietary Root dip applied to all bare rooted stock (1) at time of lifting at nurs ry and (2) prior to planting.

5.2 Anti D siccant - Propri tary anti-d siccant to be applied to foliage of all contain rs / root-ball d mat rial in l af, sp cimen conif rs and v rgr ns etc. (1) prior to transportation and (2) during any d lay in planting as d t rmin d by th soft landscaping contractor.

5.3 Pruning - Allow for pruning of all d ciduous tr s and shrubs by 1/3rd following planting at Landscap Archit cts dir ction or as indicated in the planting sch dul .

5.4 Tr Stak s & Ti s - Stakes to be pressure treated, round, smooth and p l d larch or Sh shrut, not l ss than 100mm in diameter. Advanced nurs ry stock - doubl stak d with cross bar.

6.0 TREE STAKES, TIES & GUARDS:

6.1 New trees planted in all areas to be provided with appropriate conical simmmer guards. Stakes to be pressure impregnated softwood, round, p l d, straight, fr of proj ctions and point d at one end. Minimum l ngth and thickn ss to b d t rmin d as follows:
- Tr typ s / H avy Standard
- Min diameter: 100mm
- Ov rall H ight: 1.8m
- H ight abov ground: 0.6m
- umb r of Ties: 1

7.0 TURFED AREAS:

7.1 Turf to BS 3969 from an approved source. When topsoil is reasonably dry and workable, grade to smooth, flowing contours removing all minor hollows and ridg s.

7.2 Cultivat soil to full d pth and break up any compacted topsoil. Apply approv d h rbicid to control p r nnial w ds and allow period of time to elaps as r commend d by manufactur r b for final cultivation.

7.3 Apply propri tary f rtilis r R duc top 25mm topsoil to a fine filth by furth r cultivation.

7.4 R mov ston s xc ss ding 50mm in any dimension. Lay turf with broken joints. Wall butt d up, working from planks laid on pr viously laid turves, during appropriat s ason and w ath r conditions. Adjust l v ls by raking out or filling with fin soil und r turv s.

7.5 Consolidat by tightly and v nly firming with wooden beaters as laying proc ds. Do not us roll rs. Dr ss turf with fin topsoil and brush in to fill joints.

7.6 Thoroughly water completed turf within 24 hours of laying.

8.0 TURFED AREAS: ESTABLISHMENT CUT:

8.1 Water all grass areas to maintain healthy growth. When grass is 50mm high remove debris, litter and any stones later in dry conditions cut grass to b tw n 25-30mm, r mov and dispos of grass clippings.

9.0 WILDFLOWER AREAS: ESTABLISHMENT CUT:

FIRST YEAR:

9.1 Autumn sown seed: Mow down to 7cm in March / April when the meadow has grown to 15cm. Mow again down to 7cm at th nd of s ason in August / S pt. mb r. Spring sown s d: Mow down to 7cm at th nd of s ason in August / S pt. mb r.

SUBSEQUENT YEARS:

9.2 Spring cut: Mow in March or no later than April: mow down to 7cm.

9.3 Summer cut: Mow b tw n Jun and August to 7cm and remove the bulk of th mat rial that has dr ed by blo med.

10.0 PROTECTIVE FENCING:

10.1 The contractor shall maintain fencing until all site works are completed. The contractor will then remove the fencing and reinstate the ground.

10.2 Within th ar a so f nc d, th xisting ground level shall be neither rais d nor low r d; all xcavations shall th n b carri d out by hand.

10.3 Th Local Planning Authority shall b advis d in writing when the prot ctiv f ncing has b n r m d so that it can b checked on site b for d v lopment commenc s, and shall th r aft r b maintain d during th p riod of construction.

11.0 LANDSCAPE MANAGEMENT PLAN & MAINTENANCE:

11.1 Regular visits (minimum 8 No.) required during the defects liability period to maintain all planted areas in a weed and litter free condition using a combination of h rbicid +fr foam bas d w ding and hand w ding to be agr d with th landscap sub-contractor. Maint nance to include watering, pruning, p st and dis as control and r mulching as r quir d. Grass ar as to b mow d at 2 w k int rvals during th growing s ason.

11.2 Structur planting ar as shall b maintain d as bar earth/ non competitive weed free environment by repeated applications of a glyphosate based h rbicid P nsal nt w ds and unwant d scrub shall be spot treated as n c ssary with an alt rnativ h rbicid to b agr d with th landscape sub-contractor.

11.3 Wat ring will b carried out as necessary to maintain healthy growth or as r quir d by th landscap sub-contractor. Wat ring of th tr s should b undrth tr s pr dictabl d, this is usually between 1-5 years.

11.4 Final visit to b immediat ly prior to handing ov r and to includ: a f rtiliz r ir atment of mmag at 100g/m2 and 25mm d pth bark mulch top up to all plant d ar as.

12.0 SAFETY PRECAUTIONS:

12.1 The landscape sub-contractor is to take all safety precautions to prevent any injury to any persons. The landscape sub-contractor shall comply with th r quir ments of th H alth & Saf ty at Work Act 1974 and current Construction, Design and Management Regulations.

Revision		
A	30.01.2025	Issued for reference
B	21.02.2025	Landscape proposals reflecting planning officer comments
C	10.03.2025	Landscape proposals reflecting planning officer comments
D	30.04.2025	Issued for planning

0 1m 5m 10m 20m
1:200 @A1

N

project name	HAYDON DRIVE, PINNER
drawing reference	PROPOSED RESIDENTIAL SCHEME
	LANDSCAPE PLAN
job number	M10029
drawing number	APL007
revision	D
status	PLANNING
cad ref	M10029_APL007_D_Proposed Landscape Plan_Haydon Drive_1-200@A0.dwg
date	30.04.2025
sheet	
drawn	BN
scale	1:200@A0
checked	JW

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PROPOSED GROUND FLOOR PLAN, 1:200@A1

SITE LOCATION PLAN, 1:1250

Application Site Address:

Haydon Drive
Pinner
Hillingdon
HA5 2PW

Site Area: 1.24 acres / 0.50ha

- Application Boundary

KEY

TYPE A - 4B8P
2.5 STOREYS

TYPE B - 3B6P
2 STOREYS

TYPE C - 3B5Pw
2 STOREYS

TYPE D - 4B7P
2.5 STOREYS

Haydon Drive
Block A1: Units 01-05
Block A2: Units 06-11
Block B: Units 12-14
Block C: Units 15-17

Joel Street
Block D: Units 18-21

0 1m 5m 10m 20m
1:200@A1

Revision			
A	30.04.2025	WN	Issued for planning
B	23.05.2025	WN	Landscaping amendments reflecting planning officer comments

project name: HAYDON DRIVE, EASTCOTE, PINNER
drawing reference: PROPOSED RESIDENTIAL SCHEME
GROUND FLOOR PLAN
date: 30.04.2025
sheet:
drawn: WN
scale: 1:200@A1
checked: JW
job number: M10029
drawing number: APL101
revision: B
status: PLANNING
cad ref: M10029_APL101_B_Proposed Ground Floor Plan_Haydon Drive_1-200@A1.dwg

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PROPOSED FIRST FLOOR PLAN, 1:200@A1

SITE LOCATION PLAN, 1:1250

Application Site Address:

Haydon Drive
Pinner
Hillingdon
HA5 2PW

Site Area: 1.24 acres / 0.50ha

- Application Boundary

KEY

TYPE A - 4B8P 2.5 STOREYS	Haydon Drive	
TYPE B - 3B6P 2 STOREYS	Block A1:	Units 01-05
TYPE C - 3B5Pw 2 STOREYS	Block A2:	Units 06-11
TYPE D - 4B7P 2.5 STOREYS	Block B:	Units 12-14
	Block C:	Units 15-17
	Joel Street	
	Block D:	Units 18-21

0 1m 5m 10m 20m
1:200@A1

Revision		
A	30.04.2025 WN	Issued for planning
B	23.05.2025 WN	Landscaping amendments reflecting planning officer comments

project name: HAYDON DRIVE, EASTCOTE, PINNER

drawing reference: PROPOSED RESIDENTIAL SCHEME
FIRST FLOOR PLAN

date: 30.04.2025
sheet:
drawn: WN
scale: 1:200@A1
checked: JW

job number: M10029
drawing number: APL102
revision: B

status: PLANNING

cad ref: M10029_APL102_B_Proposed First Floor Plan_Haydon Drive_1-200@A1.dwg

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PROPOSED SECOND FLOOR PLAN, 1:200@A1

SITE LOCATION PLAN, 1:1250

Application Site Address:

Haydon Drive
Pinner
Hillingdon
HA5 2PW

Site Area: 1.24 acres / 0.50ha

- Application Boundary

KEY

TYPE A - 4B8P
2.5 STOREYS

TYPE B - 3B6P
2 STOREYS

TYPE C - 3B5Pw
2 STOREYS

TYPE D - 4B7P
2.5 STOREYS

Haydon Drive
Block A1: Units 01-05
Block A2: Units 06-11
Block B: Units 12-14
Block C: Units 15-17

Joel Street
Block D: Units 18-21

0 1m 5m 10m 20m
1:200@A1

Revision			
A	30.04.2025	WN	Issued for planning
B	23.05.2025	WN	Landscaping amendments reflecting planning officer comments

project name: HAYDON DRIVE, EASTCOTE, PINNER

drawing reference: PROPOSED RESIDENTIAL SCHEME
SECOND FLOOR PLAN

date: 30.04.2025
sheet:
drawn: WN
scale: 1:200@A1
checked: JW

job number: M10029
drawing number: APL103
revision: B

status: PLANNING

cad ref: M10029_APL103_B_Proposed Second Floor Plan_Haydon Drive_1-200@A1.dwg

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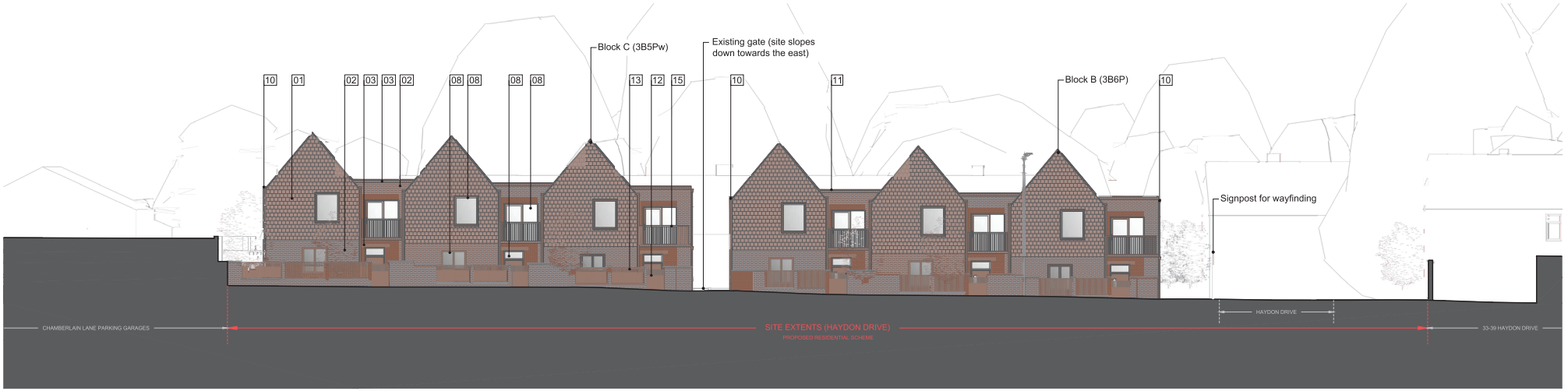
MATERIAL KEY

01	Clay Tile Cladding Roofs and walls Colour: Terracotta Red	06	Flat Roof Built-up flat roof system	11	Copings and Cills Colour: Bronze Matt
02	Facing Brickwork - Stretcher Bond Colour: Red	07	Horizontal Spandrel Panel Colour: Bronze Matt	12	Grilled Metal Garden Gate Grilled like metal garden gate with RHS frame and gate posts Colour: Bronze Matt
03	Facing Brickwork - Stack Bond Colour: Red	08	Windows & Doors Aluminium composite Colour: Bronze Matt	13	Fencing Brick-faced wall (colour: buff / brown) with angled slat fence (colour: bronze matt)
04	Feature Brick Detailing Pressed panel with protruding brickwork / corbelling Colour: Red	09	Obscure Window Privacy glass, aluminium composite Colour: Bronze Matt	14	Canopy Colour: Bronze Matt
05	Metal Cladding Dormers - Standing seam sheet metal cladding (aluminium / zinc) Colour: Bronze Matt	10	Rainwater Goods Square section hoppers, gutters and downpipes Colour: Bronze Matt	15	Steel Balustrades Colour: Bronze Matt

SITE LOCATION PLAN, 1:1250

PROPOSED HAYDON DRIVE EAST ELEVATION a-a', 1:100 @ A1
(Type A - 4-Bedroom Dwellings)



PROPOSED HAYDON DRIVE WEST ELEVATION b-b', 1:100 @ A1
(TYPE B & C DWELLINGS - 3-BEDROOM)

0 1m 5m 10m
1:100@A1

Revision			
A	30.04.2025	WN	Issued for Planning
B	26.06.2025	RT	Elevations amendments reflecting planning officer's comments

project name: HAYDON DRIVE, EASTCOTE, PINNER
drawing reference: PROPOSED RESIDENTIAL SCHEME
STREET ELEVATIONS a-a' & b-b'
date: 30.04.2025
sheet:
drawn: WN
scale: 1:100@A1
checked: JW
job number: M10029
drawing number: APL201
revision: B
status: PLANNING
cad ref: M10029_APL201_B_Proposed Street Elevations a-a' & b-b'_Haydon Drive_1-100@A1.dwg

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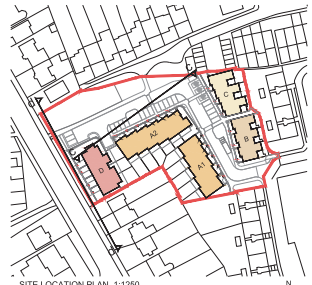
MATERIAL KEY

01	Clay Tile Cladding Roofs and walls Colour: Terracotta Red	06	Flat Roof Built-up flat roof system	11	Copings and Cills Colour: Bronze Matt
02	Facing Brickwork - Stretcher Bond Colour: Red	07	Horizontal Spandrel Panel Colour: Bronze Matt	12	Grilled Metal Garden Gate Grilled metal garden gate RHS frames and gate posts Colour: Bronze Matt
03	Facing Brickwork - Stack Bond Colour: Red	08	Windows & Doors Aluminium composite Colour: Bronze Matt	13	Fencing Brick dwarf wall (colour: buff / brown) with angled slat fence (colour: bronze matt)
04	Feature Brick Detailing Precast panel with protruding brickwork / corbelling Colour: Red	09	Obscure Window Privacy glass, aluminium composite Colour: Bronze Matt	14	Canopy Colour: Bronze Matt
05	Metal Cladding Dormers - Standing seam sheet metal cladding (aluminium / zinc) Colour: Bronze Matt	10	Rainwater Goods Square section hoppers, gutters and downpipes Colour: Bronze Matt	15	Steel Balustrades Colour: Bronze Matt



SITE LOCATION PLAN, 1:1250

PROPOSED HAYDON DRIVE NORTH-WEST ELEVATION c-c, 1:100 @ A1
(TYPE A DWELLINGS - 4-BEDROOM)

PROPOSED JOEL STREET SOUTH-WEST ELEVATION d-d, 1:100 @ A1
(TYPE D DWELLINGS - 4-BEDROOM)

0 1m 5m 10m
1:100@A1

Revision

A	30.04.2025 WN	Issued for planning
B	25.06.2025 ST	Elevations amendments reflecting planning officers comments

project name: HAYDON DRIVE, EASTCOTE, PINNER

drawing reference: PROPOSED RESIDENTIAL SCHEME
STREET ELEVATIONS c-c' & d-d'

date: 30.04.2025
sheet:
drawn: WN
scale: 1:100@A1
checked: JW

job number: M10029
drawing number: APL202
revision: B

status: PLANNING

cad ref: M10029_APL202_B_Proposed Street Elevations c-c' & d-d'_Haydon Drive_1-100@A1.dwg

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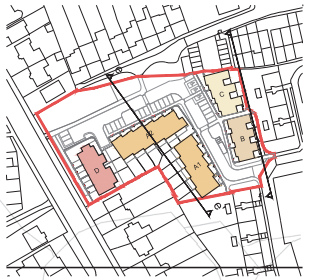
MATERIAL KEY

01	Clay Tile Cladding Roofs and walls Colour: Terracotta Red	06	Flat Roof Built-up flat roof system	11	Copings and Cills Colour: Bronze Matt	16	Composite Decking Terraces and gallery FR Fire Rated non-combustible and slip-resistant decking boards
02	Facing Brickwork - Stretcher Bond Colour: Red	07	Horizontal Spandrel Panel Colour: Bronze Matt	12	Grilled Garden Metal Gate Grilled metal garden gate with RHS frame and gate posts Colour: Bronze Matt	17	Solar Panels Indicative PV array
03	Facing Brickwork - Stack Bond Colour: Red	08	Window Frames & Doors Aluminium composite Colour: Bronze Matt	13	Fencing Brick dwarf wall (colour: buff / brown) with angled slat fence (colour: bronze matt)	18	Green Roof Extensive sedum roof
04	Feature Brick Detailing Precast panel with protruding brickwork / corbelling Colour: Red	09	Obscure Window Privacy glass, aluminium composite Colour: Bronze Matt	14	Canopy Colour: Bronze Matt		
05	Metal Cladding Dormers - Standing seam sheet metal cladding (aluminium / zinc) Colour: Bronze Matt	10	Rainwater Goods Square section hoppers, gutters and downpipes Colour: Bronze Matt	15	Steel Balustrades Colour: Bronze Matt		



SITE LOCATION PLAN, 1:1250

PROPOSED HAYDON DRIVE REAR ELEVATION e-e', 1:100 @ A1
(TYPE A DWELLINGS - 4-BEDROOM)

PROPOSED HAYDON DRIVE REAR ELEVATION f-f', 1:100 @ A1
(TYPE B & C DWELLINGS - 3-BEDROOM)

0 1m 5m 10m
1:100@A1

Revision		
A	30.04.2025 WN	Issued for planning
B	29.06.2025 RF	Revisions amendments reflecting planning officers comments
C	07.08.2025 GH	Revisions amendments reflecting planning officers comments

project name: HAYDON DRIVE, EASTCOTE, PINNER

drawing reference: PROPOSED RESIDENTIAL SCHEME
REAR ELEVATIONS e-e' & f-f'

date: 30.04.2025
sheet:
drawn: WN
scale: 1:100@A1
checked: JW

job number: M10029
drawing number: APL203
revision: C

status: PLANNING

cad ref: M10029_APL203_C_Proposed Rear Elevations e-e' & f-f'_Haydon Drive_1-100@A1.dwg

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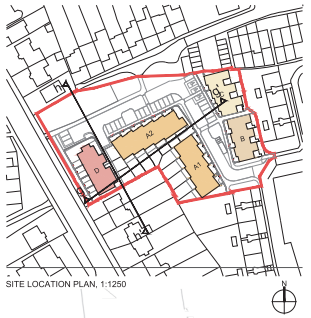
MATERIAL KEY

01	Clay Tile Cladding Roofs and walls Colour: Terracotta Red	06	Flat Roof Built-up flat roof system	11	Copings and Cills Colour: Bronze Matt	16	Composite Decking Terraces and gallery PVC Fire Rated non-combustible and slip-resistant decking boards
02	Facing Brickwork - Stretcher Bond Colour: Red	07	Horizontal Spandrel Panel Colour: Bronze Matt	12	Grilled Garden Metal Gate Grilled metal garden metal panel with RHS frame and gate posts Colour: Bronze Matt	17	Solar Panels Indicative PV array
03	Facing Brickwork - Stack Bond Colour: Red	08	Window Frames & Doors Aluminium composite Colour: Bronze Matt	13	Fencing Brick dwarf wall (colour: buff / brown) with angled slat fence (colour: bronze matt)	18	Green Roof Extensive sedum roof
04	Feature Brick Detailing Precast panel with protruding brickwork / corbelling Colour: Red	09	Obscure Window Privacy glass, aluminium composite Colour: Bronze Matt	14	Canopy Colour: Bronze Matt		
05	Metal Cladding Dormers - Standing seam sheet metal cladding (aluminium / zinc) Colour: Bronze Matt	10	Rainwater Goods Square section hoppers, gutters and downpipes Colour: Bronze Matt	15	Steel Balustrades Colour: Bronze Matt		



SITE LOCATION PLAN, 1:1250

PROPOSED HAYDON DRIVE REAR ELEVATION g-g', 1:100 @ A1
(TYPE A DWELLINGS - 4-BEDROOM)

PROPOSED JOEL STREET REAR ELEVATION h-h', 1:100 @ A1
(TYPE D DWELLINGS - 4-BEDROOM)

0 1m 5m 10m
1:100@A1

Revision			
A	30.04.2025	WN	Issued for planning
B	29.06.2025	RT	Elevation amendments reflecting planning officer comments
C	07.08.2025	GH	Elevation amendments reflecting planning officer comments

project name: HAYDON DRIVE, EASTCOTE, PINNER

drawing reference: PROPOSED RESIDENTIAL SCHEME
REAR ELEVATIONS g-g' & h-h'

date: 30.04.2025
sheet:
drawn: WN
scale: 1:100@A1
checked: JW

job number: M10029
drawing number: APL204
revision: C

status: PLANNING

cad ref: M10029_APL204_C_Proposed Rear Elevations g-g' & h-h'_Haydon Drive_1-100@A1.dwg

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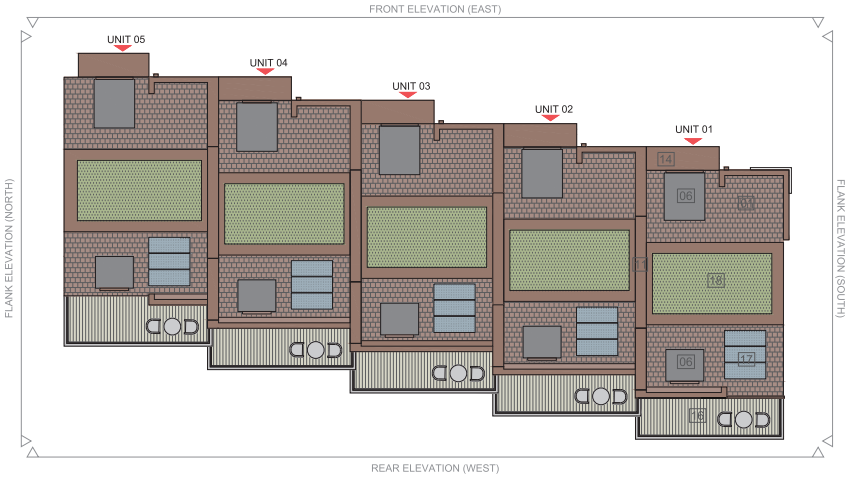
BLOCK A1 (4B8P)
DWELLING TYPE A - TYPICAL LAYOUT

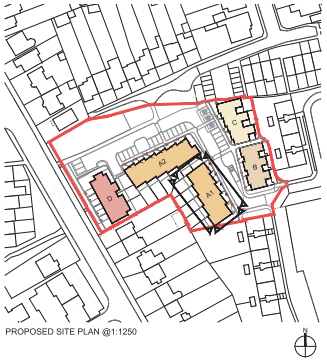
G GROUND FLOOR PLAN @1:100

+1 FIRST FLOOR PLAN @1:100

+2 SECOND FLOOR PLAN @1:100

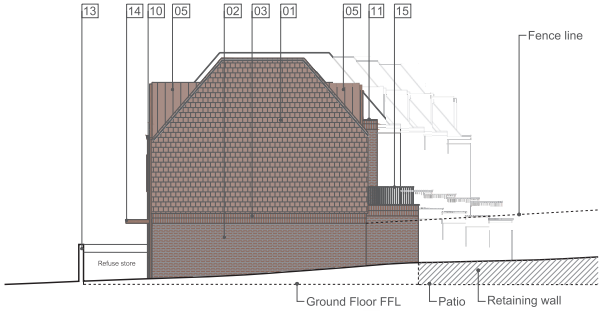


R BLOCK A1 ROOF PLAN @1:100



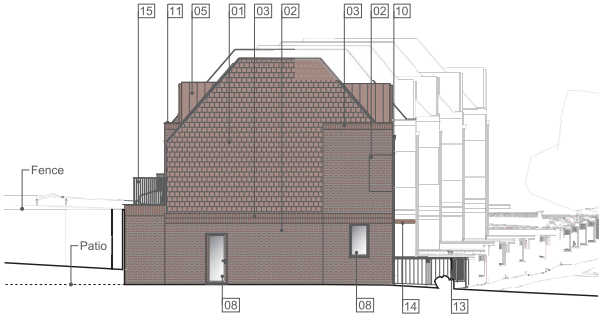
MATERIAL KEY

01	Clay Tile Cladding Roofs and walls Colour: Terracotta Red	10	Rainwater Goods Square section hoppers, gutters and downpipes Colour: Bronze Matt
02	Facing Brickwork - Stretcher Bond Colour: Red	11	Copings and Cills Colour: Bronze Matt
03	Facing Brickwork - Stack Bond Colour: Red	12	Grilled Gerden Metal Gate Grilled metal garden gate with RHS frame and gate posts (colour: bronze matt)
04	Feature Brick Detailing Precast panel with protruding brickwork / corbelling Colour: Red	13	Fencing Brick dwarf wall (colour: buff / brown) with angled slat fence (colour: bronze matt)
05	Metal Cladding Dormers - Standing seam sheet metal cladding (aluminium / zinc) Colour: Bronze Matt	14	Canopy Colour: Bronze Matt
06	Flat Roof Built-up flat roof system	15	Steel Balustrades PPC steel posts with base and handrails Colour: Bronze Matt
07	Horizontal Spandrel Panel Colour: Bronze Matt	16	Composite Decking Terraces and patios A1 Fire Rated non-combustible and slip-resistant decking boards
08	Window Frames & Doors Aluminium composite Colour: Bronze Matt	17	Solar Panels Indicative PV array
09	Obscure Window Privacy glass, aluminium composite Colour: Bronze Matt	18	Green Roof Extensive sedum roof



BLOCK A1 FLANK ELEVATION (NORTH)
@1:100

BLOCK A1 REAR ELEVATION (WEST)
@1:100



BLOCK A1 FLANK ELEVATION (SOUTH)
@1:100

BLOCK A1 FRONT ELEVATION (EAST) - HAYDON DRIVE
@1:100

Revision			
A	30.04.2025	MN	Issued for planning
B	25.06.2025	ST	Elevation amendments reflecting planning officer comments

project name: HAYDON DRIVE, EASTCOTE, PINNER
drawing reference: PROPOSED RESIDENTIAL SCHEME / BLOCK A1 PLANS & ELEVATIONS
date: 30.04.2025
sheet:
drawn: WN
scale: 1:100@A1
checked: JW
job number: M10029
drawing number: APL301
revision: B
status: PLANNING
cad ref: M10029_APL301_B_Block A1 Plans & Elevations_Haydon Drive_1-100@A1.dwg

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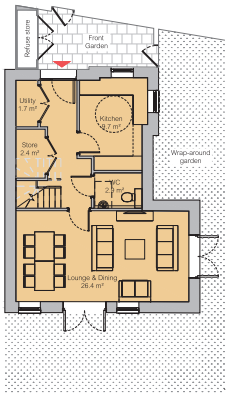
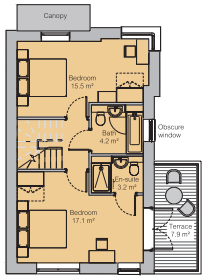
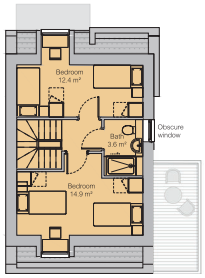
BLOCK A2 (4B8P)
DWELLING TYPE A - CORNER UNIT



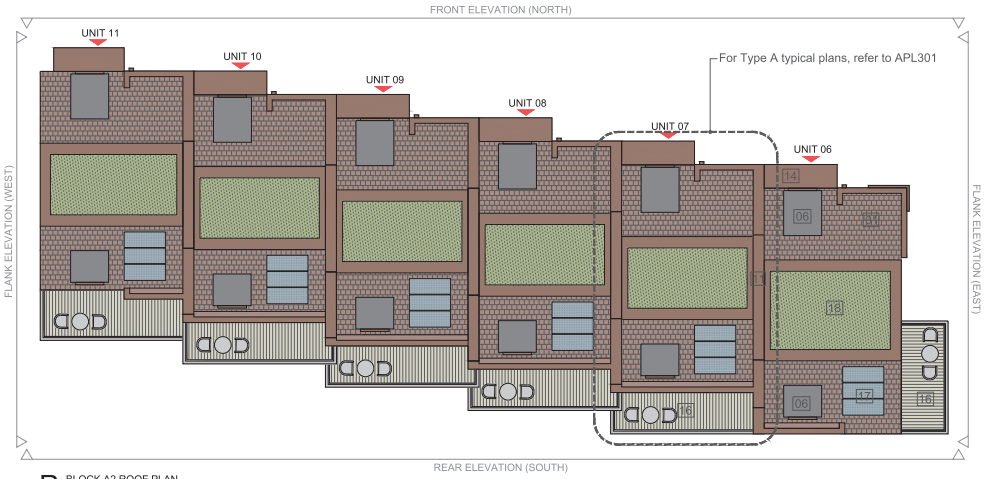
G GROUND FLOOR PLAN
@1:100



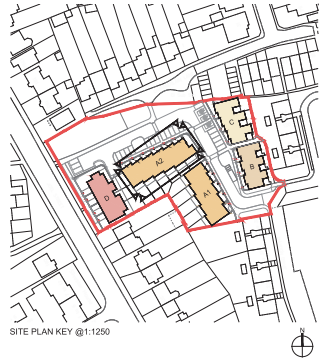
+1 FIRST FLOOR PLAN
@1:100



+2 SECOND FLOOR PLAN
@1:100

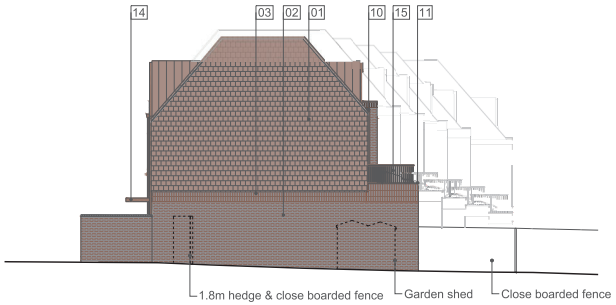


R BLOCK A2 ROOF PLAN
@1:100



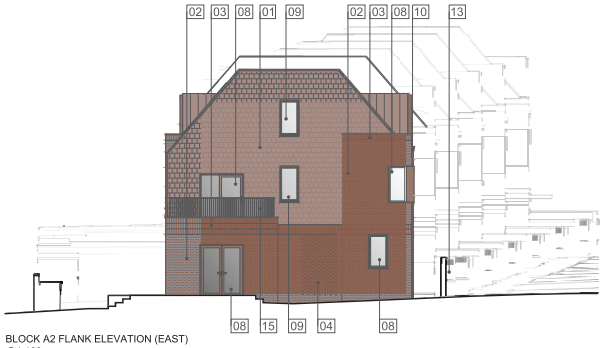
MATERIAL KEY

01	Clay Tile Cladding Roofs and walls Colour: Terracotta Red	10	Rainwater Goods Square section hoppers, gutters and downpipes Colour: Bronze Matt
02	Facing Brickwork - Stretcher Bond Colour: Red	11	Copings and Cills Colour: Bronze Matt
03	Facing Brickwork - Stack Bond Colour: Red	12	Grilled Garden Metal Gate Grilled garden metal gate with RHS frame and gate posts (colour: bronze matt)
04	Feature Brick Detailing Precast panel with protruding brickwork / corbelling Colour: Red	13	Fencing Brick dwarf wall (colour: buff / brown) with angled slat fence (colour: bronze matt)
05	Metal Cladding Dormers - Standing seam sheet metal cladding (aluminium / zinc) Colour: Bronze Matt	14	Canopy Colour: Bronze Matt
06	Flat Roof Built-up flat roof system	15	Steel Balustrades PPC steel posts with base and handrails Colour: Bronze Matt
07	Horizontal Spandrel Panel Colour: Bronze Matt	16	Composite Decking Terraces and patios A1 Fire Rated non-combustible and slip-resistant decking boards
08	Window Frames & Doors Aluminium composite Colour: Bronze Matt	17	Solar Panels Indicative PV array
09	Obscure Window Privacy glass, aluminium composite Colour: Bronze Matt	18	Green Roof Extensive sedum roof



BLOCK A2 FLANK ELEVATION (WEST)
@1:100

BLOCK A2 REAR ELEVATION (SOUTH)
@1:100



BLOCK A2 FLANK ELEVATION (EAST)
@1:100

BLOCK A2 FRONT ELEVATION (NORTH)
@1:100

Revision			
A	30.04.2025	WN	Issued for planning
B	25.06.2025	ST	Elevation amendments reflecting planning officer comments

project name: HAYDON DRIVE, EASTCOTE, PINNER
drawing reference: PROPOSED RESIDENTIAL SCHEME
BLOCK A2 PLANS & ELEVATIONS
date: 30.04.2025
sheet:
drawn: WN
scale: 1:100@A1
checked: JW
job number: M10029
drawing number: APL302
revision: B
status: PLANNING
cad ref: M10029_APL302_B_Block A2 Plans & Elevations_Haydon Drive_1-100@A1.dwg

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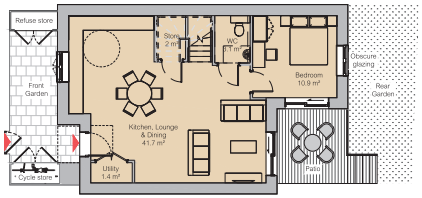
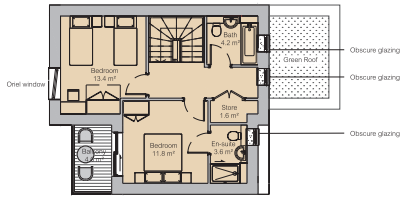
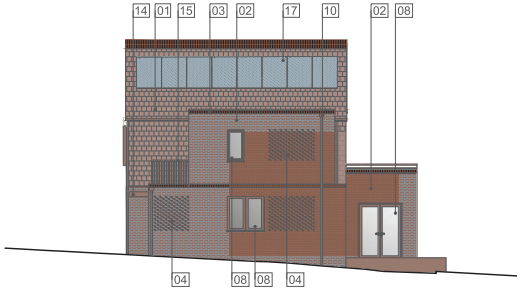
BLOCK B (3B6P)
DWELLING TYPE B - TYPICAL LAYOUT



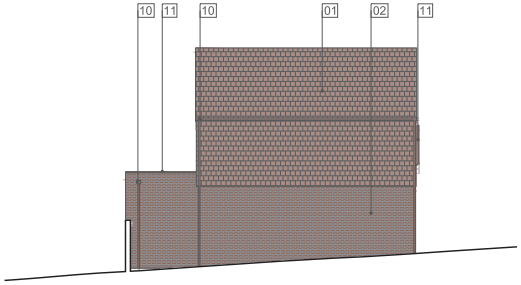
G GROUND FLOOR PLAN
@1:100



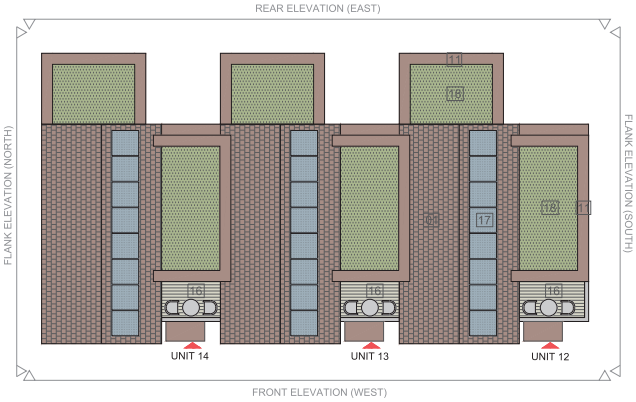
+1 FIRST FLOOR PLAN
@1:100



BLOCK B FLANK ELEVATION (SOUTH) - HAYDON DRIVE
@1:100



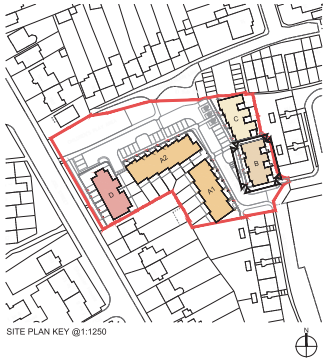
BLOCK B FLANK ELEVATION (NORTH)
@1:100



R BLOCK B ROOF PLAN
@1:100

BLOCK B FRONT ELEVATION (WEST) - HAYDON DRIVE
@1:100

BLOCK B REAR ELEVATION (EAST)
@1:100



SITE PLAN KEY @1:1250

MATERIAL KEY

01	Clay Tile Cladding Roofs and walls Colour: Terracotta Red	10	Rainwater Goods Square section hoppers, gutters and downpipes Colour: Bronze Matt
02	Facing Brickwork - Stretcher Bond Colour: Red	11	Copings and Cills Colour: Bronze Matt
03	Facing Brickwork - Stack Bond Colour: Red	12	Grilled Garden Metal Gate Grilled metal garden gate with RHS frame and gate posts (colour: bronze matt)
04	Feature Brick Detailing Pressed panel with protruding brickwork / corbelling Colour: Red	13	Fencing Brick dwarf wall (colour: buff / brown) with angled oak fence (colour: bronze matt)
05	Metal Cladding Dormers - Standing seam sheet metal cladding (aluminium / zinc) Colour: Bronze Matt	14	Canopy Colour: Bronze Matt
06	Flat Roof Built-up flat roof system	15	Steel Balustrades PPC steel posts with base and handrails Colour: Bronze Matt
07	Horizontal Spandrel Panel Colour: Bronze Matt	16	Composite Decking Terraces and patios A1 Fire Rated non-combustible and slip-resistant decking boards
08	Window Frames & Doors Aluminium composite Colour: Bronze Matt	17	Solar Panels Indicative PV array
09	Obscure Window Privacy glass, aluminium composite Colour: Bronze Matt	18	Green Roof Extensive sedum roof

Revision			
A	30.04.2025	WN	Issued for planning
B	25.06.2025	ST	Elevation amendments reflecting planning officer comments

project name: HAYDON DRIVE, EASTCOTE, PINNER
drawing reference: PROPOSED RESIDENTIAL SCHEME
BLOCK B PLANS & ELEVATIONS
date: 30.04.2025
sheet:
drawn: WN
scale: 1:100@A1
checked: JW
job number: M10029
drawing number: APL303
revision: B
status: PLANNING
cad ref: M10029_APL303_B_Block B Plans & Elevations_Haydon Drive_1-100@A1.dwg

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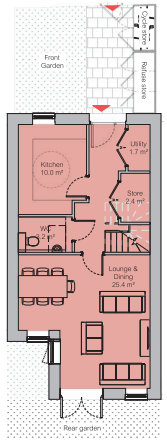
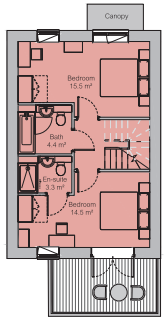
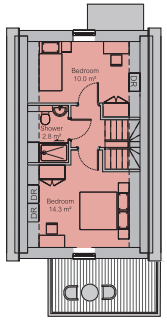
BLOCK D (4B7P)
DWELLING TYPE D - TYPICAL LAYOUT



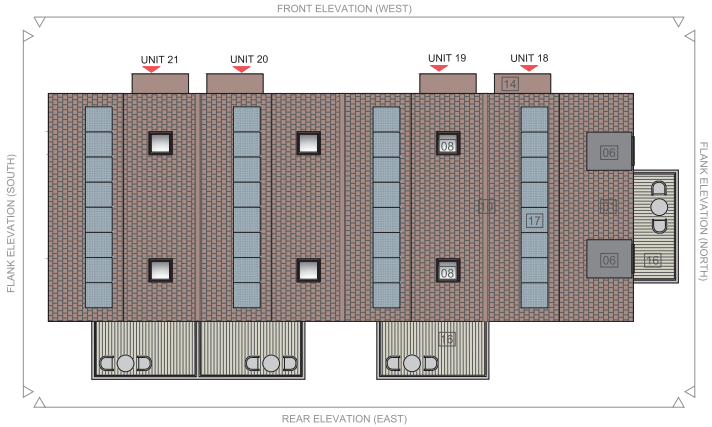
G GROUND FLOOR PLAN
@1:100



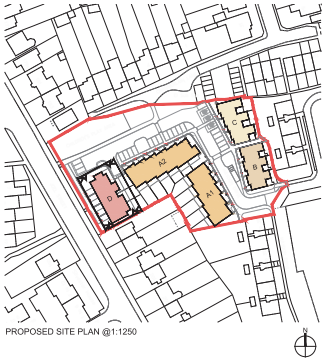
+1 FIRST FLOOR PLAN
@1:100



+2 SECOND FLOOR PLAN
@1:100



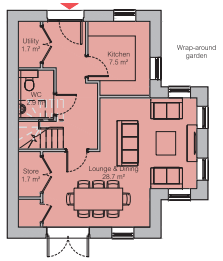
R BLOCK D ROOF PLAN
@1:100



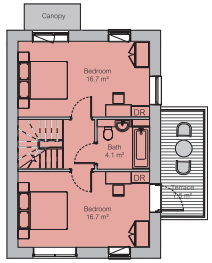
MATERIAL KEY

01	Clay Tile Cladding Roofs and walls Colour: Terracotta Red	10	Rainwater Goods Square section hoppers, gutters and downpipes Colour: Bronze Matt
02	Facing Brickwork - Stretcher Bond Colour: Red	11	Copings and Cills Colour: Bronze Matt
03	Facing Brickwork - Stack Bond Colour: Red	12	Grilled Garden Metal Gate Grilled garden metal gate with RHS frame and gate posts (colour: bronze matt)
04	Feature Brick Detailing Pressed panel with protruding brickwork / corbelling Colour: Red	13	Fencing Brick dwarf wall (colour: buff / brown) with angled slat fence (colour: bronze matt)
05	Metal Cladding Dormers - Standing seam sheet metal cladding (aluminium / zinc) Colour: Bronze Matt	14	Canopy Colour: Bronze Matt
06	Flat Roof Built-up flat roof system	15	Steel Balustrades PPC steel posts with base and handrails Colour: Bronze Matt
07	Horizontal Spandrel Panel Colour: Bronze Matt	16	Composite Decking Terraces and patios A1 Fire Rated non-combustible and slip-resistant decking boards
08	Window Frames & Doors Aluminium composite Colour: Bronze Matt	17	Solar Panels Indicative PV array
09	Obscure Window Privacy glass, aluminium casposite Colour: Bronze Matt	18	Green Roof Extensive sedum roof

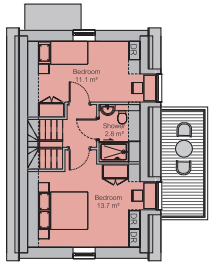
DWELLING TYPE D - CORNER UNIT



G GROUND FLOOR PLAN
@1:100

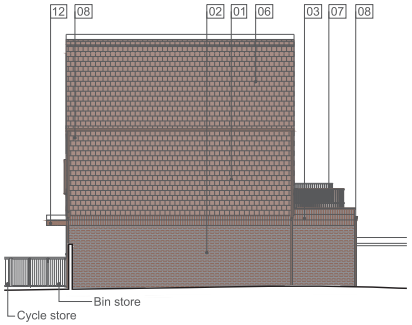


+1 FIRST FLOOR PLAN
@1:100



+2 SECOND FLOOR PLAN
@1:100

BLOCK D REAR ELEVATION (EAST)
@1:100



BLOCK D FLANK ELEVATION (SOUTH)
@1:100

BLOCK D FLANK ELEVATION (NORTH)
@1:100

BLOCK D FRONT ELEVATION (WEST) - JOEL STREET
@1:100

Revision			
A	30.04.2025	WN	Issued for planning
B	25.06.2025	ST	Elevation amendments reflecting planning officer comments

project name: HAYDON DRIVE, EASTCOTE, PINNER
drawing reference: PROPOSED RESIDENTIAL SCHEME / BLOCK D PLANS & ELEVATIONS
date: 30.04.2025
sheet:
drawn: WN
scale: 1:100@A1
checked: JW
job number: M10029
drawing number: APL305
revision: B
status: PLANNING
cad ref: M10029_APL305_B_Block D Plans & Elevations_Haydon Drive_1-100@A1.dwg

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SITE LOCATION PLAN, 1:1250

VIEW 01 - JOEL STREET FRONTAGE

Revision			
A	30.04.2025	WN	Issued for planning

project name:	HAYDON DRIVE, EASTCOTE, PINNER				
drawing reference:	PROPOSED RESIDENTIAL SCHEME		date:	30.04.2025	
	JOEL STREET VIEW 01		sheet:		drawn: WN
			scale:	NTS@A3	checked: JW
job number:	drawing number:	revision:			
M10029	APL401	A			
status:	PLANNING				
cad ref:	M10029_APL401_View from Joel Street_Haydon Drive_NTS@A3.dwg				

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SITE LOCATION PLAN, 1:1250

VIEW 02 - LOOKING SOUTH FROM HAYDON DRIVE

Revision			
A	30.04.2025	WN	Issued for planning

project name: HAYDON DRIVE, EASTCOTE, PINNER

drawing reference: PROPOSED RESIDENTIAL SCHEME
HAYDON DRIVE VIEW 02

date: 30.04.2025
sheet:
drawn: WN
scale: NTS@A3
checked: JW

job number: M10029
drawing number: APL402
revision: A

status: PLANNING

cad ref: M10029_APL402_View from Haydon Drive (South)_Haydon Drive_NTS@A3.dwg

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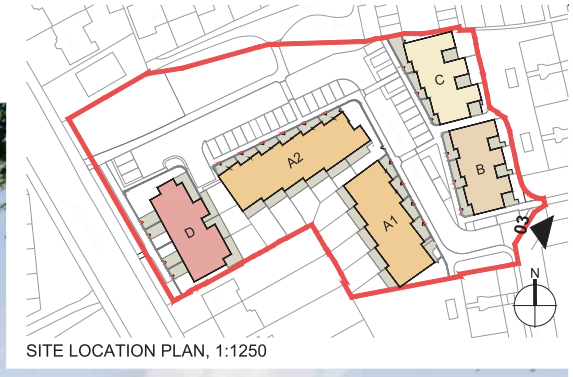

SITE LOCATION PLAN, 1:1250

VIEW 03 - SITE APPROACH, LOOKING NORTH-WEST ON HAYDON DRIVE

Revision			
A	30.04.2025	WN	Issued for planning

project name: HAYDON DRIVE, EASTCOTE, PINNER

drawing reference: PROPOSED RESIDENTIAL SCHEME
HAYDON DRIVE VIEW 03

date: 30.04.2025
sheet:
drawn: WN
scale: NTS@A3
checked: JW

job number: M10029
drawing number: APL403
revision: A

status: PLANNING

cad ref: M10029_APL403_View from Haydon Drive (North-West)_Haydon Drive_NTS@A3.dwg

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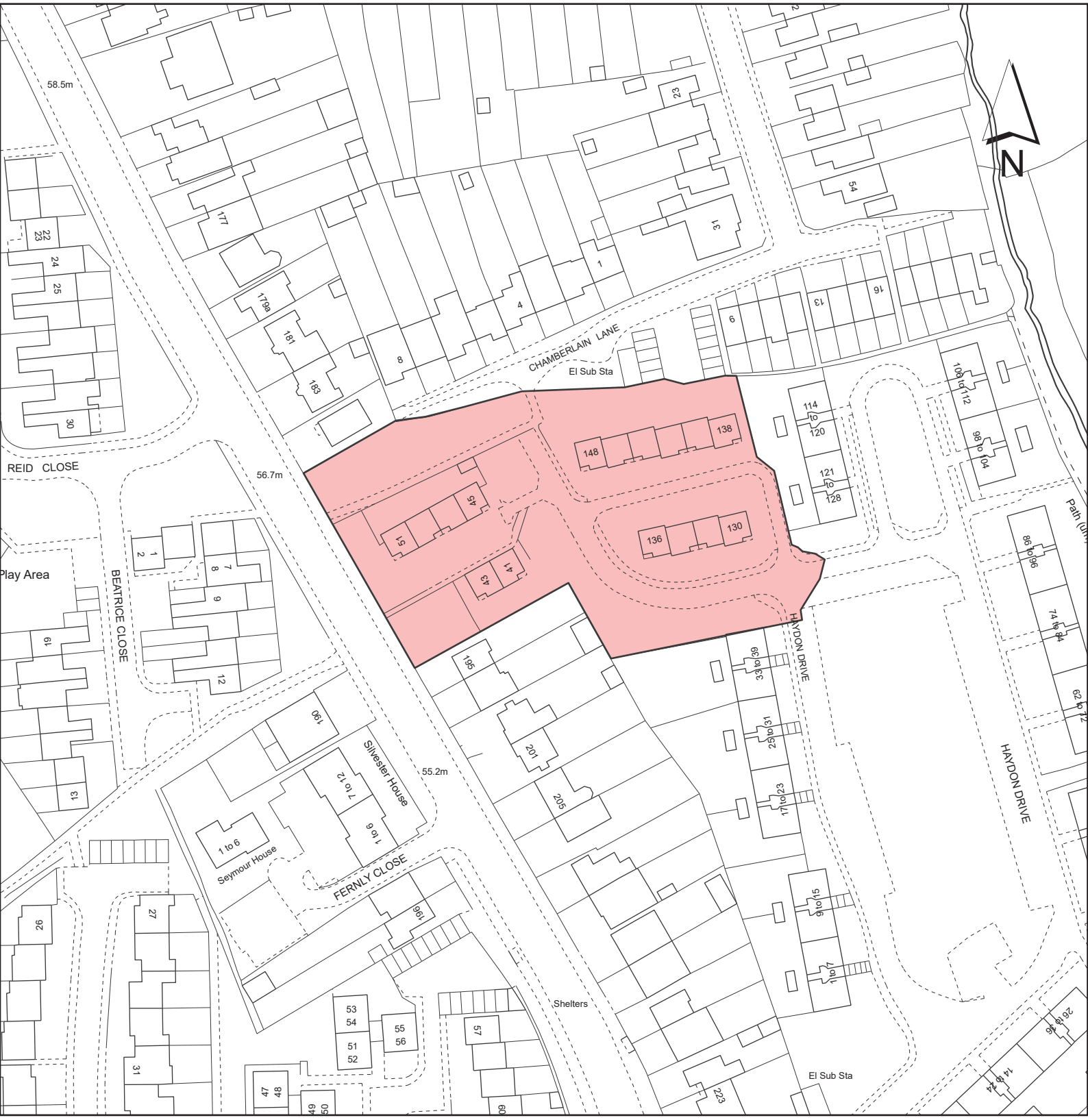

KEY : Site Boundary	ADDRESS : HAYDON DRIVE	**LONDON BOROUGH OF HILLINGDON** **RESIDENTS SERVICES PLANNING SECTION** **CIVIC CENTRE, UXBRIDGE, UB8 1UW**
DISCLAIIMER : For identification purposes only This copy has been made by or with the authority of the Head of Committee Services pursuant to section 47 of the Copyright, Designs and Patents Act 1988 (the Act). Unless the Act provides a relevant exception to copyright **© Crown copyright and database rights 2024 Ordnance Survey AC0000810857**	PLANNING APPLICATION REFERENCE : 17979/APP/2025/1314 SCALE : 1:1,250	
	PLANNING COMMITTEE : DATE : September 2025	HILLINGDON LONDON

Report of the Head of Development Management and Building Control

Address:	MORRISON SUPERMARKET, 41-67 HIGH STREET
Development:	Phased demolition of the existing buildings and the redevelopment of the site for a replacement foodstore (Class E), 158 residential units (Class C3), car parking, servicing and access arrangements and associated works.
LBH Ref Nos:	2370/APP/2023/1727

Red Line Plan
1 : 1250

Scale 1:1250 @A3

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W: www.hesterarchitects.co.uk

CDM NOTES:
CDM REGULATION 2015 : DESIGNERS NOTES ON SIGNIFICANT RESIDUAL RISKS

In preparing this design Hester Architects have attempted to avoid using materials and techniques which could cause future hazards whilst constructing, using, maintaining or de-commissioning the building.

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Particularly hazardous areas are highlighted with ⚠ on the drawing and noted above

PLANNING

Revision	Date	Notes
A	18May23	Draft Planning Issue

For
Harbourside Investments Ltd &
WM Morrison Supermarkets PLC

Project
Morrisons High Street
Yiewsley

Drawing Title
Red Line Plan

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Scale		
1 : 1250 @ A3		
Drawn by	Date	Checked
RI	14.02.23	PT
Job No.	Drawing No.	Rev.
22050	2-001	A

CDM NOTES:
CDM REGULATION 2015 : DESIGNERS NOTES ON SIGNIFICANT RESIDUAL RISKS

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PLANNING

North

Rev	Date	Notes
E	13Mar25	General
D	12Nov24	Revised Planning Issue
C	18May23	Draft Planning Issue
B	31Mar23	Minor Amendments to Northern corner adjacent to Warehouse
A	16Mar23	Stair added to Sprinkler Pump

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W: www.hesterarchitects.co.uk

Project
Morrisons High Street
Yiewsley

For
Harbourside Investments Ltd &
WM Morrison Supermarkets PLC

Drawing Title
Proposed Site Plan

Scale 1 : 500 @ A1

Drawn by	Date	Checked
MF	14.02.23	PT

Job No.	Drawing No.	Rev.
22050	2-100	E

0m 10m 20m 30m 40m 50m
VISUAL SCALE 1:500 @ A1

CDM NOTES:
CDM REGULATION 2015 : DESIGNERS NOTES ON SIGNIFICANT RESIDUAL RISKS

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PLANNING

Existing Trees to be Maintained

Existing Trees to be Removed

Rev	Date	Notes
S	06Mar25	Tree/Sedum Mark Up
R	06Feb25	Lobby Added to C2
Q	12Nov24	Revised Planning Issue
P	01Nov24	Refuge Added
N	18Oct24	Stair Lift Added
M	22Jan24	Amendments following UD comments
L	04Jul23	Minor Amendements, Escape route amended
K	25May23	Annotations
J	18May23	Draft Planning Issue
H	15May23	Generator relocated
G	02May23	Stairs removed
F	31Mar23	Minor Amendments to Northern corner adjacent to Warehouse
E	16Mar23	Stair added to Sprinkler Pump
D	23Feb23	Amendments
C	21Feb23	Design Progression
B	02Feb23	Minor Amendments
A	23Jan23	Block C Columns Added

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Project
Morrisons High Street
Yiewsley

For
Harbourside Investments Ltd &
WM Morrison Supermarkets PLC

Drawing Title
Proposed Ground Floor Plan

Scale As indicated @ A1

Drawn by	Date	Checked
RI	30.11.22	PT

Job No.	Drawing No.	Rev.
22050	2-101	S

CDM NOTES:
CDM REGULATION 2015 : DESIGNERS NOTES ON SIGNIFICANT RESIDUAL RISKS

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PLANNING

North

Rev	Date	Notes
L	13Mar25	General
K	12Nov24	Revised Planning Issue
J	01Nov24	Refuge Added
H	18Oct24	Stair Lift Added
G	22Jan24	Amendments following UD comments
F	18May23	Draft Planning Issue
E	31Mar23	Minor Amendments to Northern corner adjacent to Warehouse
D	16Mar23	Stair added to Sprinkler Pump
C	23Feb23	Amendments
B	21Feb23	Design Progression
A	23Jan23	Block C Columns Added

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Project
Morrisons High Street
Yiewsley

For
Harbourside Investments Ltd &
WM Morrison Supermarkets PLC

Drawing Title
Proposed Mezzanine Floor

Scale 1 : 200 @ A1

Drawn by	Date	Checked
RI	30.11.22	PT

Job No.	Drawing No.	Rev.
22050	2-102	L

CDM NOTES:
CDM REGULATION 2015 : DESIGNERS NOTES ON SIGNIFICANT RESIDUAL RISKS

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PLANNING

North

Rev	Date	Notes
P	06Mar25	Tree/Sedum Mark Up
N	19Nov24	Bathroom changed to shower room on 1B1PA
M	12Nov24	Revised Planning Issue
L	01Nov24	Refuge Added
K	28Oct24	Minor Amends.
J	18Oct24	Stair Lift Added
H	22Jan24	Amendments following UD comments
G	18May23	Draft Planning Issue
F	27Apr23	Landscape Added
E	31Mar23	Minor Amendments to Northern corner adjacent to Warehouse
D	16Mar23	Stair added to Sprinkler Pump
C	23Feb23	Amendments
B	21Feb23	Design Progression
A	23Jan23	Block C Columns Added

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Project
Morrisons High Street
Yiewsley

For
Harbourside Investments Ltd &
WM Morrison Supermarkets PLC

Drawing Title
Proposed 1st Floor Plan

Scale 1 : 200 @ A1

Drawn by	Date	Checked
RI	29.11.22	PT

Job No.	Drawing No.	Rev.
22050	2-103	P

CDM NOTES:
CDM REGULATION 2015 : DESIGNERS NOTES ON SIGNIFICANT RESIDUAL RISKS

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PLANNING

North

Rev	Date	Notes
N	13Mar25	General
M	19Nov24	Bathroom changed to shower room on 1B1PA
L	12Nov24	Revised Planning Issue
K	01Nov24	Refuge Added
J	28Oct24	Minor Amends.
H	22Jan24	Amendments following UD comments
G	18May23	Draft Planning Issue
F	31Mar23	Minor Amendments to Northern corner adjacent to Warehouse
E	16Mar23	Stair added to Sprinkler Pump
D	23Feb23	Amendments
C	21Feb23	Design Progression
B	02Feb23	Minor Amendments
A	23Jan23	Block C Columns Added

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Project
Morrisons High Street
Yiewsley

For
Harbourside Investments Ltd &
WM Morrison Supermarkets PLC

Drawing Title
Proposed 2nd&3rd Floor Plan

Scale
1 : 200 @ A1

Drawn by	Date	Checked
RI	29.11.22	PT

Job No.	Drawing No.	Rev.
22050	2-104	N

CDM NOTES:
CDM REGULATION 2015 : DESIGNERS NOTES ON SIGNIFICANT RESIDUAL RISKS

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PLANNING

North

Rev	Date	Notes
M	13Mar25	General
L	12Nov24	Revised Planning Issue
K	01Nov24	Refuge Added
J	28Oct24	Minor Amends.
H	18Oct24	Stair Lift Added
G	22Jan24	Amendments following UD comments
F	18May23	Draft Planning Issue
E	31Mar23	Minor Amendments to Northern corner adjacent to Warehouse
D	16Mar23	Stair added to Sprinkler Pump
C	23Feb23	Amendments
B	21Feb23	Design Progression
A	23Jan23	Block C Columns Added

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Project
Morrisons High Street
Yiewsley

For
Harbourside Investments Ltd &
WM Morrison Supermarkets PLC

Drawing Title
Proposed 4th Floor Plan

Scale 1 : 200 @ A1

Drawn by	Date	Checked
RI	29.11.22	PT

Job No.	Drawing No.	Rev.
22050	2-105	M

CDM NOTES:
CDM REGULATION 2015 : DESIGNERS NOTES ON SIGNIFICANT RESIDUAL RISKS

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PLANNING

North

Rev	Date	Notes
L	13Mar25	General
K	12Nov24	Revised Planning Issue
J	01Nov24	Refuge Added
H	28Oct24	Minor Amends.
G	22Jan24	Amendments following UD comments
F	18May23	Draft Planning Issue
E	31Mar23	Minor Amendments to Northern corner adjacent to Warehouse
D	16Mar23	Stair added to Sprinkler Pump
C	23Feb23	Amendments
B	21Feb23	Design Progression
A	23Jan23	Block C Columns Added

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Project
Morrisons High Street
Yiewsley

For
Harbourside Investments Ltd &
WM Morrison Supermarkets PLC

Drawing Title
Proposed 5th&6th Floor Plan

Scale 1 : 200 @ A1

Drawn by	Date	Checked
RI	29.11.22	PT

Job No.	Drawing No.	Rev.
22050	2-106	L

CDM NOTES:
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PLANNING

North

Rev	Date	Notes
L	13Mar25	General
K	12Nov24	Revised Planning Issue
J	01Nov24	Refuge Added
H	22Jan24	Amendments following UD comments
G	25May23	Annotations
F	18May23	Draft Planning Issue
E	31Mar23	Minor Amendments to Northern corner adjacent to Warehouse
D	16Mar23	Stair added to Sprinkler Pump
C	23Feb23	Amendments
B	21Feb23	Design Progression
A	23Jan23	Block C Columns Added

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Project
Morrisons High Street
Yiewsley

For
Harbourside Investments Ltd &
WM Morrison Supermarkets PLC

Drawing Title
Proposed 7th Floor Plan

Scale 1 : 200 @ A1

Drawn by	Date	Checked
RI	29.11.22	PT

Job No.	Drawing No.	Rev.
22050	2-107	L

Parking Schedule - Morrisons	
Type	Spaces
Disabled	6
Parent & Toddler	2
Standard	56
	64

0m 4m 8m 12m 16m 20m

VISUAL SCALE 1:200 @ A1

CDM NOTES:
CDM REGULATION 2015 : DESIGNERS NOTES ON SIGNIFICANT RESIDUAL RISKS

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PLANNING

North

Rev	Date	Notes
G	22Jan24	Amendments following UD comments
F	25May23	Annotations
E	18May23	Draft Planning Issue
D	31Mar23	Minor Amendments to Northern corner adjacent to Warehouse
C	16Mar23	Stair added to Sprinkler Pump
B	21Feb23	Design Progression
A	02Feb23	Minor Amendments

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Project
Morrisons High Street
Yiewsley

For
Harbourside Investments Ltd &
WM Morrison Supermarkets PLC

Drawing Title
Proposed Basement Floor Plan

Scale 1 : 200 @ A1

Drawn by	Date	Checked
RI	01.12.22	PT

Job No.	Drawing No.	Rev.
22050	2-110	G

CDM NOTES:
CDM REGULATION 2015 : DESIGNERS NOTES ON SIGNIFICANT RESIDUAL RISKS

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PLANNING

North

Rev	Date	Notes
G	13Mar25	General
F	06Mar25	Tree/Sedum Mark Up
E	03Feb25	Lift Overrun
D	12Nov24	Revised Planning Issue
C	18May23	Draft Planning Issue
B	31Mar23	Minor Amendments to Northern corner adjacent to Warehouse
A	16Mar23	Stair added to Sprinkler Pump

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Project
Morrisons High Street
Yiewsley

For
Harbourside Investments Ltd &
WM Morrison Supermarkets PLC

Drawing Title
Proposed Roof Plan

Scale 1 : 200 @ A1

Drawn by	Date	Checked
RI	14.02.23	PT

Job No.	Drawing No.	Rev.
22050	2-115	G

Page 501

Scale 1:200
0 1 2 3 4 5 10 20m

N

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LANDSCAPE KEY

- PROPOSED BUILDING LINE
- PROPOSED MULTI STEM TREE 6
  To be selected from the following:
  Amelanchier x lamarckii
  Betula utilis jacquemontii
  Cornus mas
- AMENITY LAWN 181m2
  Supplier: To Architect Specification
- SHRUB PLANTING IN 450MM HIGH PLANTERS 128m2
  Shrub Planting
  To be selected from the following:
  Berberis thunbergii 'Atropurpurea nana'
  Ceanothus thyrsiflorus repens
  Choisya ternata 'Sundance'
  Cornus sanguinea
  Cornus sveilena
  Cotoneaster conspicuus 'Decorus'
  Prunus laurocerasus 'Otto Luyken'
  Rosa rugosa
  Spirea japonica 'Nana'
  Symphoricarpos chenaultii 'Hancock'
  Viburnum lantana
  Viburnum opulus
  Sizes to be selected from the following:
  20-30cm / 30-40cm / 40-60cm OG / 60-80cm OG
- GROUND COVER IN 200MM PLANTERS 199m2
  To be selected from the following:
  Cotoneaster dammeri
  Euonymus fortunei 'Silver Queen'
  Euonymus fortunei 'Emerald n Gold'
  Hebe pinguifolia
  Hedera helix
  Lonicera pileata
  Stachydyzantina 'Silver Carpet'
  Vinca minor
  Sizes to be selected from the following:
  15-25cm / 20-30cm / 30-40cm CG
- NATIVE HEDGE 30m2
  Native hedge (carpinus betulus or taxus bacata) in 450mm wide x 450mm deep planters on the edge to screen the site from the adjoining neighbours
- WILDFLOWER SEDUM PLANTING 22m2
- SEDUM ROOF PLANTING 553m2
- SEDUM ROOF UNDER PV PANEL 940m2
- WET POUR SAFETY SURFACING 114m2
  Supplier: Kompan
  Specification: SUR11121-902 Aqua RAL5018
- RESIN BOUND PATHWAYS 360m2
  Supplier: SureSet
  Specification: Rounded Marbles in 10mm Blush
- WET POUR SAFETY SURFACING 9m2
  Supplier: Kompan
  Specification: SUR11154-902 Aqua blend
- RESIN BOUND SURFACE 27m2
  Supplier: SureSet
  Specification: Rounded Marbles in 10mm Barley Butter
- TIMBER BENCH SEATING
  Supplier: Logic Bespoke
  Specification: Bench & Seating Squared S136
- TIMBER PERGOLA
- INTEGRATED SEATING
  Supplier: Logic Bespoke
  Specification: Integrated Seating Squared S136
- RAISED PLANTER EDGING
  Supplier: Logic Bespoke
  Specification: Raised Planter Edging Erban P274
- FIRE BREAK SYSTEM
  Supplier: CED
  Specification: 20mm Cotswold Aggregate

P09 2025 06 04 Fire Break Added to Green Roof DC
P08 2025 03 12 Remove Part of Sedum Roof ZX
P07 2025 03 12 Update Roof Plan ZX
P06 2025 03 10 Update Ground Floor Plan ZX
P05 2025 03 07 Update Roof Plan ZX
P01 Initial Issue
revision / date / description / drawn

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client
Hester Architects

project
Morrisons High Street
Yiewsley

scale
1:200 @A1

date
May 2023

title
General Arrangement

drawn
ZX

checked
DC

drawing number
1109-ENP-XX-01-DR-L-90301

revision
P09

issue
S3 - Suitable for Review & Comment

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LANDSCAPE KEY

- PROPOSED BUILDING LINE
- CARSHELFELD COVER
- PROPOSED STREET TREE 29
  To be selected from the following:
  Pyrus calleryana 'Chanticleer'
  Sorbus aucuparia 'Streetwise'
  Carpinus betulus 'Frans Fontaine'
  14-16cm RB
- TURF/ LAWN AREA 133m2
  Standard for Cultivated Turf.
  Typical seed mixture used in turf for general landscaping:
  20-40% dwarf perennial ryegrass
  30-50% slender creeping red fescue
  10-25% chewings fescue
  10-30% smoothstalked meadowgrass
- EXISTING TREE 6
- ORNAMENTAL HEDGEROW 128m2
  Hedgegrow to be selected from the following:
  Fagus sylvatica
  Carpinus betulus
  Taxus baccata
- SHRUB PLANTING 143m2
  To be selected from the following:
  Berberis thunbergii 'Atropurpurea nana'
  Ceanothus thyrsiflorus repens
  Choisya ternata 'Sundance'
  Cornus sanguinea
  Cornus avellana
  Cotoneaster conspicuus 'Decorus'
  Prunus laurocerasus 'Otto Luyken'
  Rosa rugosa
  Spirea japonica 'Nana'
  Symphoricarpos chenaultii 'Hancock'
  Viburnum lantana
  Viburnum opulus
  Sizes to be selected from the following:
  20-30cm / 30-40cm / 40-60cm CG / 60-80cm OG
- WILDFLOWER PLATING 63m2
- CLIMBERS 6
  To be selected from the following:
  Clematis armandi
  Garrya elliptica
  Hedra helix 'Glacier'
  Trachylospermum jasminoides
- RESIN BOUND PATHWAYS 66m2
  Supplier: SureSet
  Specification: Rounded Marbles in 10mm Blush
- CAR PARK 242m2
  Supplier: Tobermore
  Specification: Hydropave Tegula 208x173mm & 173x173mm
- TARMACADAM SURFACE 700m2
  Supplier: To Engineers Specification
- SLAB PAVING 373m2
  Supplier: Tobermore
  Specification: Bremmar Ground 600x400x50 Alto Silver
- CONCRETE SURFACE 71m2
  Supplier: To Engineers Specification

P08 2025 03 10 Change Planting Bed ZX
P07 2025 01 24 Added Tree ZX
P06 2023 06 01 Long grass swapped for Wildflower DC
P05 2023 05 17 Change based on comments ZX
P04 2023 05 15 Change based on comments ZX
P01 Initial Issue
revision / date / description / drawn

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client
Hester Architects

project
Morrisons High Street
Yiewsley, Ground Floor

scale
1:200 @A1

date
May 2023

title
General Arrangement

drawn
ZX

checked
DC

drawing number
1109-ENP-XX-00-DR-L-90302

revision
P08

issue
S3 - Suitable for Review & Comment

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High Street Elevation
1 : 200

St Stephen's Road West Elevation
1 : 200

St Stephen's Road East Elevation
1 : 200

0m 4m 8m 12m 16m 20m
VISUAL SCALE 1:200 @ A1

CDM NOTES:
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PLANNING

Notes:
1. All branding is shown indicatively and is subject to a signage planning application

Rev	Date	Notes
K	13Mar25	General
J	22Jan24	Amendments following UD comments
H	25May23	Annotations
G	18May23	Draft Planning Issue
F	31Mar23	Minor Amendments to Northern corner adjacent to Warehouse
E	16Mar23	Stair added to Sprinkler Pump
D	14Mar23	Vent. Units Suggested
C	23Feb23	Amendments
B	21Feb23	Design Progression
A	11Jan23	Design Progression

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Project
Morrisons High Street
Yiewsley

For
Harbourside Investments Ltd &
WM Morrison Supermarkets PLC

Drawing Title
Proposed Street Elevations

Scale 1 : 200 @ A1

Drawn by	Date	Checked
RI	29.11.22	PT

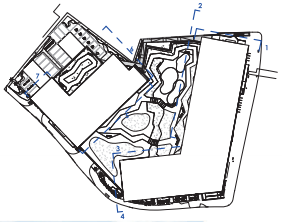
Job No.	Drawing No.	Rev.
22050	2-200	K

1 **Block A&B - N Elevation**
1 : 200

2 **Block A&B - Podium - NW Elevation**
1 : 200

3 **Block A&B - Podium - N Elevation**
1 : 200

4 **Block A&B - Podium -W Elevation**
1 : 200



5 **Block C - Podium - SE Elevation**
1 : 200

6 **Block C - NE Elevation**
1 : 200

7 **Block C - NW Elevation**
1 : 200

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0m 4m 8m 12m 16m 20m

VISUAL SCALE 1:200 @ A1

Revision	Date	Notes
K	13Mar25	General
J	12Nov24	Revised Planning Issue
H	22Jan24	Amendments following UD comments
G	18May23	Draft Planning Issue 3
F	31Mar23	Minor Amendments to Northern corner adjacent to Warehouse
E	16Mar23	Stair added to Sprinkler Pump
D	14Mar23	Vent. Units Suggested
C	23Feb23	Amendments
B	21Feb23	Design Progression
A	23Jan23	Block C Columns Added

For Harbourside Investments Ltd & WM Morrison Supermarkets PLC

Project Morrisons High Street
Yiewsley

Drawing Title
Proposed Rear Elevations

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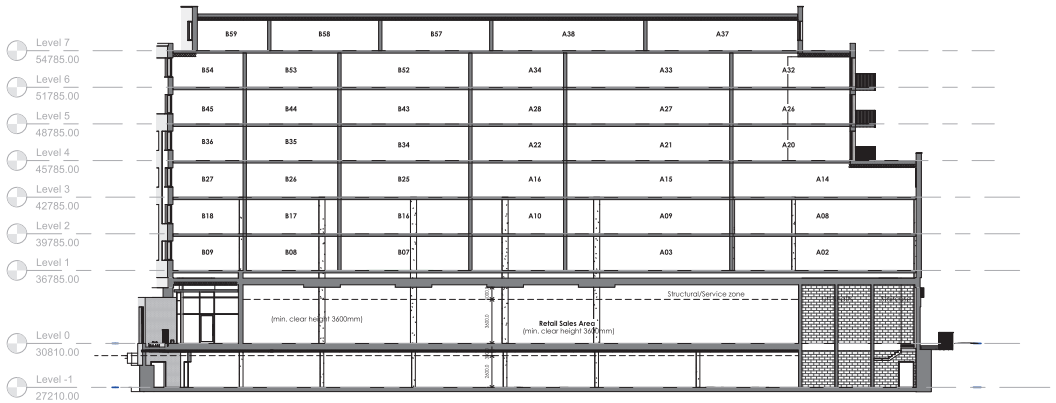
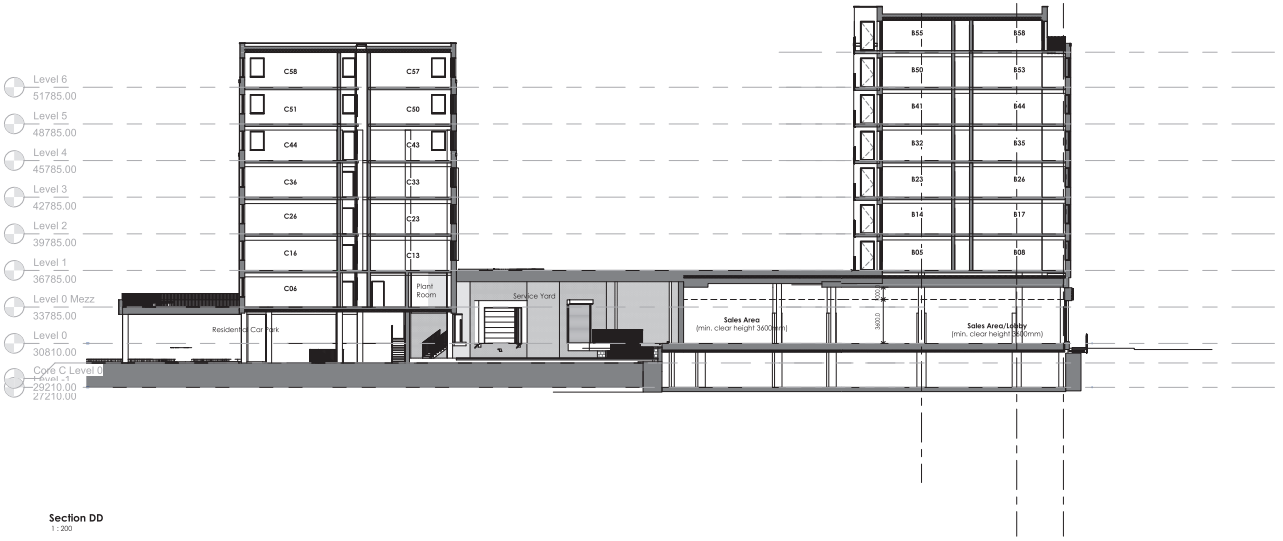
Scale As indicated @ A1

Drawn by	Date	Checked
RI	11.01.23	

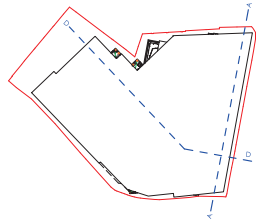
Job No.	Drawing No.	Rev.
22050	2-201	K



Section AA
1 : 200



Section DD
1 : 200



Key Plan
1 : 1000

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0m 4m 8m 12m 16m 20m

VISUAL SCALE 1:200 @ A1

Revision	Date	Notes
C	18May23	Draft Planning Issue 3
B	31.Mar23	Minor Amendments to Northern corner adjacent to Warehouse
A	16Mar23	Stair added to Sprinkler Pump

For Harbourside Investments Ltd & WM Morrison Supermarkets PLC

Project
Morrisons High Street
Yiewsley

Drawing Title
Proposed Sections

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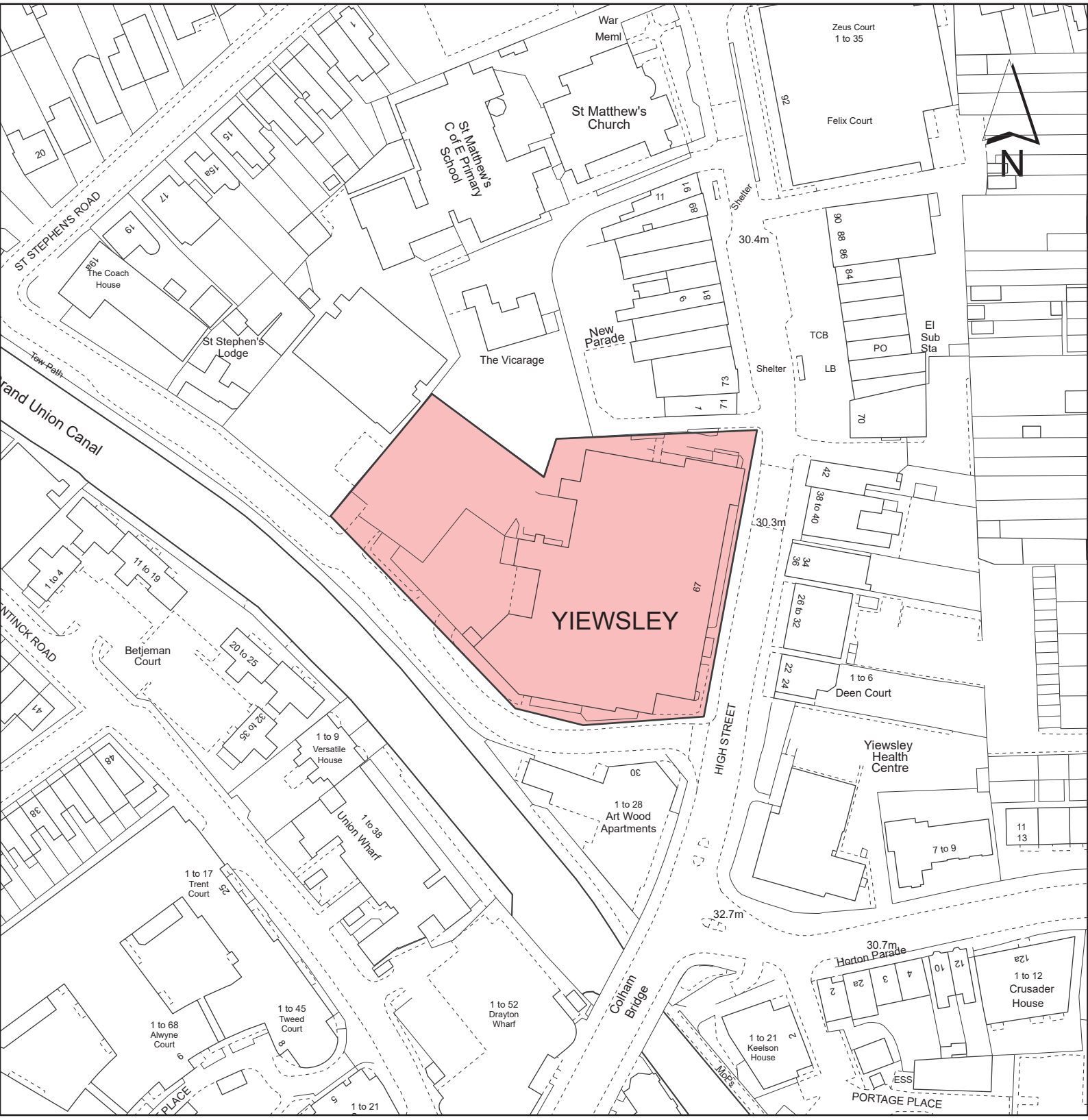
Scale	As indicated @ A1	
Drawn by	Date	Checked
RI	14.02.23	PT
Job No.	Drawing No.	Rev.
22050	2-300	C



KEY : Site Boundary	ADDRESS : MORRISONS SUPERMARKET, 41-46 HIGH STREET	**LONDON BOROUGH OF HILLINGDON** **RESIDENTS SERVICES PLANNING SECTION** **CIVIC CENTRE, UXBRIDGE, UB8 1UW**
DISCLAIIMER : For identification purposes only This copy has been made by or with the authority of the Head of Committee Services pursuant to section 47 of the Copyright, Designs and Patents Act 1988 (the Act). Unless the Act provides a relevant exception to copyright **© Crown copyright and database rights 2024 Ordnance Survey AC0000810857**	PLANNING APPLICATION REFERENCE : 2370/APP/2023/1727 SCALE : 1:1,250	
	PLANNING COMMITTEE : DATE : September 2025	HILLINGDON LONDON

Report of the Head of Development Management and Building Control

Address:	UNION PARK UP4, NORTH HYDE GARDENS
Development:	Redevelopment of site to deliver extension to existing Union Park data centre campus consisting of (a) free standing data centre building; (b) energy, power, and water infrastructure; (c) site access and internal roads; (d) site security arrangements; (e) hard and soft, green landscaping; and (f) other ancillary and auxiliary forms of development.
LBH Ref Nos:	75111/APP/2025/739

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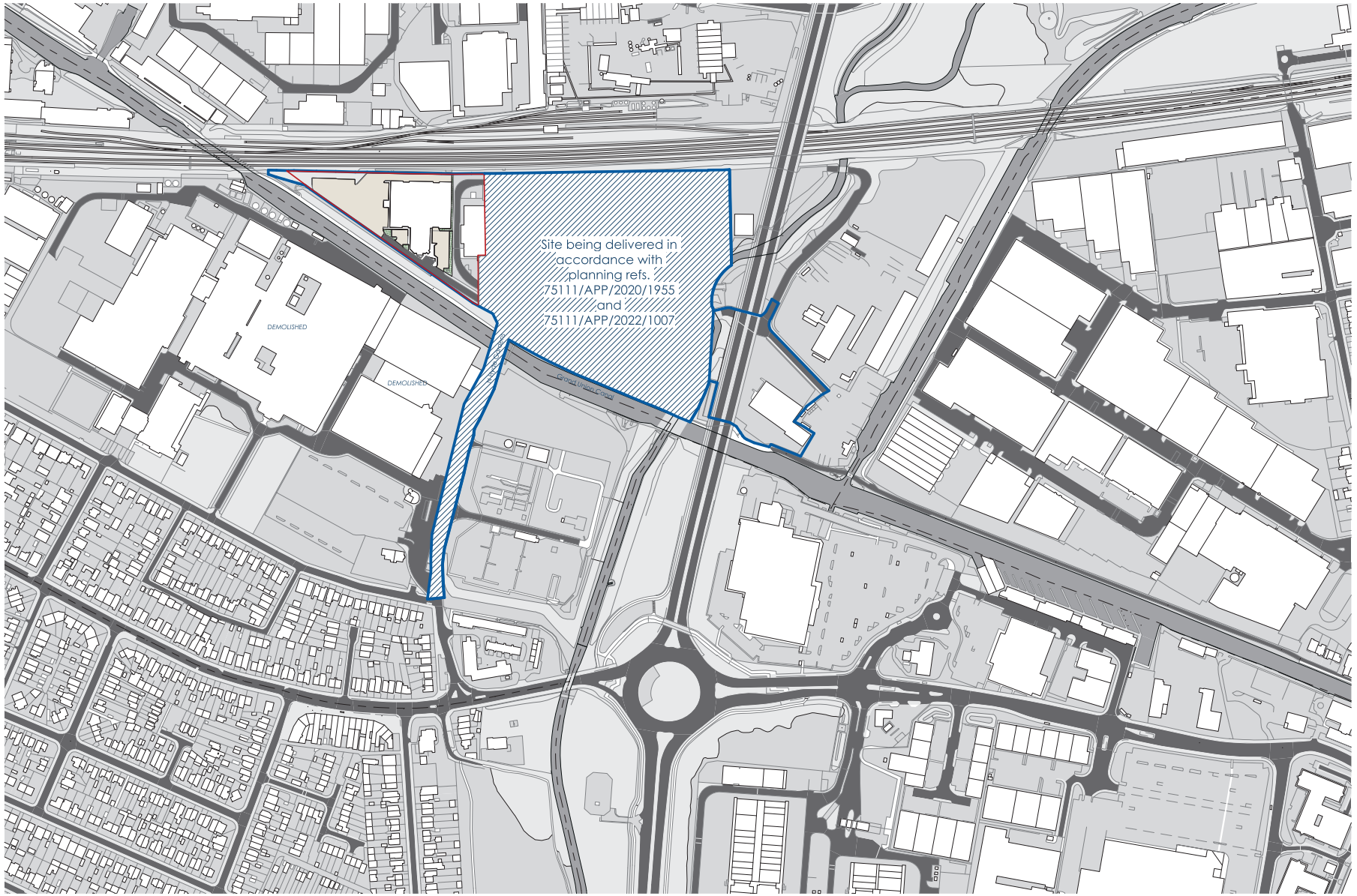
A0



KEY

Ownership Boundary

Site Boundary

No.	Date	Description	Init.
1	28/04/2025	Issued for Planning	MH

Planning

Client

ARK

NWA

Project

Union Park at Bulls Bridge

Drawing Name

A01 - SITE LOCATION PLAN
SW Site Location Plan

DO NOT SCALE THIS DRAWING
Dimensions to be checked on Site.

Project No. 0474	Drawn by: Author	Approved by: Checker
Print Status	Scale: 1 : 1250 @ A0	

Drawing No.: NWA-0474-SW-ZZ-DR-A-010000 P01

Plotted: 20/02/2025 13:08:23 File Path: Autodesk Docs://10274703_Union_Park_2020/NWA-0474-SW-ZZ-M3-A-000001.rvt

True scale at 1:1

Landscape Elements

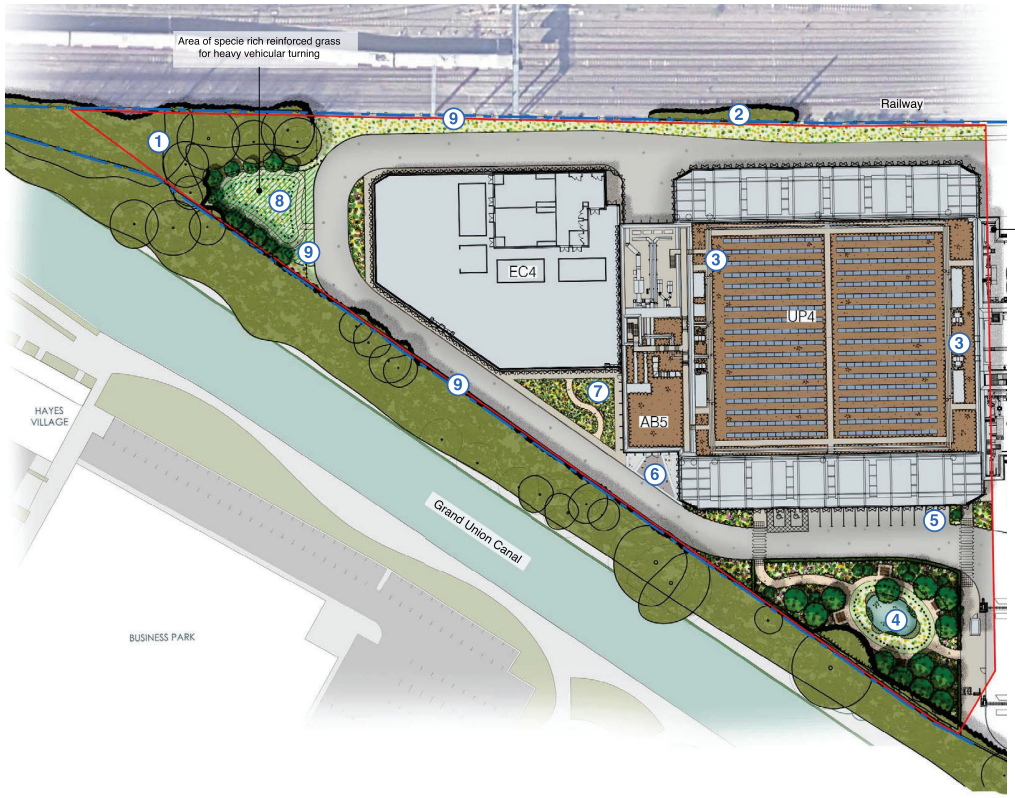
1. Existing vegetation retained and managed appropriately with additional native scrub planting within the woodland area
2. Off-site tree group to be pruned back towards site boundary
3. Extensive brown roof, providing a landscape treatment to the roofscape, to be designed in conjunction with services and utilities, enhancing the biodiversity of the roofs
4. A Wellbeing Garden has been created for staff, offering a peaceful retreat for staff breaks. The garden features picnic tables, vibrant planting, and an ecological pond. Planting is strategically positioned to provide a natural screen from the nearby buildings and car parking to the north, with trees and hedges lining the northern and eastern boundaries. Seating areas and pathways are orientated to provide tranquil seating areas overlooking the pond.
5. Car parking with specimen shrub planting to provide an attractive arrival road into Phase 4
6. Feature paving used at the building entrance
7. A stylised, south-facing 'Prairie' garden designed with an ecological focus provides seasonal interest and vibrant colour, featuring a variety of pollinator-friendly plants to boost biodiversity. Integrated seating areas to provide a tranquil space
8. Area of specie rich reinforced grass for heavy vehicular turning
9. Security perimeter fencing to provide a high level of security required for a data centre.

Legend

- Ownership boundary
- Application boundary
- Existing planting to be reinforced with native trees & scrub subject to approval from C.R.T.
- Proposed trees
- Hedge planting
- Shrub planting
- SUDs pond planted for biodiversity
- Specie rich wildflower grass
- Specie rich reinforced grass
- Permeable bitumen macadam to road
- Gravel path
- Picnic table
- Staff seating
- Brown roof
- Security fence, refer to Architect's drawings for details

Landscape Masterplan

Scale 1:500



Scale

1:500

0 5 15 30m

N

Tree Location Plan

NTS

Tree Schedule

Open Space Trees
Planted advanced nursery stock

Acer campestre
Carpinus betulus
Betula pendula

Water Associated Trees
Planted as multi-stems

Betula pendula

Wellbeing Garden Trees & Specimen Shrubs
Planted as advanced nursery stock & multi-stems, 3-4m & 5-6m high

Acer campestre 'Elsrijk'
Betula pendula (multi-stem)
Cornus mas (multi-stem umbrella)
Euonymus europaeus (multi-stem umbrella)

Open Space Trees

Acer campestre

Wellbeing Garden Trees

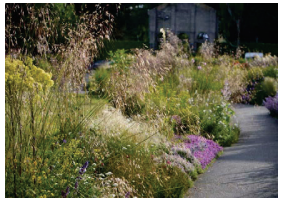
Acer campestre 'Elsrijk'

Betula pendula (multi-stem)

Cornus mas (multi-stem umbrella)

Euonymus europaeus (multi-stem umbrella)

Landscape Images



Prairie style planting

Landscaping along parking bays

Wellbeing garden

Habitat pond

Picnic area

MURDOCH WICKHAM
THE LANDSCAPE ATELIER
The Tithe Barn, Bradbourne House, East Malling, Kent, ME19 6DZ
01732 752780 murdochwickham.com

Client: Sweet Projects
Date: 28/02/2025

Drawn by: JM
Scale: 1:500 @ A1

Union Park, Block 4

Block 4 Landscape Masterplan

MWL-0474-SEW-ZZ-DR-L-100003 P14

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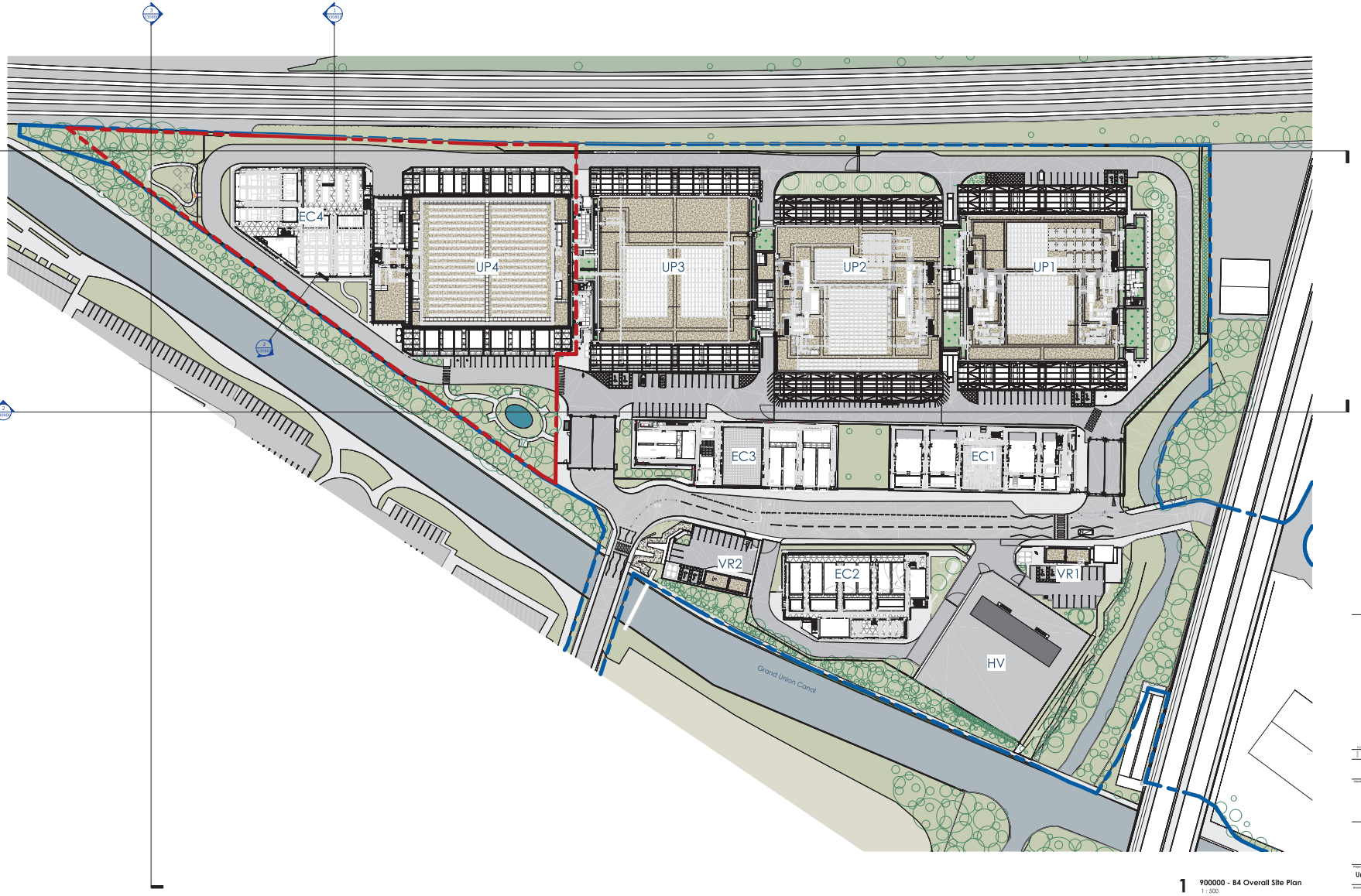
A0



1 900000 - B4 Overall Site Plan
1 : 500

Page 510

Rev	Date	Description	Init.
P01	18/02/2025	Issued for Planning	

Planning

Client
ARK

NWA
Nor Dot Dairy
Cattlegate Dairy Yard
Hertfordshire AL7 1NA
01438 745562

Project
Union Park at Bulls Bridge

Drawing Name
A90 - EXTERNAL WORKS
SW Overall Site Plan

DO NOT SCALE THIS DRAWING
Dimensions to be checked on Site.

Project No. 0474 | Drawn by: Author | Approved by: Checker
Print Status: | Scale: 1 : 500 @ A0

Drawing No.: NWA-0474-SW-ZZ-DR-A-900000 | Rev: P01

True scale at 1:1

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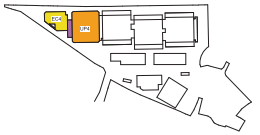
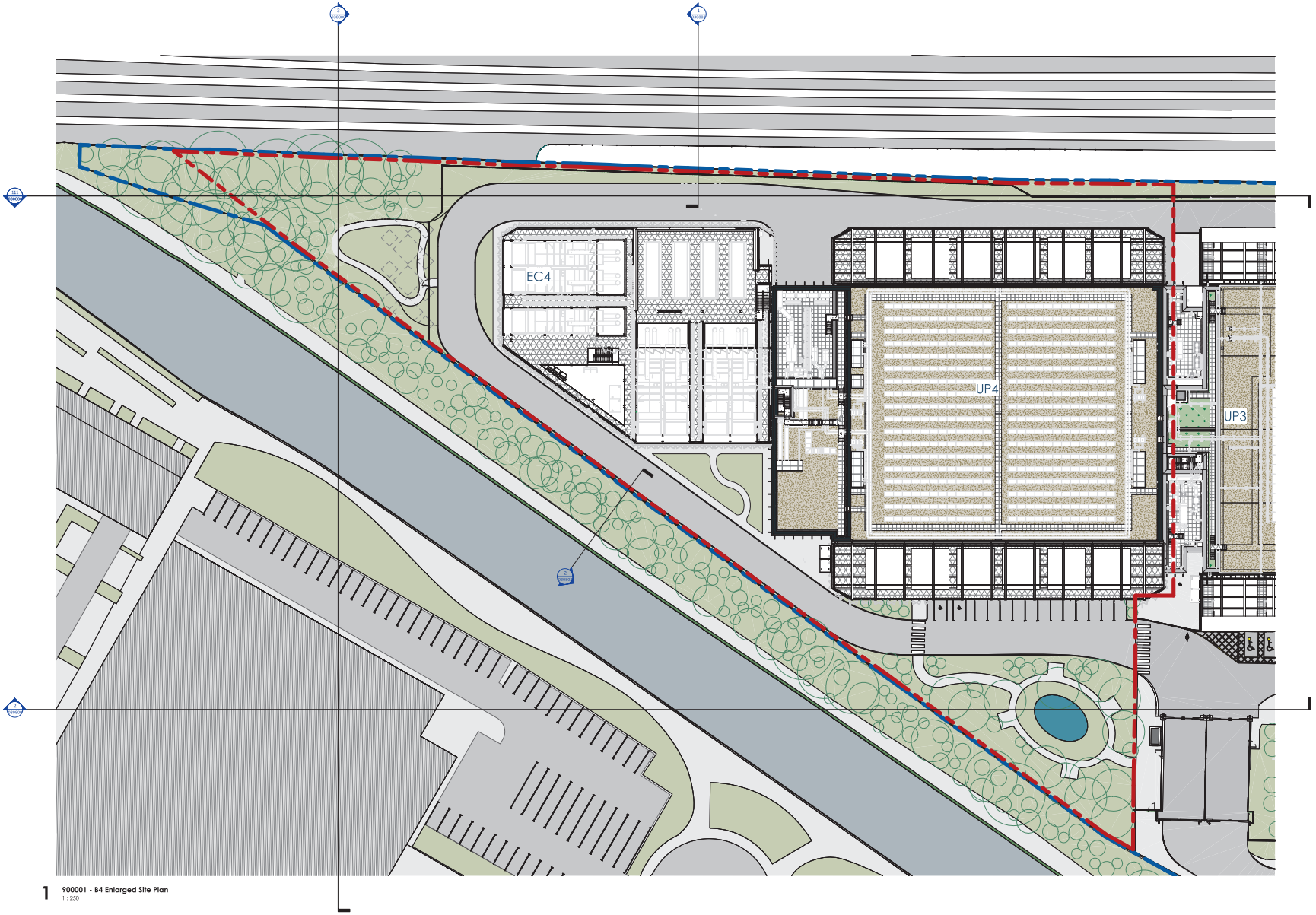
A0





1 900001 - B4 Enlarged Site Plan
1 : 250

Planning

Union Park at Bulls Bridge

A90 - EXTERNAL WORKS
B4 Enlarged Site Plan

DO NOT SCALE THIS DRAWING
Dimensions to be checked on Site.

NWA-0474-SW-ZZ-DR-A-900001 P01

Plotted: 19/02/2025 10:15:51 File Path: Autodesk Docs://10274703_Union_Park_2020/NWA-0474-SW-ZZ-M3-A-000001.rvt

True scale at 1:1

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A0

Notes:

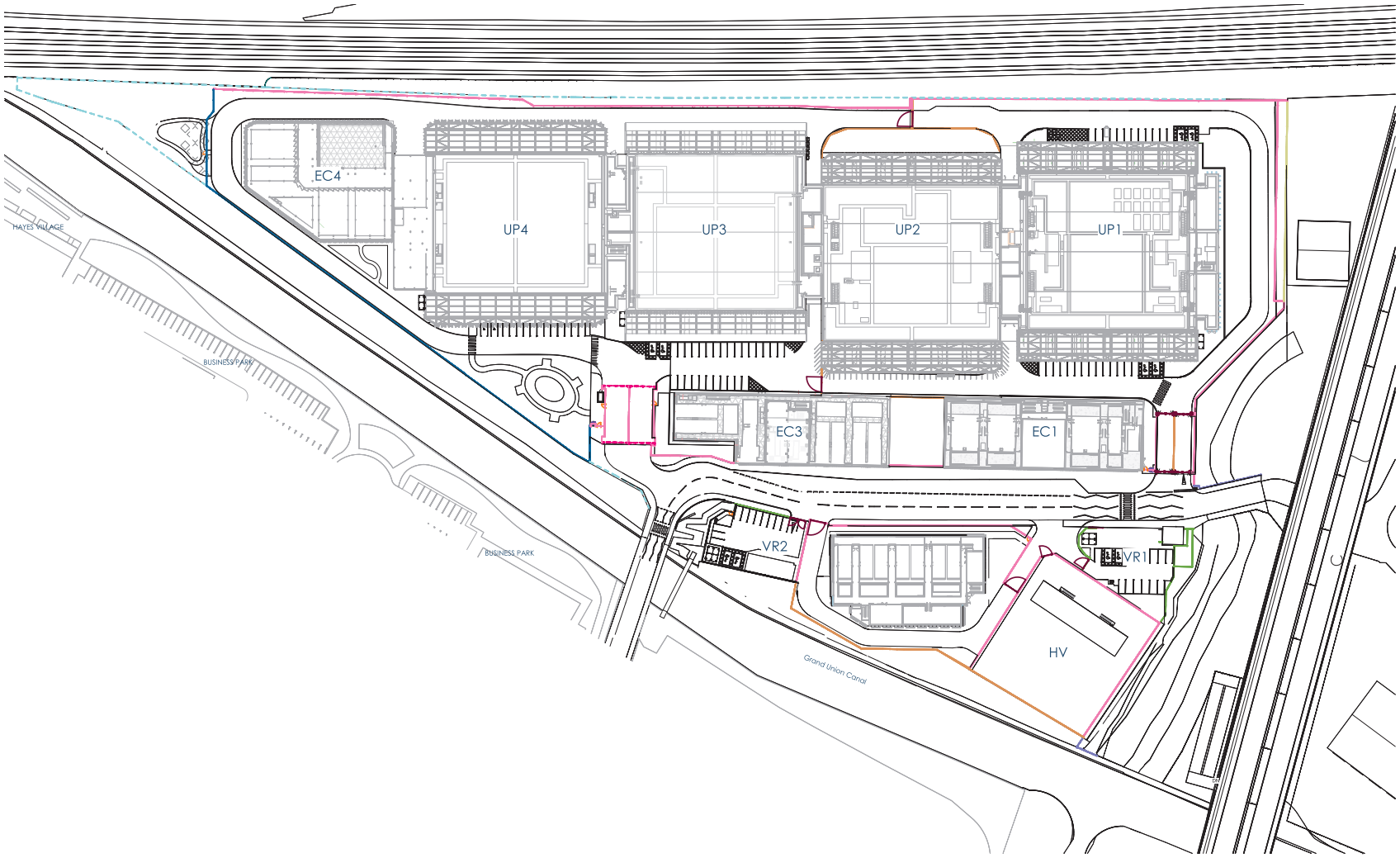
FENCE LEGEND:

- Existing retained fencing
- Fence_Type A - 4.0m high fencing
- Fence_Type B - 3.5m high fencing
- Fence_Type C - 1.8m high fencing
- Fence_Type D - 2.4m high fencing
- Fence_Type E
- Fence_Type F - 3.5m high fencing

GATE LEGEND:

- Gate_Type 1 - Pedestrian access
- Gate_Type 3 - Turnstyle access
- Gate_type 9 - Vehicle lock gate
- Other Gates from previous phases

For illustration purposes only. For details on fences and gates refer to specialist documentation



2 900910 - B4 Fence Overall Site Plan
1 : 500

No.	Date	Description	Init.
1	28/02/2025	Issued for Planning	

Planning

Client
ARK

Project
Union Park at Bulls Bridge

Drawing Name
A90 - EXTERNAL WORKS
SW Fence Overall Site Plan

DO NOT SCALE THIS DRAWING
Dimensions to be checked on Site.

Project No. 0474 | Drawn by: Author | Approved by: Checker
Print Status | Scale: 1 : 500 @ A0

Drawing No.: NWA-0474-SW-ZZ-DR-A-900909 | Rev: P01

True scale at 1:1

Plotted: 28/02/2025 15:03:59 File Path: Autodesk Docs://10274703_Union_Park_2020/NWA-0474-SW-ZZ-M3-A-000001.rvt

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A0

Notes:

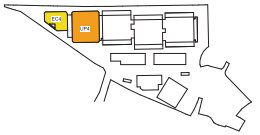
FENCE LEGEND:

- Existing retained fencing
- Fence_Type A - 4.0m high fencing
- Fence_Type B - 3.5m high fencing
- Fence_Type C - 1.8m high fencing
- Fence_Type D - 2.4m high fencing
- Fence_Type E
- Fence_Type F - 3.5m high fencing

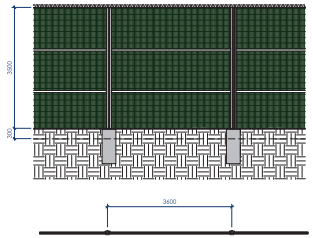
GATE LEGEND:

- Gate_Type 1 - Pedestrian access
- Gate_Type 3 - Turnstyle access
- Gate_type 9 - Vehicle lock gate
- Other Gates from previous phases

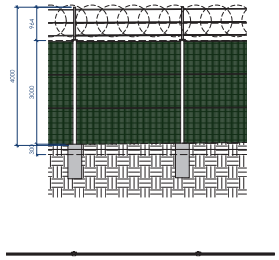
For illustration purposes only. For details on fences and gates refer to specialist documentation

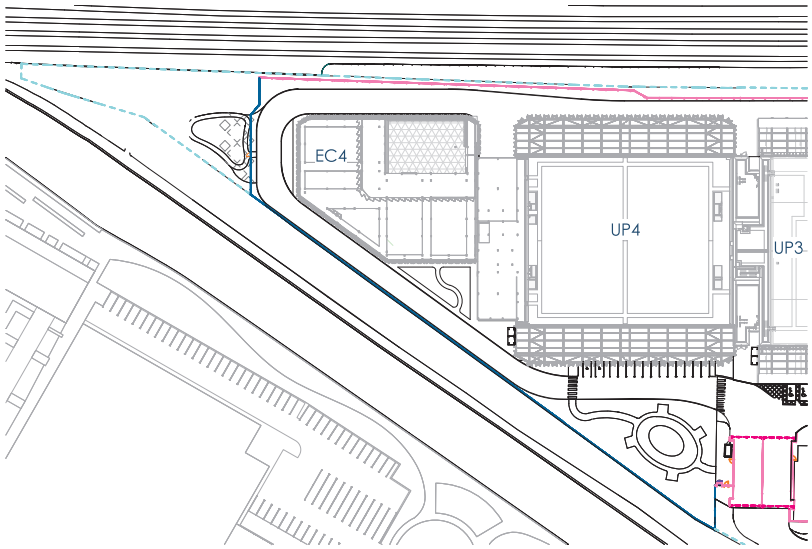


Fence Type F
Height 3.50m - NPSA based 3.8m high 358 welded mesh fence panel (3.5m above ground, 300mm buried) with anti-climb topping (SAW tooth topping). The fence shall stand 3.5m + saw topping above ground level.



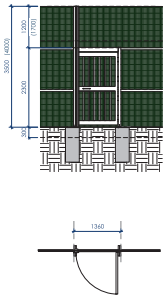
Fence Type A
Height 4.00m 358 welded mesh fence panels (3m above ground, 300mm buried) with a 1.0m anti climb (flat wrap razor wire) topping. The overall fence shall stand 4m above ground level.



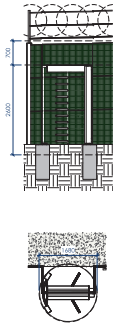


1 **900001 - B4 Fence Enlarged Site Plan**
1 : 500

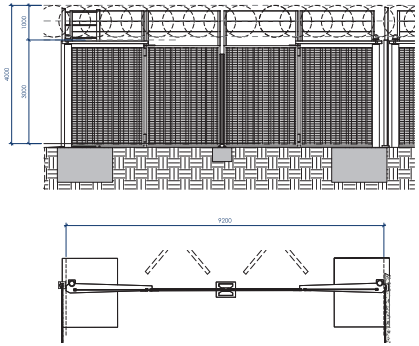
Gate Type 1
Height 2.30m.



Gate Type 3
Height 2.30m.



Gate Type 9
3m high folding gate, 358 welded mesh gate panels, HVM rated, with 1m anti-climb topping.



Rev	Date	Description	By
P01	28/02/2025	Issued for Planning	

Planning

Client: ARK

Architect: NWA

Project: Union Park at Bulls Bridge

Drawing Name: A90 - EXTERNAL WORKS B4 Fence Details

DO NOT SCALE THIS DRAWING
Dimensions to be checked on Site.

Project No.: 0474 | Drawn by: Author | Approved by: Checker
Print Status: | Scale: As Indicated @ A0

Drawing No.: NWA-0474-SW-ZZ-DR-A-900910 P01

Page 513

Plotted: 28/02/2025 15:06:19 File Path: Autodesk Docs://10274703_Union_Park_2020/NWA-0474-SW-ZZ-M3-A-000001.rvt

True scale at 1:1

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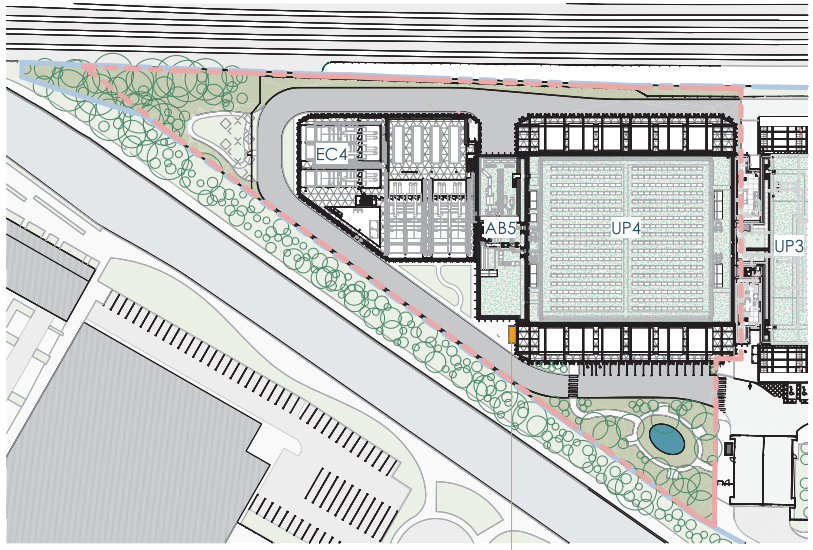
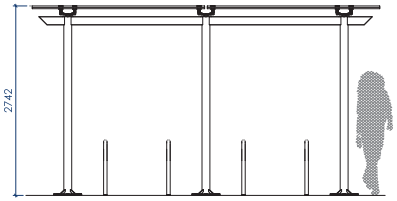
A0

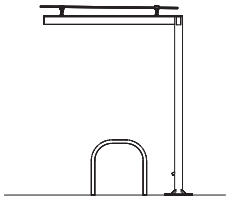


1 Enlarged Cycle Rack Plan
1 : 500

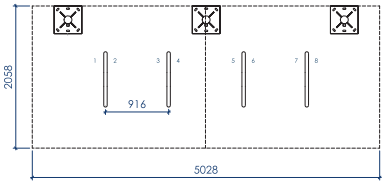
Overall number of spaces:
AB5 = 8



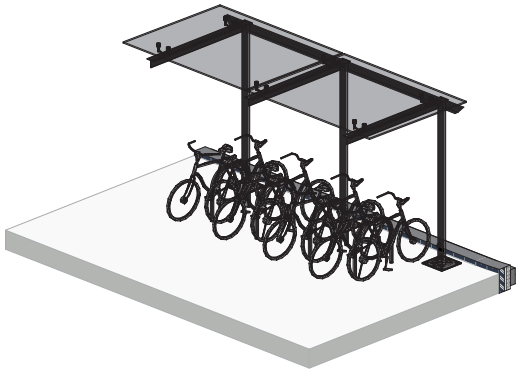
Cycle Shelter - Front View



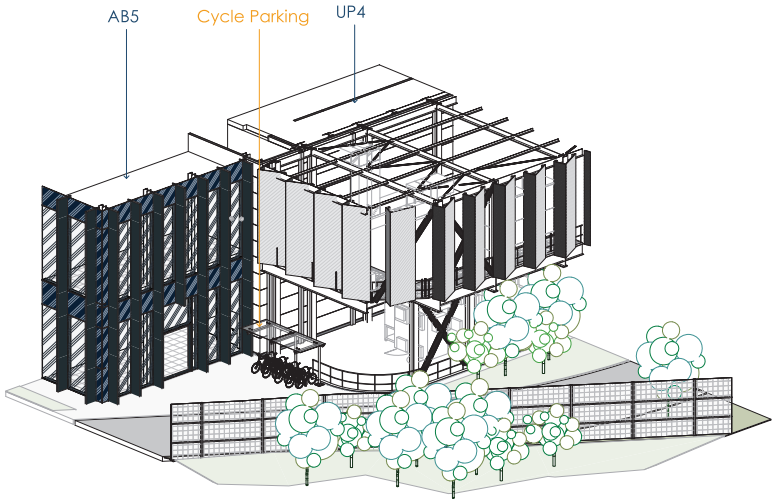
Cycle Shelter - Side View



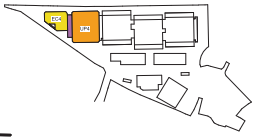
Cycle Shelter - Plan View



2 Dundrum Cycle Shelter



3 Cycle Parking - 3D Context View



Rev	Date	Description	Initials
1	28/02/2025	Issued for Planning	JM

Planning

Client
ARK

Project
Union Park at Bulls Bridge

Drawing Name
A90 - EXTERNAL WORKS
B4 Cycle Racks Details

DO NOT SCALE THIS DRAWING
Dimensions to be checked on Site.

Project No. 0474 | Drawn by: Author | Approved by: Checker
Print Status | Scale: As indicated @ A0

Drawing No. NWA-0474-SW-ZZ-DR-A-900911 P01

Page 514

Plotted: 28/02/2025 15:08:00 File Path: Autodesk Docs://10274703_Union_Park_2020/NWA-0474-SW-ZZ-M3-A-000001.rvt

True scale at 1:1

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A0

Notes:

Key - Symbols

Signifies a disabled refuge point

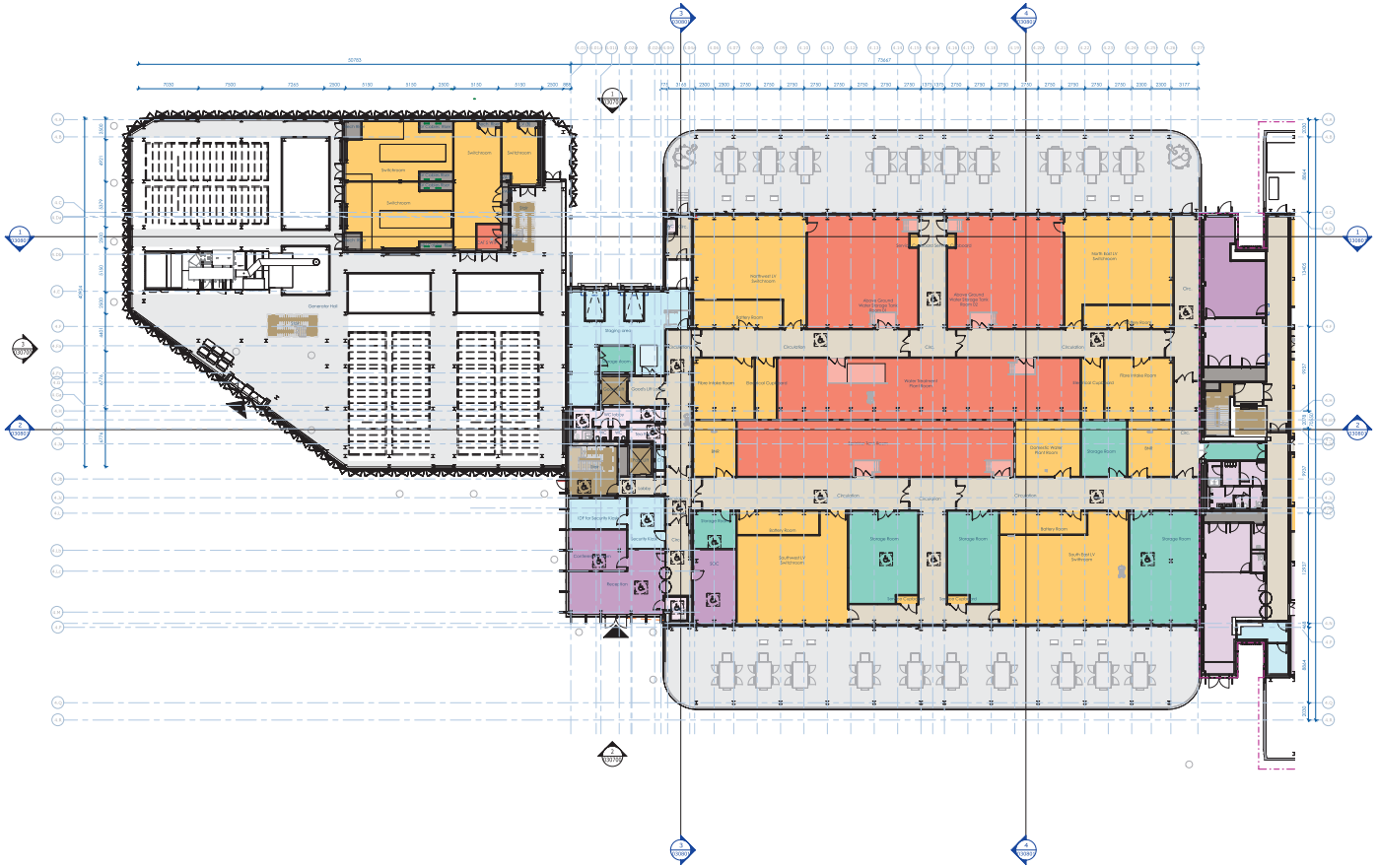
Signifies DDA compliant environments in accordance with Access Statement issued to the LPA

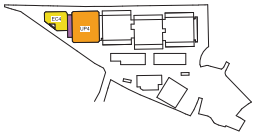
Key - Scope

Denotes Scope Boundary

Room Department

- Circulation
- Vertical Circulation
- Store/ Support
- Technical Support Area (TSS)
- Electrical
- Mechanical
- Welfare Facilities (FSA)
- Office
- External Plant Area
- Riser
- TSS
- FSA





Rev	Date	Description	Initials
P01	28/02/2025	Issued for Planning	

Planning

Client

ARK

Architects

Project

Union Park at Bulls Bridge

Drawing Name

A03 - PLANNING
B4 Ground Floor Plan

DO NOT SCALE THIS DRAWING
Dimensions to be checked on Site.

Project No.: 0474 | Drawn by: JEC | Approved by: CM
Print Date: 14/07/2025 | Scale: Architectural A1 A3

Drawing No.: NWA-0474-UP4-00-DR-A-030000 P01

Plotted: 28/02/2025 16:34:02 File Path: Autodesk Docs://10274703_Union_Park_2020/NWA-0474-UP4-ZZ-M3-A-000001.rvt

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A0

Notes:

Key - Symbols

Signifies a disabled refuge point

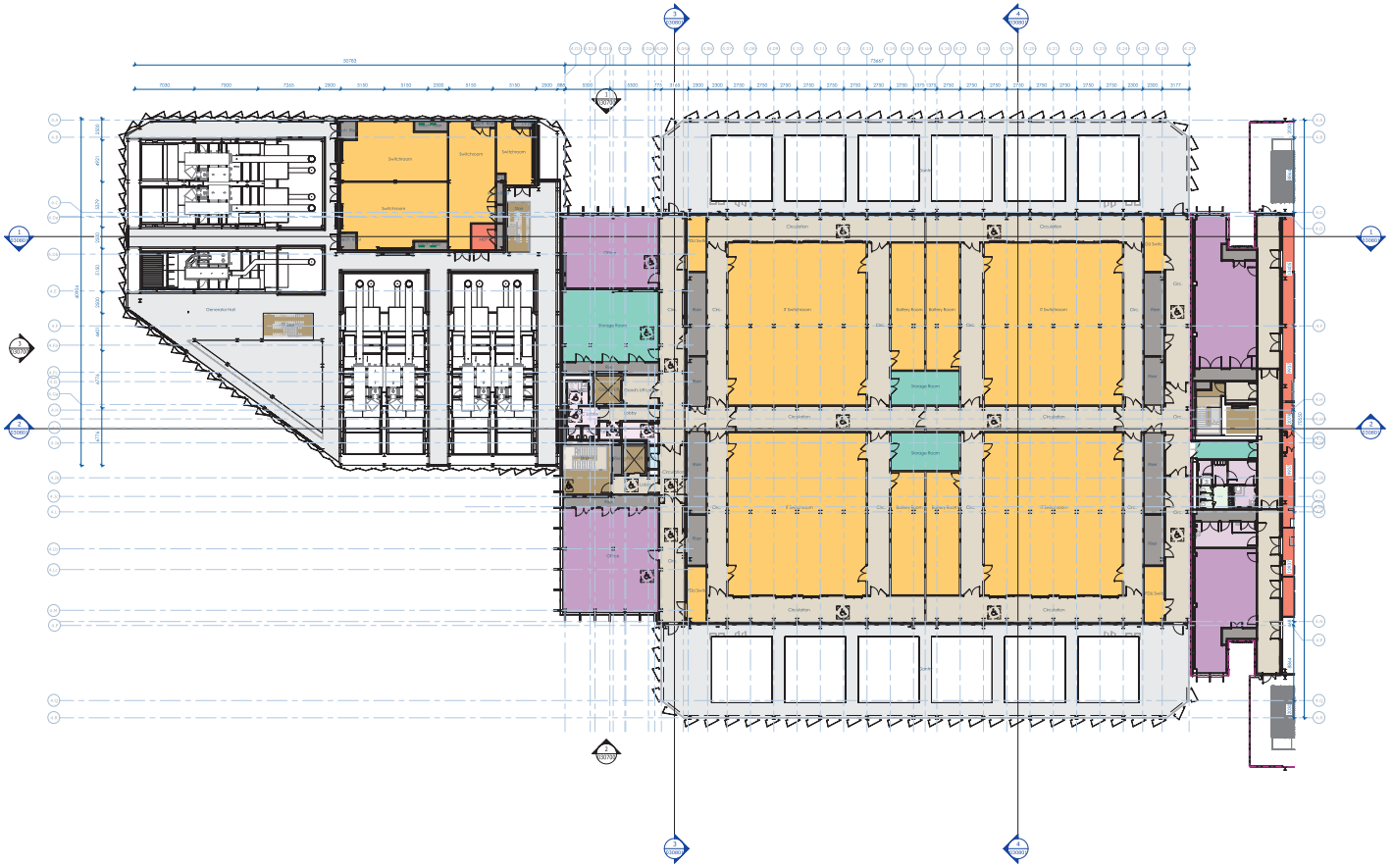
Signifies DDA compliant environments in accordance with Access Statement issued to the LPA

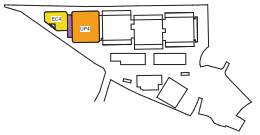
Key - Scope

Denotes Scope Boundary

Room Department

- Circulation
- Vertical Circulation
- Store/ Support
- Technical Support Area (TSS)
- Electrical
- Mechanical
- Welfare Facilities (FSA)
- Office
- External Plant Area
- Riser
- Amenities
- FSA





Page 516

Planning

Client: ARK

Architect: NWA

Project: Union Park at Bulls Bridge

Drawing Name: A03 - PLANNING
B4 First Floor Plan

DO NOT SCALE THIS DRAWING
Dimensions to be checked on Site.

Project No.: 0474 | Drawn by: JEC | Approved by: CM
Print Date: 14/07/2025 | Scale: Architectural @ A0

Drawing No.: NWA-0474-UP4-01-DR-A-030010 P01

Plotted: 28/09/2025 16:35:17 File Path: Autodesk Docs://10274703_Union_Park_2020/NWA-0474-UP4-ZZ-M3-A-000001.rvt

True scale at 1:1

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A0

Notes:

Key - Symbols

Signifies a disabled refuge point

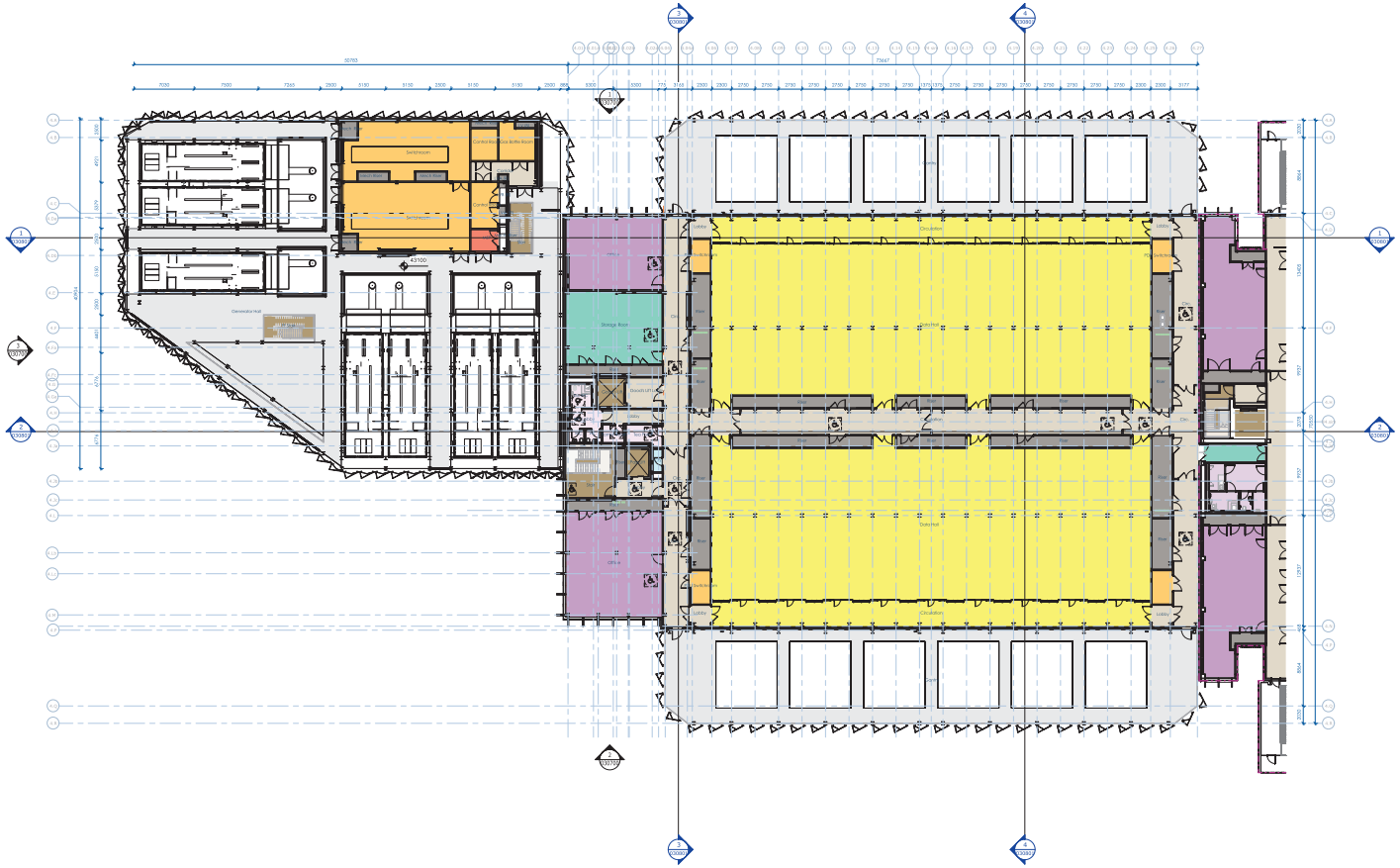
Signifies DDA compliant environments in accordance with Access Statement issued to the LPA

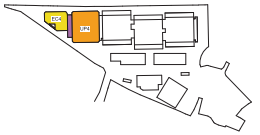
Key - Scope

Denotes Scope Boundary

Room Department

- Circulation
- Vertical Circulation
- Store/ Support
- Technical Support Area (TSS)
- Data Hall
- Electrical
- Mechanical
- Welfare Facilities (FSA)
- Office
- External Plant Area
- Riser
- FSA





Rev	Date	Description	Initials
1	28/02/2025	Issued for Planning	MH

Planning

Client

ARK

Architect

NWA

Project

Union Park at Bulls Bridge

Drawing Name

A03 - PLANNING
B4 Second Floor Plan

DO NOT SCALE THIS DRAWING
Dimensions to be checked on Site.

Project No.: 0474 | Drawn by: MH | Approved by: CM
Print Issue: 14/01/2025 | Scale: Architectural A1 #2

Drawing No.: NWA-0474-UP4-02-DR-A-0300020 P01

Rev:

Plotted: 28/02/2025 16:35:40 File Path: Autodesk Docs://10274703_Union_Park_2020/NWA-0474-UP4-ZZ-M3-A-000001.rvt

True scale at 1:1

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A0

Notes:

Key - Symbols

Signifies a disabled refuge point

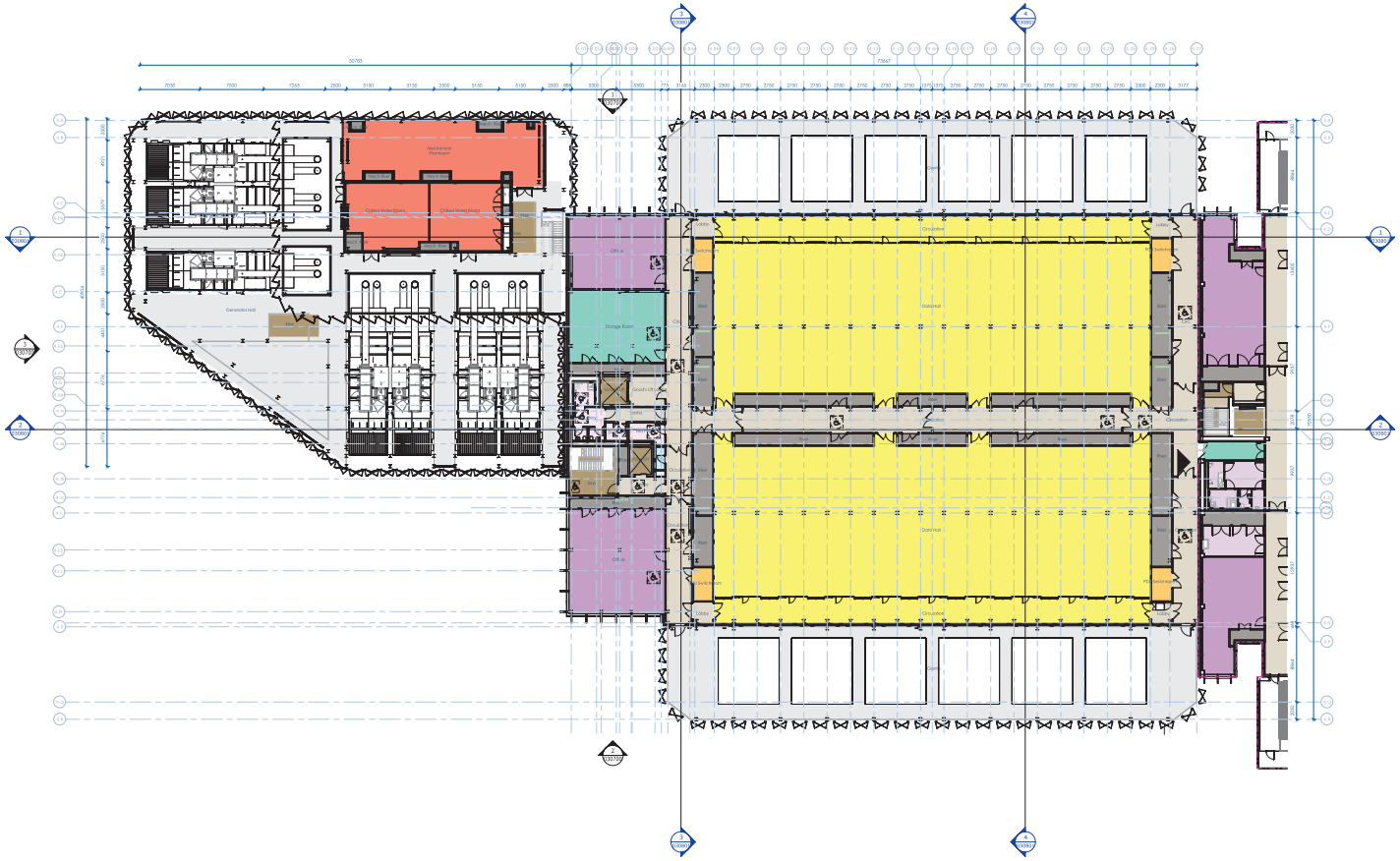
Signifies DDA compliant environments in accordance with Access Statement issued to the LPA

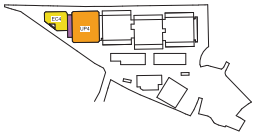
Key - Scope

Denotes Scope Boundary

Room Department

- Circulation
- Vertical Circulation
- Store/ Support
- Technical Support Area (TSS)
- Data Hall
- Electrical
- Mechanical
- Welfare Facilities (FSA)
- Office
- External Plant Area
- Riser
- FSA





Rev	Date	Description	Initials
P01	28/02/2025	Issued for Planning	

Planning

Client: ARK

Project: Union Park at Bulls Bridge

Drawing Name: A03 - PLANNING B4 Third Floor Plan

DO NOT SCALE THIS DRAWING Dimensions to be checked on Site.

Project No.: 0474 | Drawn by: JEC | Approved by: CM

Print Date: 14/01/2025 | Scale: As indicated @ A0

Drawing No.: NWA-0474-UP4-03-DR-A-0300030 P01

Plotted: 28/02/2025 16:36:08 File Path: Autodesk Docs://10274703_Union_Park_2020/NWA-0474-UP4-ZZ-M3-A-000001.rvt

True scale at 1:1

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A0

Notes:

Key - Symbols

Signifies a disabled refuge point

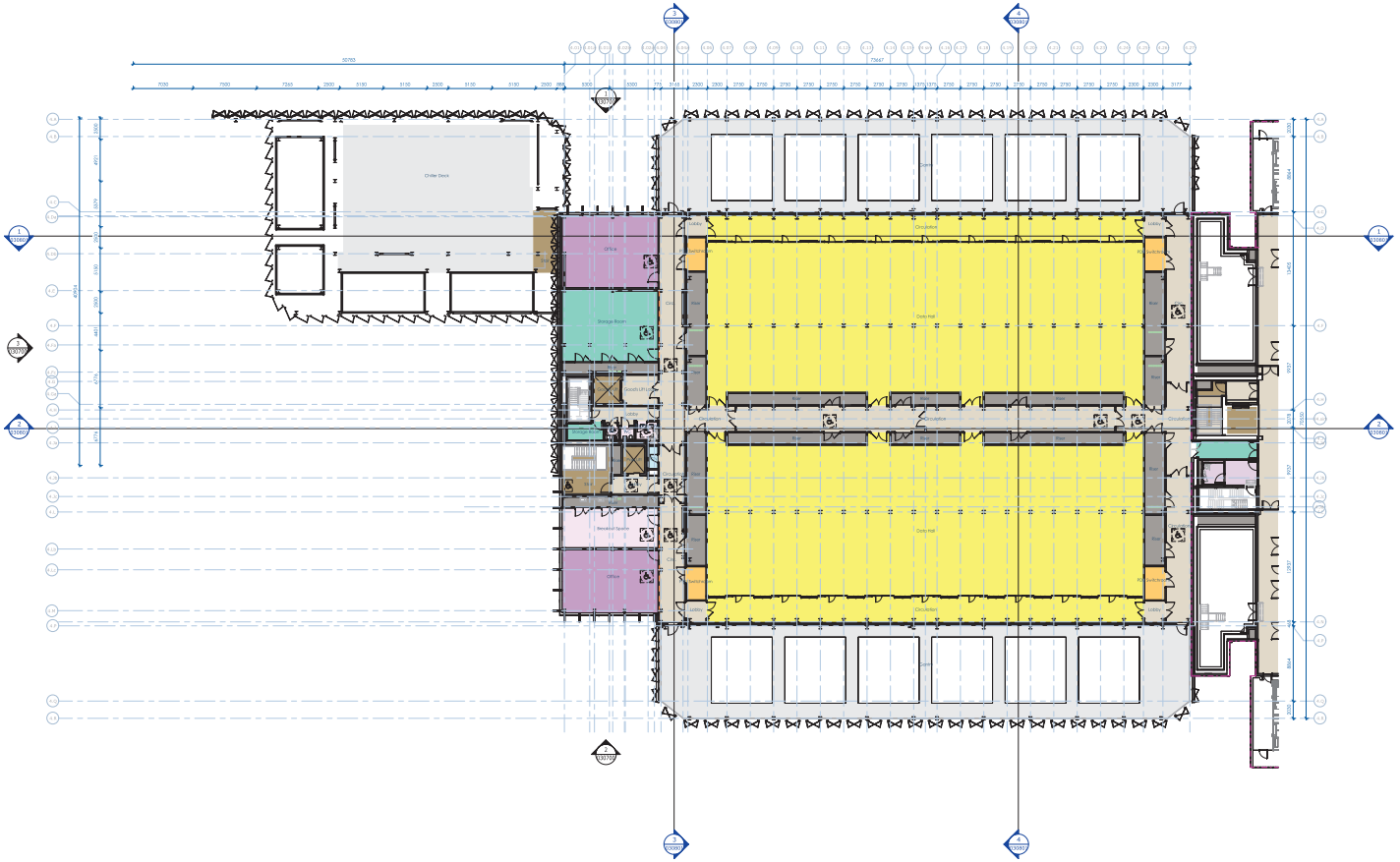
Signifies DDA compliant environments in accordance with Access Statement issued to the LPA

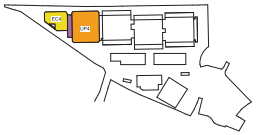
Key - Scope

Denotes Scope Boundary

Room Department

- Circulation
- Vertical Circulation
- Store/ Support
- Technical Support Area (TSS)
- Data Hall
- Electrical
- Welfare Facilities (FSA)
- Office
- External Plant Area
- Riser
- FSA





Rev | Date | Description | By

1 | 28/02/2025 | Issued for Planning | MH

Planning

Client

ARK

Project

Union Park at Bulls Bridge

Drawing Name

A03 - PLANNING
B4 Fourth Floor Plan

DO NOT SCALE THIS DRAWING
Dimensions to be checked on Site.

Project No.: 0474 | Drawn by: MH | Approved by: CM
Print Date: 14/01/2025 | Scale: As indicated @ A0

Drawing No.: NWA-0474-UP4-04-DR-A-030040 P01

Plotted: 28/02/2025 16:36:25 File Path: Autodesk Docs://10274703_Union_Park_2020/NWA-0474-UP4-ZZ-M3-A-000001.rvt

True scale at 1:1

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A0

Key - Symbols

Signifies a disabled refuge point

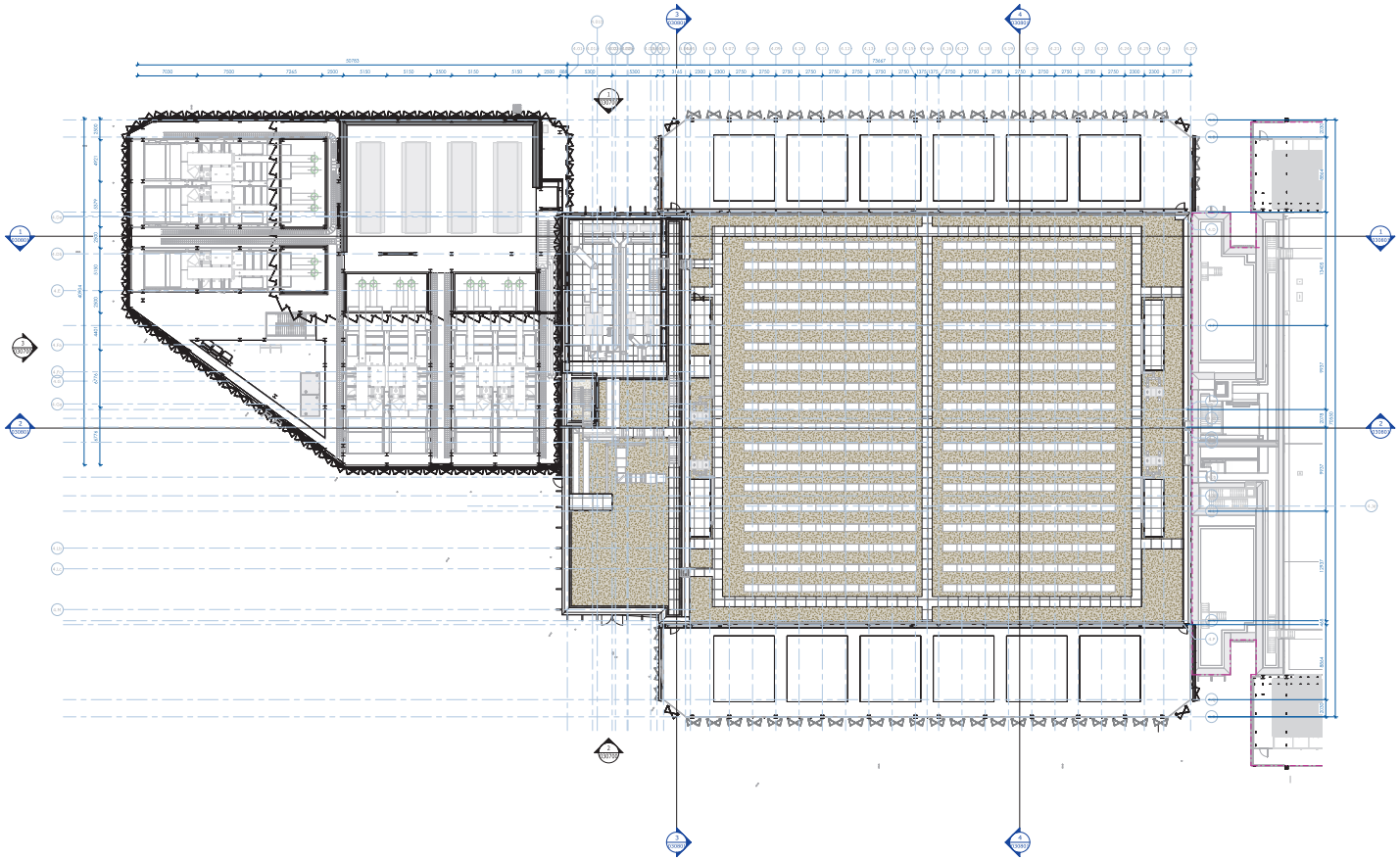
Signifies DDA compliant environments in accordance with Access Statement issued to the LPA

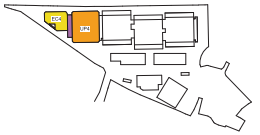
Key - Scope

Denotes Scope Boundary

Room Department

External Plant Area





Rev	Date	Description	Initials
P01	28/02/2025	Issued for Planning	MW

Planning

Client

ARK

Architect

NWA

Project

Union Park at Bulls Bridge

Drawing Name

A03 - PLANNING
B4 Fifth Floor Plan

DO NOT SCALE THIS DRAWING
Dimensions to be checked on Site.

Project No.: 0474 | Drawn by: MC | Approved by: CM
Print Date: 14/01/2025 | Scale: As indicated @ A0

Drawing No.: NWA-0474-UP4-05-DR-A-0300050 P01

Plotted: 28/02/2025 14:36:50 File Path: Autodesk Docs://10274703_Union_Park_2020/NWA-0474-UP4-ZZ-M3-A-000001.rvt

True scale at 1:1

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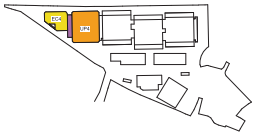
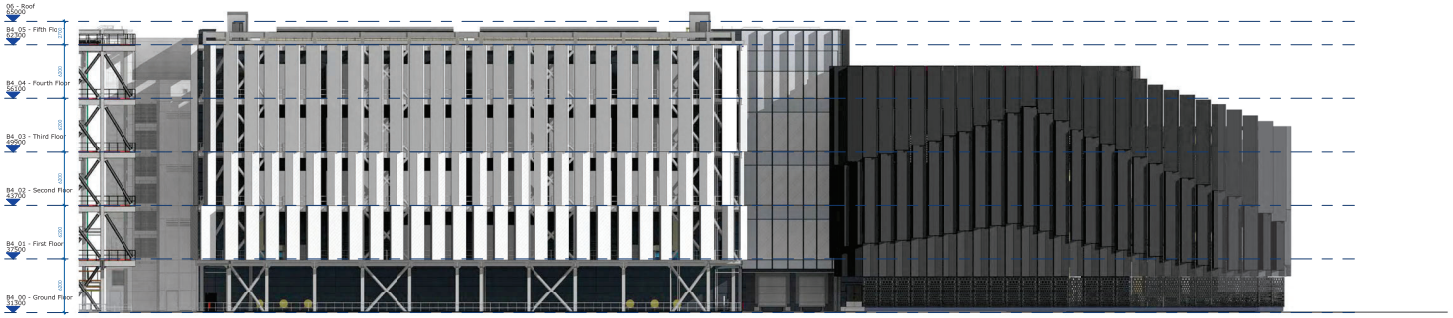
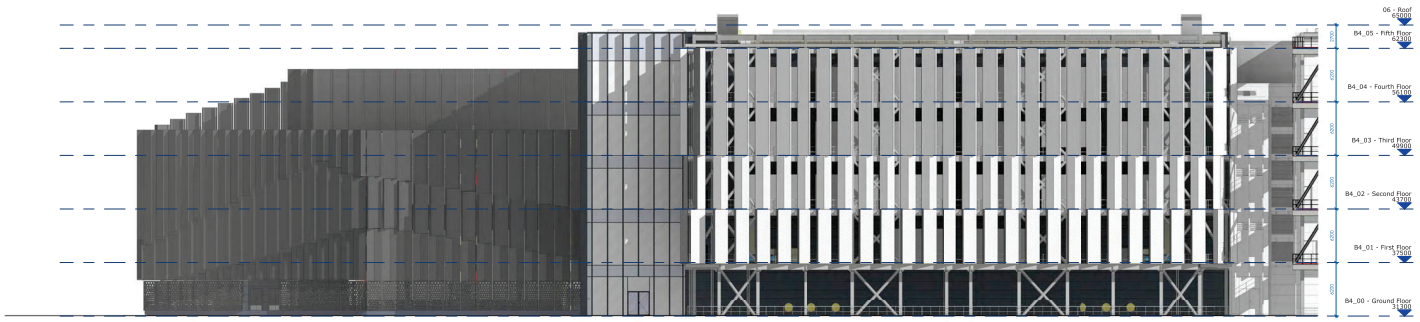
A0

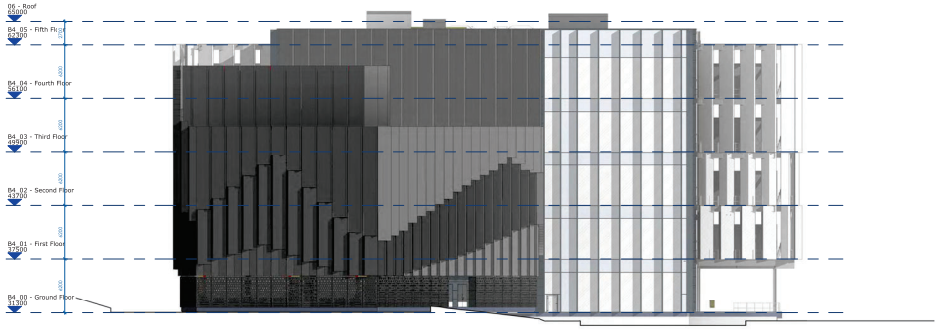




1 Data Centre North Elevation
1 : 200



2 Data Centre South Elevation
1 : 200



3 Data Centre West Elevation
1 : 200

True scale at 1:1

Rev	Date	Description	Initials
1	28/02/2025	Issued for Planning	MH

Planning

Client
ARK

NWA
The Old Dairy
Bradley Country Hall
Holmbeck
Huntingdon PE28 2XJ
01480 790242
www.nwa.co.uk

Project
Union Park at Bulls Bridge

Drawing Name
A03 - PLANNING
B4 Building Elevations

DO NOT SCALE THIS DRAWING
Dimensions to be checked on Site.

Project No.: 0474 | Drawn by: MH | Approved by: CW
Print Issue: 28/02/2025 | Scale: 1 : 200 @ A0

Drawing No.: NWA-0474-UP4-ZZ-DR-A-030700 P01

Plotted: 28/02/2025 16:44:19 File Path: Autodesk Docs://10274703_Union_Park_2020/NWA-0474-UP4-ZZ-M3-A-000001.rvt

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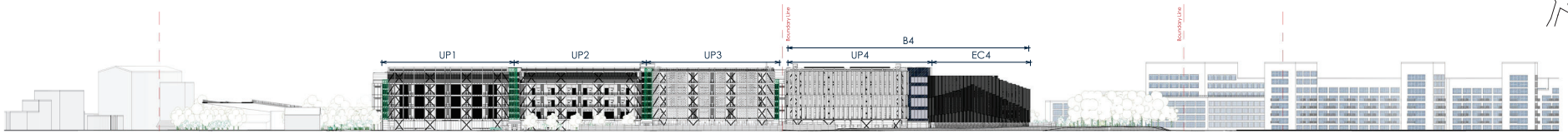
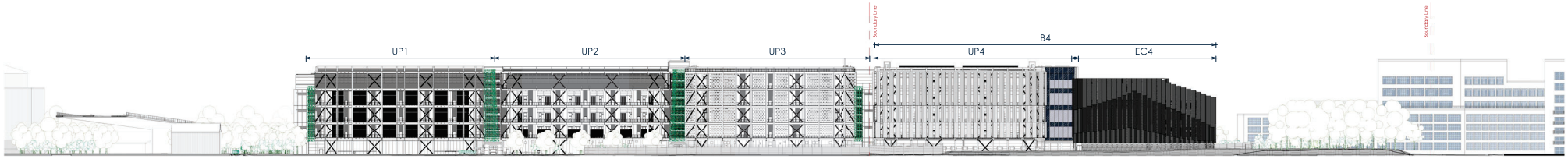
A0



1 Site Context Section 1 (North)
1 : 750



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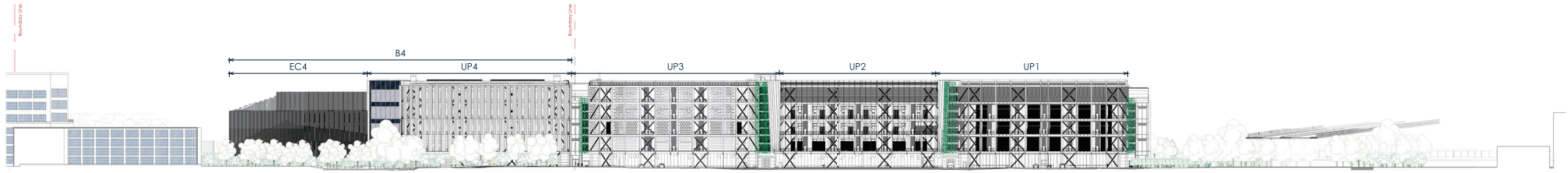

2 Site Context Section 1 (South)
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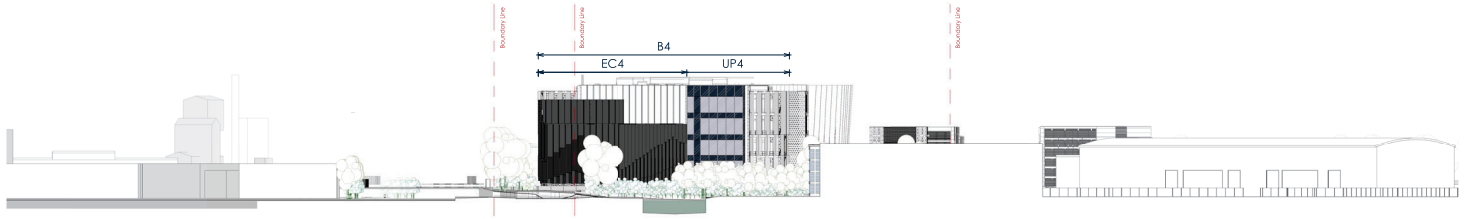

3 Site Context Section 3 (West)
1 : 500

Page 522

Rev	Date	Description	Initials
1	28/02/2025	Issued for Planning	MW

Planning

Client
ARK

Project
Union Park at Bulls Bridge

Drawing Name
A03 - PLANNING
SW Site Context Sections

DO NOT SCALE THIS DRAWING
Dimensions to be checked on Site.

Project No. 0474 | Drawn by: Author | Approved by: Checker
Print Status | Scale: As Indicated @ A0

Drawing No. NWA-0474-SW-ZZ-DR-A-030800 P01

True scale at 1:1

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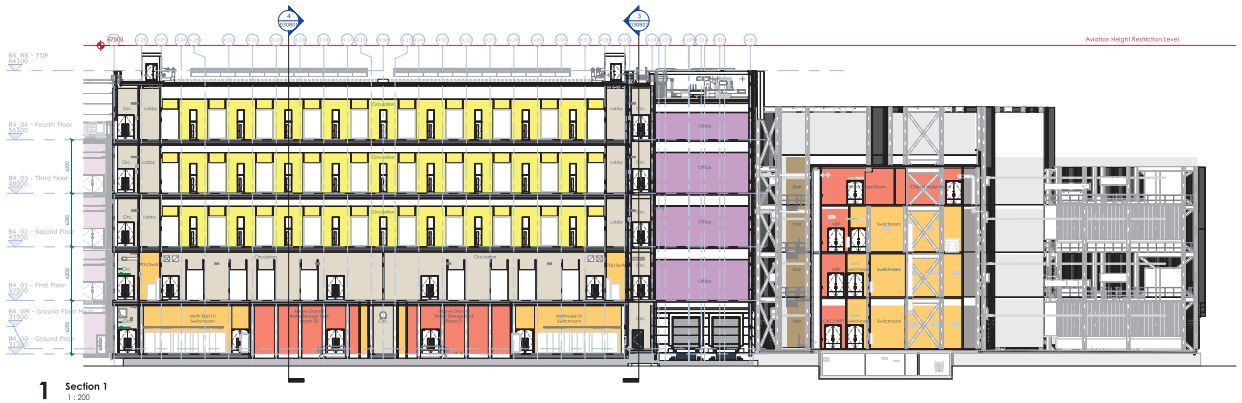
A0



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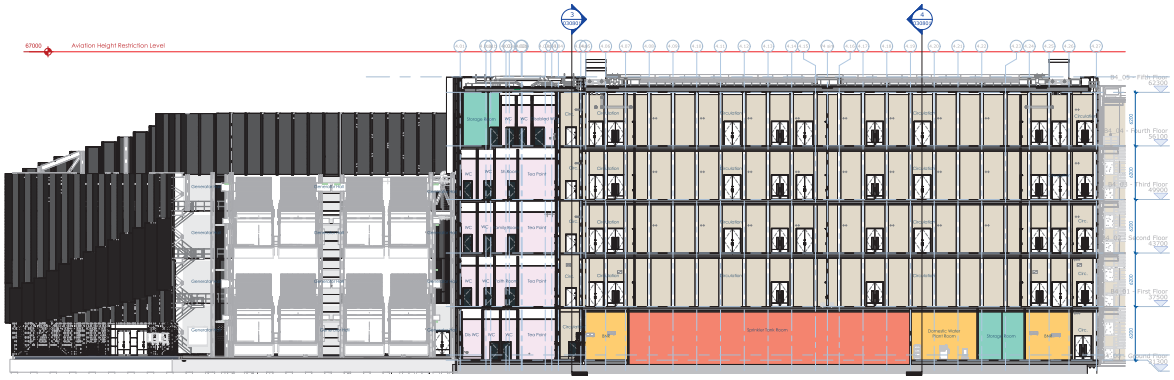
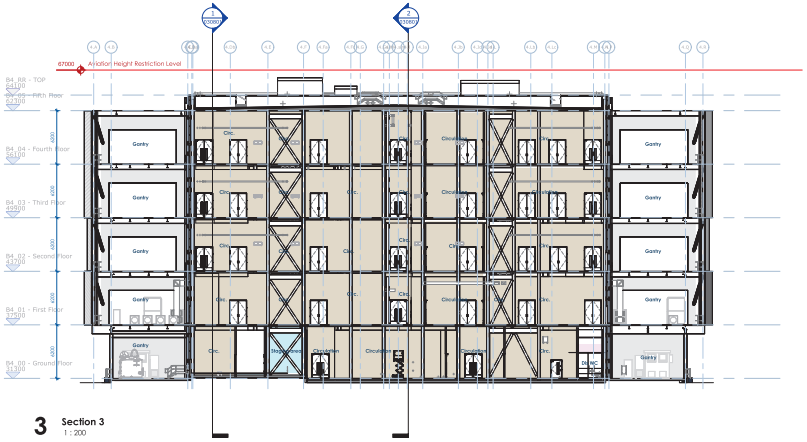


2 Section 2
1 : 200



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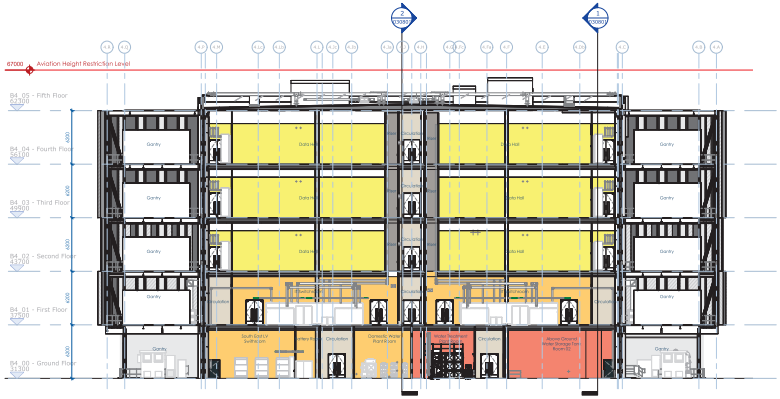
1 : 200



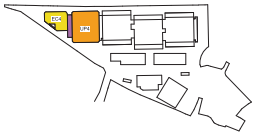
4 Section 4
1 : 200

Room Department
- Circulation
- Vertical Circulation
- Data Hall
- Electrical
- Mechanical
- Office
- External Plant Area
- Riser

Room Department
- Circulation
- Vertical Circulation
- Store/ Support
- Electrical
- Mechanical
- Welfare Facilities (FSA)
- External Plant Area

Room Department
- Circulation
- Technical Support Area (TSS)
- Welfare Facilities (FSA)
- External Plant Area

Room Department
- Circulation
- Data Hall
- Electrical
- Mechanical
- External Plant Area
- Riser



P02	28/02/2025	Issued for Planning	HWA
P01	21/02/2025	Issued for Comments	HWA
No.	Date	Description	By

Planning

Client
ARK

Architect
NWA

Project
Union Park at Bulls Bridge

Drawing Name
A03 - PLANNING
B4 Building Sections

DO NOT SCALE THIS DRAWING
Dimensions to be checked on Site.

Project No.: 0474 | Drawn by: JEC | Approved by: CM
Print Date: 14/07/2022 | Scale: 1 : 200 @ A0

Drawing No.: NWA-0474-UP4-ZZ-DR-A-030001 | Rev.: P02

Plotted: 28/02/2025 16:45:54 File Path: Autodesk Docs://10274703_Union_Park_2020/NWA-0474-UP4-ZZ-M3-A-000001.rvt

True scale at 1:1

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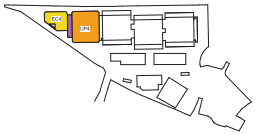
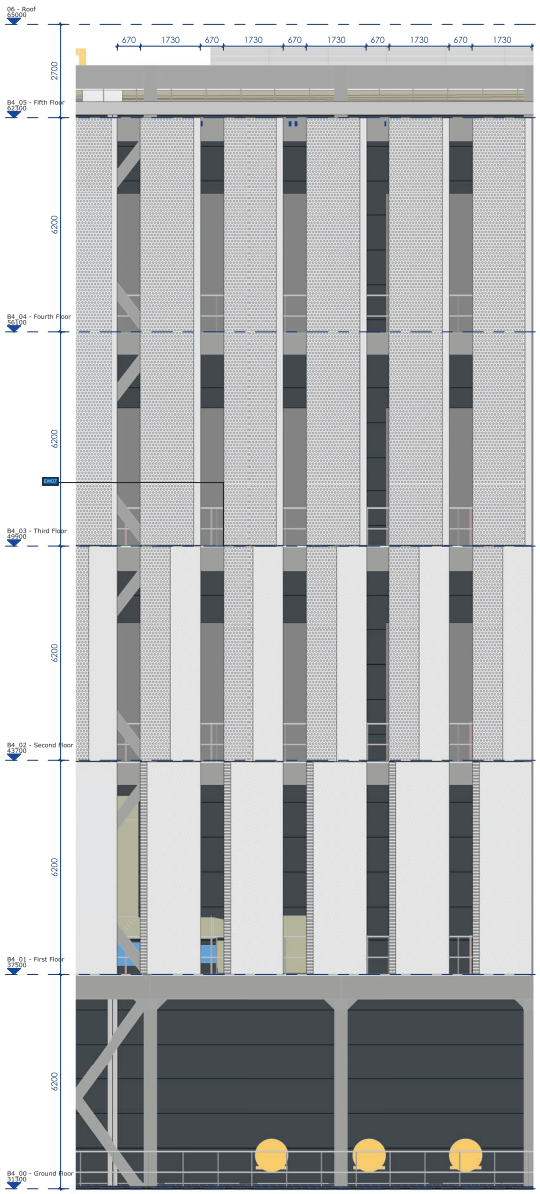
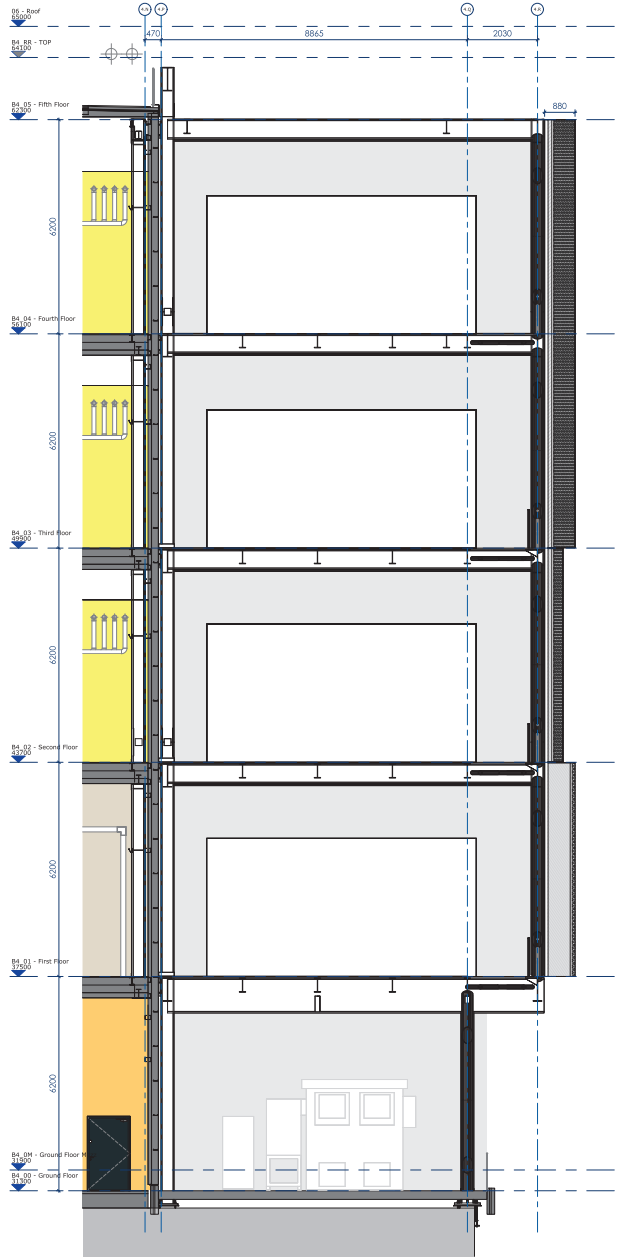
A0

FACADE FINISHES -EXTERNAL WALL TYPES		
REF.	WALL TYPE	SPEC.
EW01	External Cladding System (RAL 7016/9003) EW01	Ss_25_20_14_52
EW07	External Screen Cladding System (RAL 9006) EW07	Ss_25_50_45_45
EW12	External Cladding System (RAL 9003/9003) EW12	Ss_25_20_14_52
EW15	External Glazed Curtain Wall System, Capped Mullion (RAL 7016) EW15	Ss_25_10_20_85
EW16	External Vertical Fin System to Curtain Walling (RAL 7016) EW16	Ss_25_50_45_45
EW17	Engineering Brick Plinth (AvenueSmoothBlack) EW17	Pr_20_93_52_27
EW18	External Screen Cladding System (RAL 7016) EW18	Ss_25_50_45_45
EW19	External Screen Cladding System (RAL 7016/9003) EW19	Ss_25_20_14_52
EW20	Louvre Screen System (Horizontal) Grey/Louvre Screen System (Horizontal) Pegasus Green (RAL 7016) EW20	Ss_25_50_45_45

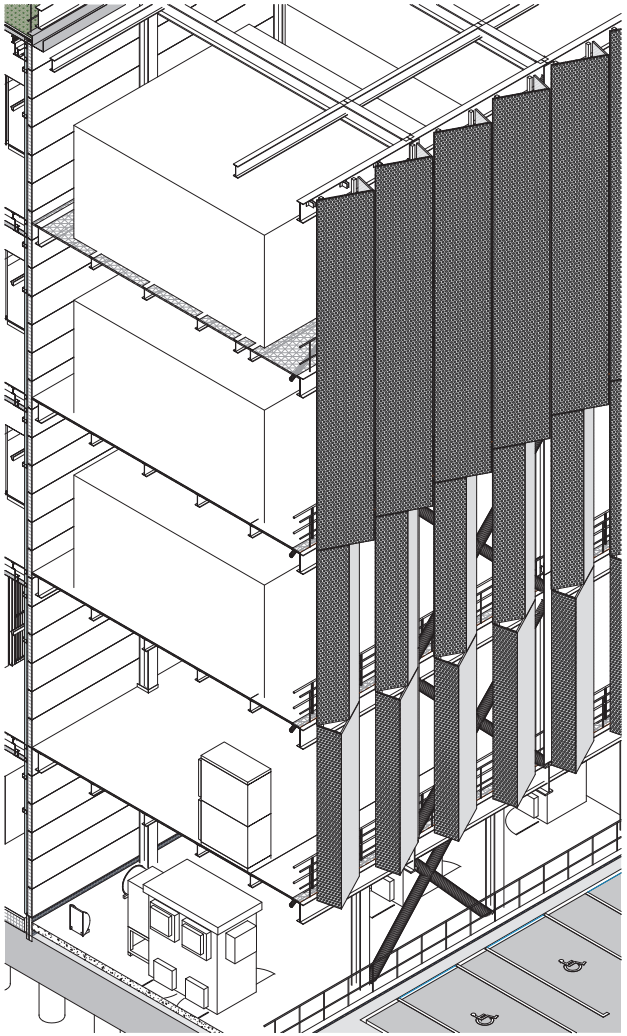




UP4 South Elevation



UP4 Section



UP4 Facade 3D View

Rev	Date	Description	Init.
1		Planning	

Client

ARK

Project

Union Park at Bulls Bridge

Drawing Name

A03 - PLANNING
B4 Facade Bay Study 1 - UP4

DO NOT SCALE THIS DRAWING
Dimensions to be checked on Site.

Project No.: 0474 | Drawn by: NA | Approved by: CM
Print Issue: 14/03/2025 | Scale: 1 : 50 @ A0

Drawing No.: NWA-0474-UP4-XX-DR-A-030610 P01

True scale at 1:1

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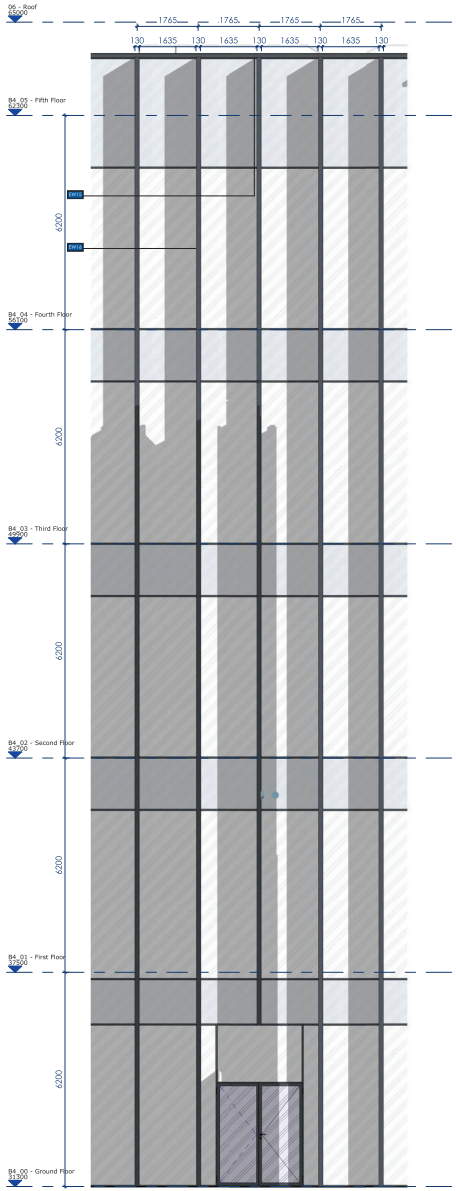
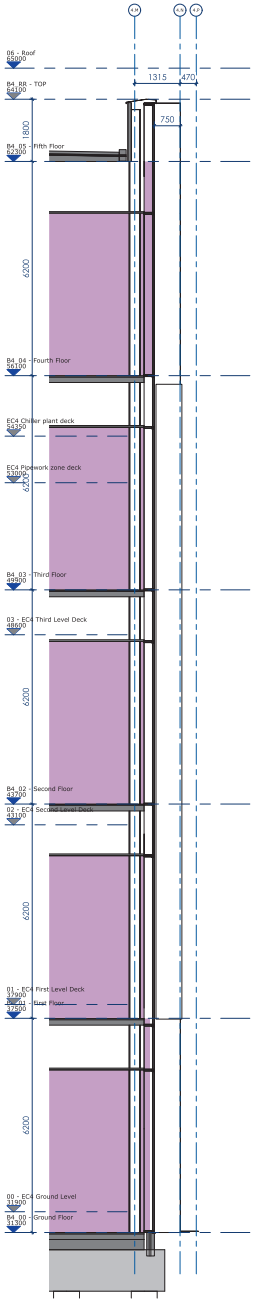
A0

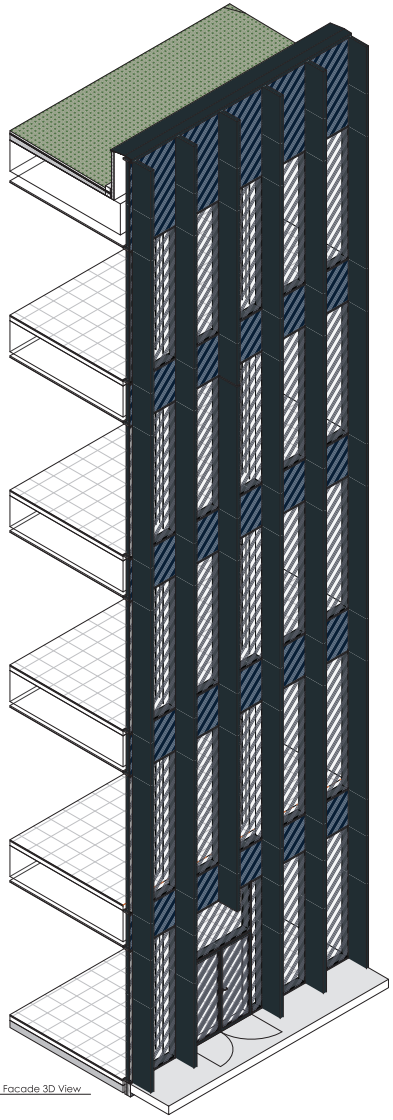


AB5 South Elevation

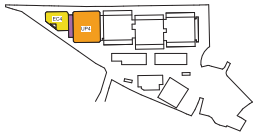


AB5 Section

FACADE FINISHES -EXTERNAL WALL TYPES		
REF.	WALL TYPE	SPEC.
EW01	External Cladding System (RAL 7016/9003) EW01	Ss_25_20_14_52
EW07	External Screen Cladding System (RAL 9006) EW07	Ss_25_50_45_45
EW12	External Cladding System (RAL 9003/9003) EW12	Ss_25_20_14_52
EW15	External Glazed Curtain Wall System, Capped Mullion (RAL 7016) EW15	Ss_25_10_20_85
EW16	External Vertical Fin System to Curtain Walling (RAL 7016) EW16	Ss_25_50_45_45
EW17	Engineering Brick Plinth (AvenueSmoothBlack) EW17	Pr_20_93_52_27
EW18	External Screen Cladding System (RAL 7016) EW18	Ss_25_50_45_45
EW19	External Screen Cladding System (RAL 7016/9003) EW19	Ss_25_20_14_52
EW20	Louvre Screen System (Horizontal) Grey/Louvre Screen System (Horizontal) Pegasus Green (RAL 7016) EW20	Ss_25_50_45_45



AB5 Facade 3D View



Rev	Date	Description	Initials
1			

Planning

Client

ARK

NWA

Project

Union Park at Bulls Bridge

Drawing Name

A03 - PLANNING
B4 Facade Bay Study 2 - AB5

DO NOT SCALE THIS DRAWING
Dimensions to be checked on Site.

Project No.: 0474 | Drawn by: MA | Approved by: CM
Print Issue: 14/05/2025 | Scale: 1 : 50 @ A0

Drawing No.: NWA-0474-UP4-XX-DR-A-030611 | Rev: P01

Plotted: 13/05/2025 14:16:35 File Path: Autodesk Docs://10274703_Union_Park_2020/NWA-0474-UP4-ZZ-M3-A-000001.rvt

True scale at 1:1

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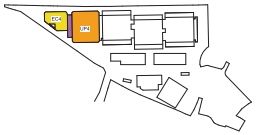
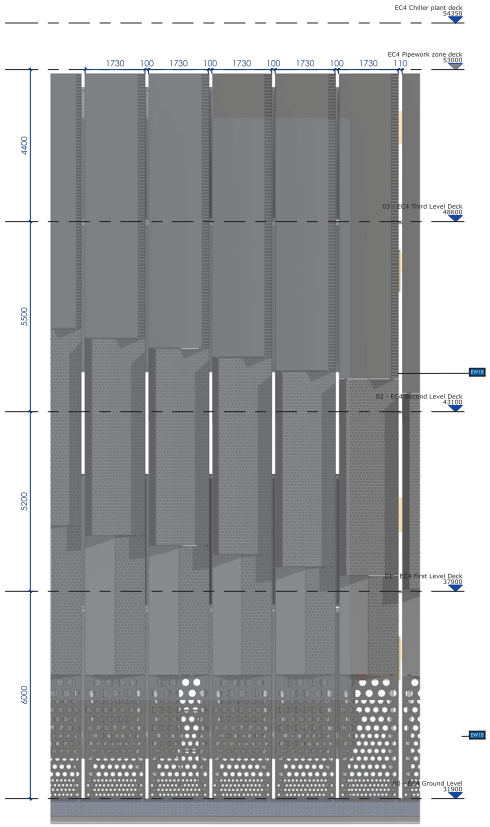
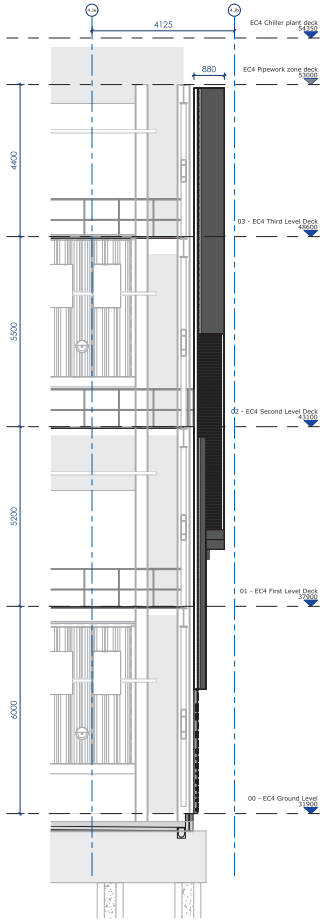
A0

FACADE FINISHES -EXTERNAL WALL TYPES		
REF.	WALL TYPE	SPEC.
EW01	External Cladding System (RAL 7016/9003) EW01	Ss_25_20_14_52
EW07	External Screen Cladding System (RAL 9006) EW07	Ss_25_50_45_45
EW12	External Cladding System (RAL 9003/9003) EW12	Ss_25_20_14_52
EW15	External Glazed Curtain Wall System, Capped Mullion (RAL 7016) EW15	Ss_25_10_20_85
EW16	External Vertical Fin System to Curtain Walling (RAL 7016) EW16	Ss_25_50_45_45
EW17	Engineering Brick Plinth (AvenueSmoothBlack) EW17	Pr_20_93_52_27
EW18	External Screen Cladding System (RAL 7016) EW18	Ss_25_50_45_45
EW19	External Screen Cladding System (RAL 7016/9003) EW19	Ss_25_20_14_52
EW20	Louvre Screen System (Horizontal) Grey/Louvre Screen System (Horizontal) Pegasus Green (RAL 7016) EW20	Ss_25_50_45_45





EC4 South Elevation



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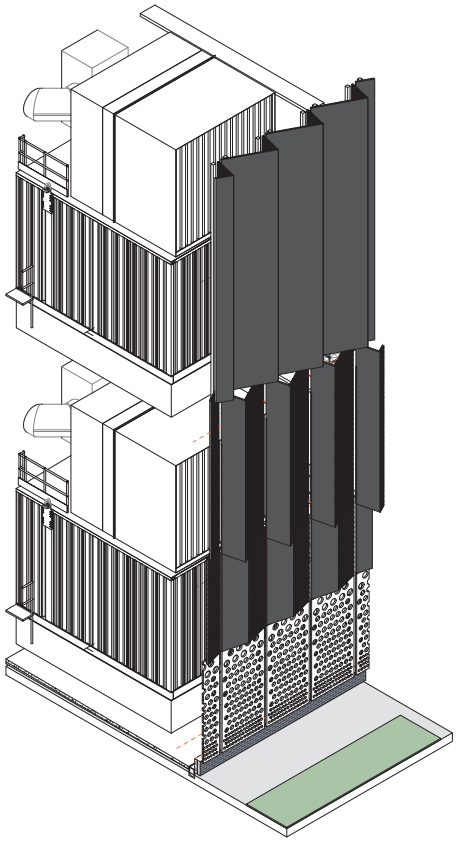


EC4 Facade 3D View

Rev	Date	Description	Initials
P01	14/04/2025	First Information	MH

Planning

Client

ARK

Architects

NWA

Project

Union Park at Bulls Bridge

Drawing Name

AD3 - PLANNING
B4 Facade Bay Study 3 - EC4

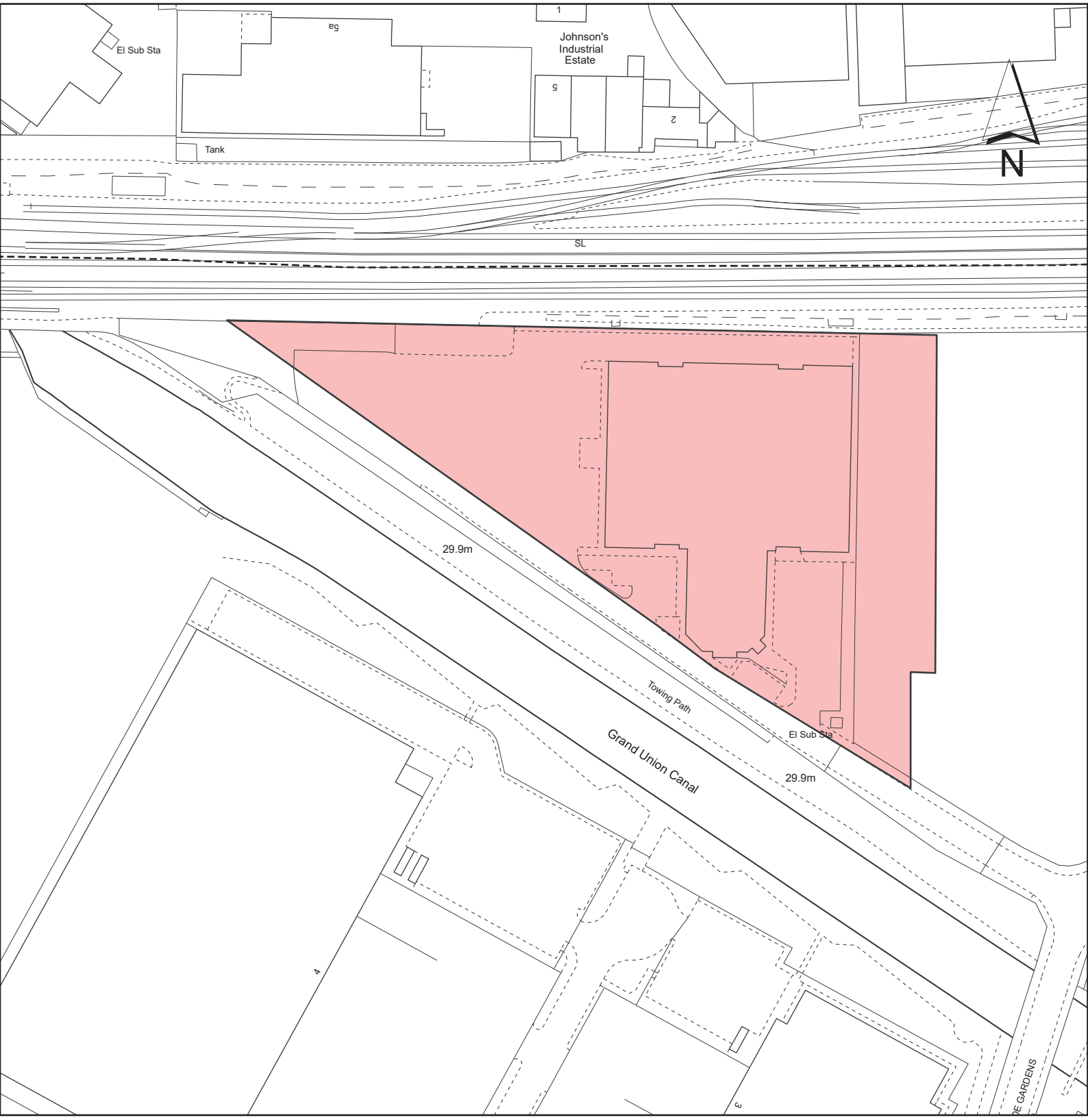
DO NOT SCALE THIS DRAWING
Dimensions to be checked on Site.

Project No.: 0474 | Drawn by: MA | Approved by: CM
Print Issue: 14/05/2025 | Scale: 1 : 50 @ A0

Drawing No.: NWA-0474-UP4-XX-DR-A-030612 P01

Plotted: 13/05/2025 16:16:56 File Path: Autodesk Docs://10274703_Union_Park_2020/NWA-0474-UP4-ZZ-M3-A-000001.rvt

True scale at 1:1



KEY : Site Boundary	ADDRESS : UNION PARK UP4, NORTH HYDE GARDENS	**LONDON BOROUGH OF HILLINGDON** **RESIDENTS SERVICES PLANNING SECTION** **CIVIC CENTRE, UXBRIDGE, UB8 1UW**
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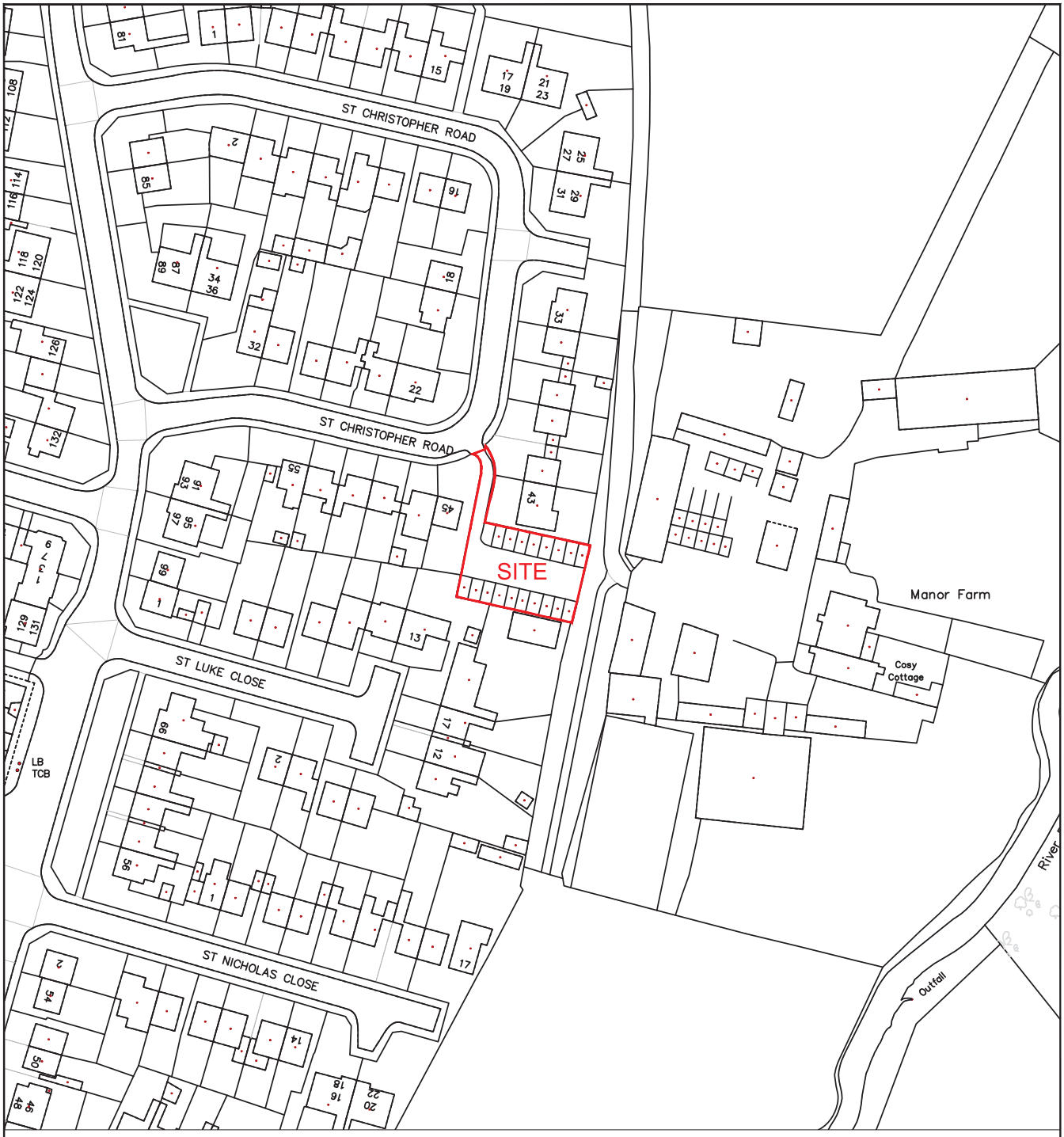
	PLANNING COMMITTEE : DATE : September 2025	HILLINGDON LONDON

Report of the Head of Development Management and Building Control

Address:	FORMER GARAGE SITE ADJACENT 43, ST CHRISTOPHER ROAD
Development:	Demolition of existing lock-up garages and erection of a pair of semi-detached dwellings with associated parking and external works.
LBH Ref Nos:	78334/APP/2025/1334



SITE AREA = 558.7m², 0.05587ha

0 25 50 75 100 125m

Scale 1:1250

HILLINGDON LONDON

PLACE DIRECTORATE, CAPITAL PROGRAMME WORKS SERVICE
4N/10, CIVIC CENTRE, UXBRIDGE, UB8 1UW
Tel: 01895 250 111
www.hillingdon.gov.uk

Rev	Revision notes	Initials	Date
–	–	–	–

Project
FORMER GARAGE SITE ST CHRISTOPHER ROAD
UXBRIDGE. UB8 3SG

Description
SITE LOCATION PLAN

Scale
1:1250@A4

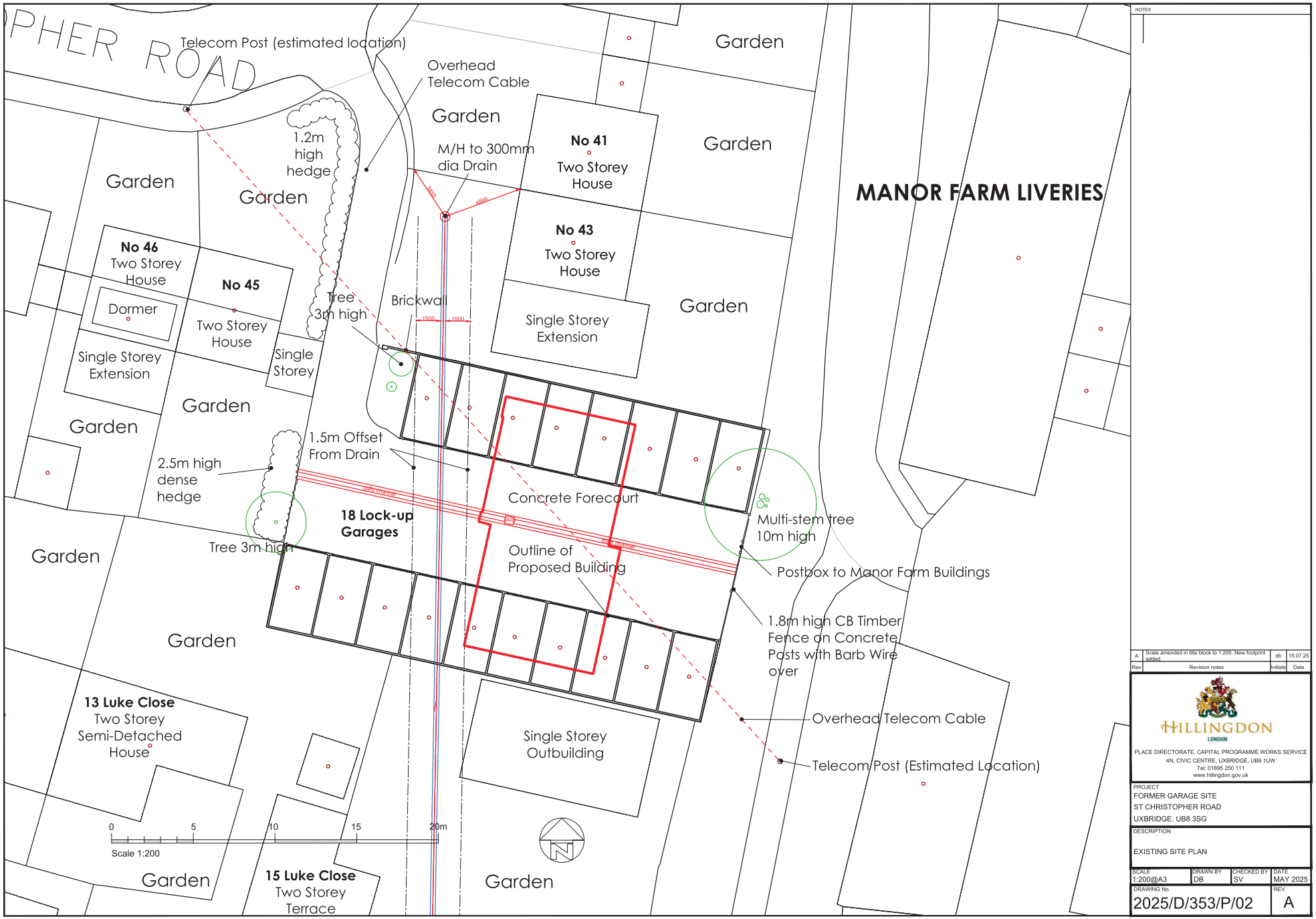
Drawn by
DB

Date
MAY 2025

Checked by
DB

Drawing No.
2025/D/353/P/01

Rev.



NOTES

Rev	Revision notes	Initials	Date
A	Scale amended in title block to 1:200. New footprint added	db	15.07.25

HILLINGDON
LONDON

PLACE DIRECTORATE, CAPITAL PROGRAMME WORKS SERVICE
4N, CIVIC CENTRE, UXBRIDGE, UB8 1UW
Tel: 01895 250 111
www.hillingdon.gov.uk

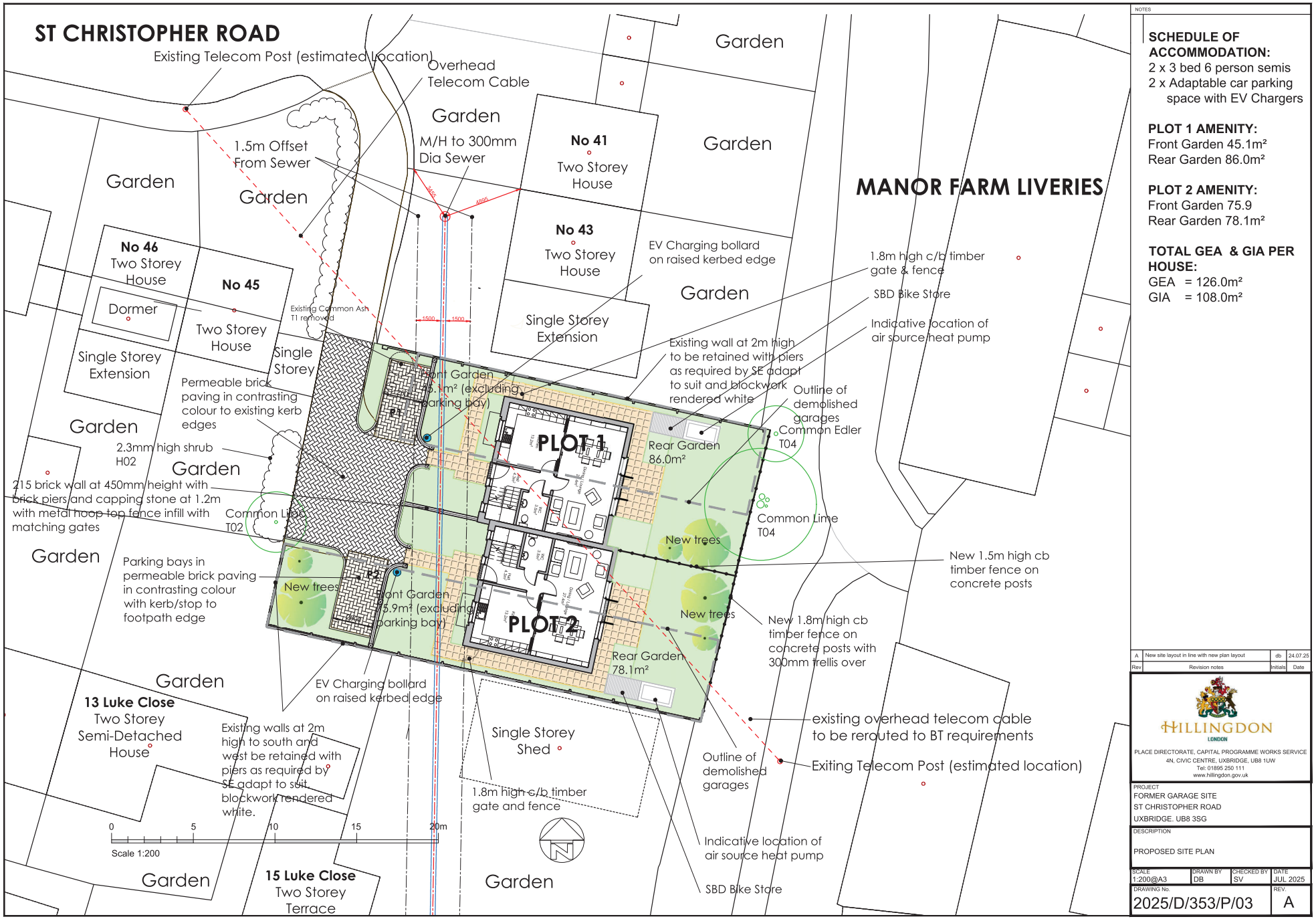
PROJECT
FORMER GARAGE SITE
ST CHRISTOPHER ROAD
UXBRIDGE. UB8 3SG

DESCRIPTION
EXISTING SITE PLAN

SCALE	DRAWN BY	CHECKED BY	DATE
1:200@A3	DB	SV	MAY 2025

DRAWING No. 2025/D/353/P/02

REV. A



NOTES

SCHEDULE OF ACCOMMODATION:
2 x 3 bed 6 person semis
2 x Adaptable car parking space with EV Chargers

PLOT 1 AMENITY:
Front Garden 45.1m²
Rear Garden 86.0m²

PLOT 2 AMENITY:
Front Garden 75.9
Rear Garden 78.1m²

TOTAL GEA & GIA PER HOUSE:
GEA = 126.0m²
GIA = 108.0m²

Rev	Revision notes	Initials	Date
A	New site layout in line with new plan layout	db	24.07.25

HILLINGDON LONDON

PLACE DIRECTORATE, CAPITAL PROGRAMME WORKS SERVICE
4N, CIVIC CENTRE, UXBRIDGE, UB8 1UW
Tel: 01895 250 111
www.hillingdon.gov.uk

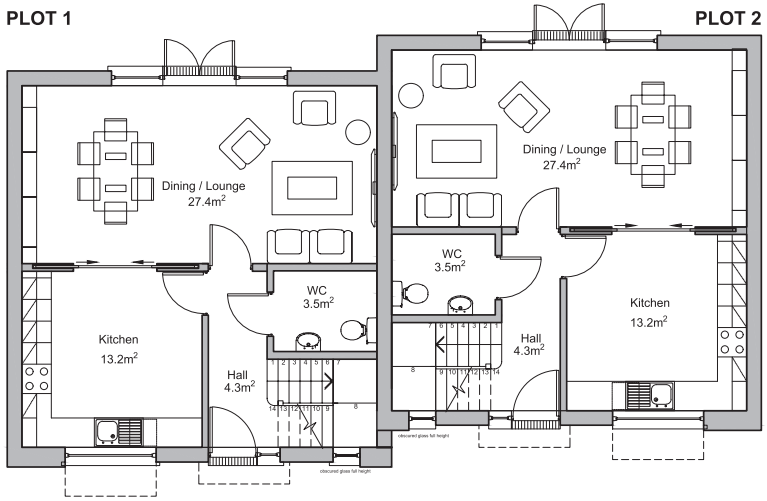
PROJECT
FORMER GARAGE SITE
ST CHRISTOPHER ROAD
UXBRIDGE. UB8 3SG

DESCRIPTION
PROPOSED SITE PLAN

SCALE	DRAWN BY	CHECKED BY	DATE
1:200@A3	DB	SV	JUL 2025

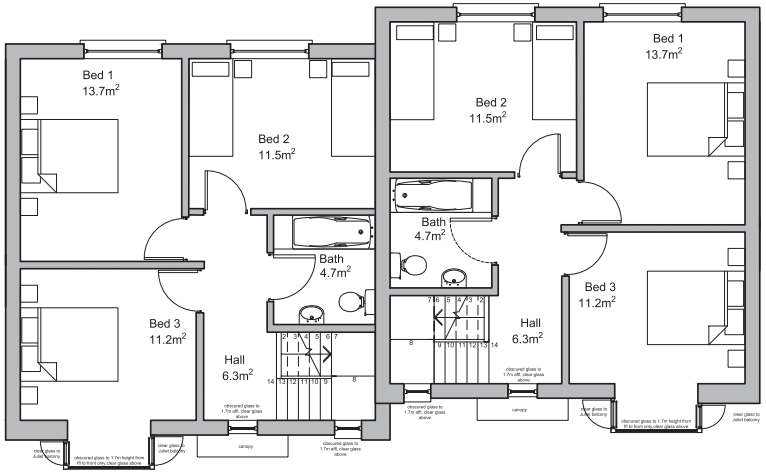
DRAWING No. 2025/D/353/P/03
REV. A

PLOT 1 PLOT 2



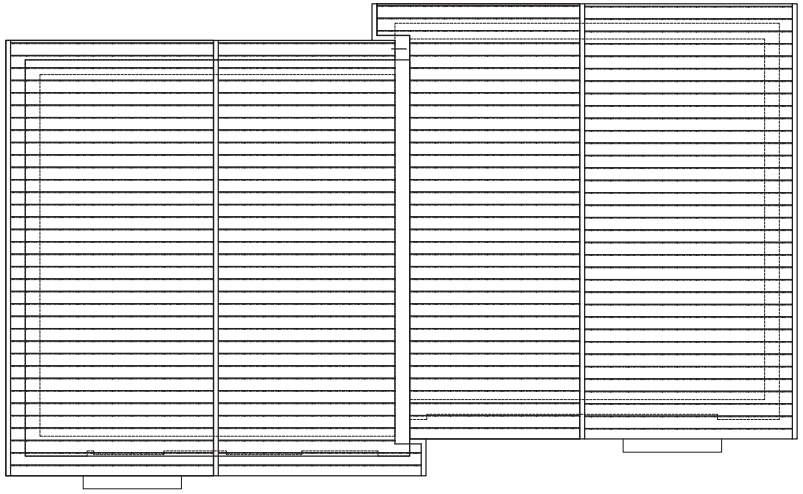
GROUND FLOOR PLAN

PLOT 1 PLOT 2



FIRST FLOOR PLAN

PLOT 1 PLOT 2



ROOF PLAN

Scale 1:100

SCHEDULE OF ACCOMMODATION:
2 x 3 bed 6 person semis
2 x Adaptable car parking space with EV Chargers

TOTAL GEA & GIA PER HOUSE:
GEA = 126.0m²
GIA = 108.0m²

Rev	Revision notes	Initials	Date
A	New plan layouts	db	24.07.25

HILLINGDON
LONDON
PLACE DIRECTORATE
CAPITAL PROGRAMME WORKS SERVICE
4N, CIVIC CENTRE, UXBRIDGE, UB8 1UW
Tel: 01895 250 111 www.hillingdon.gov.uk

PROJECT
FORMER GARAGE SITE
ST CHRISTOPHERS ROAD
UXBRIDGE. UB8 3SG

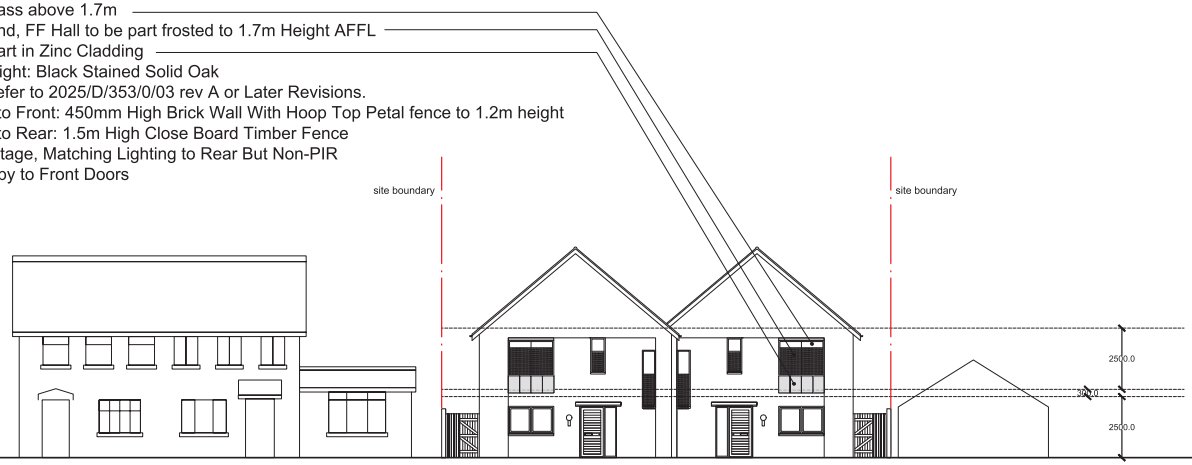
DESCRIPTION
PROPOSED GROUND AND FIRST FLOOR PLANS

SCALE	DRAWN BY	CHECKED BY	DATE
1:100 @ A3	DB	SV	JUL 2025

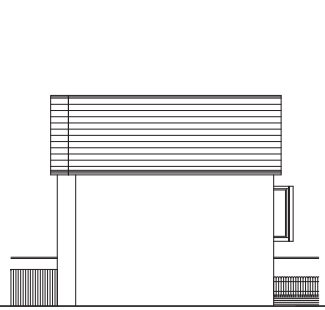
DRAWING No. 2025/D/353/P/04 REV. A

MATERIALS PALETTE:

1. Roof: Plain Tiles Colour to Match Adjacent Houses
2. Walls: Portal Brickwork, Sides and Rear to be Fairface Brickwork to Match Adjacent Houses
3. Walls: Front Inset Brickwork Fairface Contrasting in Dark Grey
4. Windows and Patio Doors: UPVC in Anthracite
5. FF Bedroom Windows to be Tilt/reversible for Cleaning, in Clear Glass
7. Oriel Front Clear Glass above 1.7m
8. Oriel Front, Stairs and, FF Hall to be part frosted to 1.7m Height AFFL
9. Oriel Front Lower Part in Zinc Cladding
10. Front Door & Side Light: Black Stained Solid Oak
11. Boundary Fence: Refer to 2025/D/353/0/03 rev A or Later Revisions.
12. Separating Fences to Front: 450mm High Brick Wall With Hoop Top Petal fence to 1.2m height
13. Separating Fences to Rear: 1.5m High Close Board Timber Fence
14. PIR Lighting to Frontage, Matching Lighting to Rear But Non-PIR
15. 450mm Deep Canopy to Front Doors



41 AND 43 ST CHRISTOPHER ROAD **FRONT ELEVATION**



NORTH FACING ELEVATION

SOUTH FACING ELEVATION

REAR ELEVATION

Scale 1:200

SCHEDULE OF ACCOMMODATION:
2 x 3 bed 6 person semis
2 x Adaptable car parking space with EV Chargers

PLOT 1 AMENITY:
Front Garden 45.1m²
Rear Garden 86.0m²

PLOT 2 AMENITY:
Front Garden 75.9
Rear Garden 78.1m²

TOTAL GEA & GIA PER HOUSE:
GEA = 126.0m²
GIA = 108.0m²

Rev	Revision notes	Initials	Date
A	Elevation fully revised tol reflect new design	db	30.07.25

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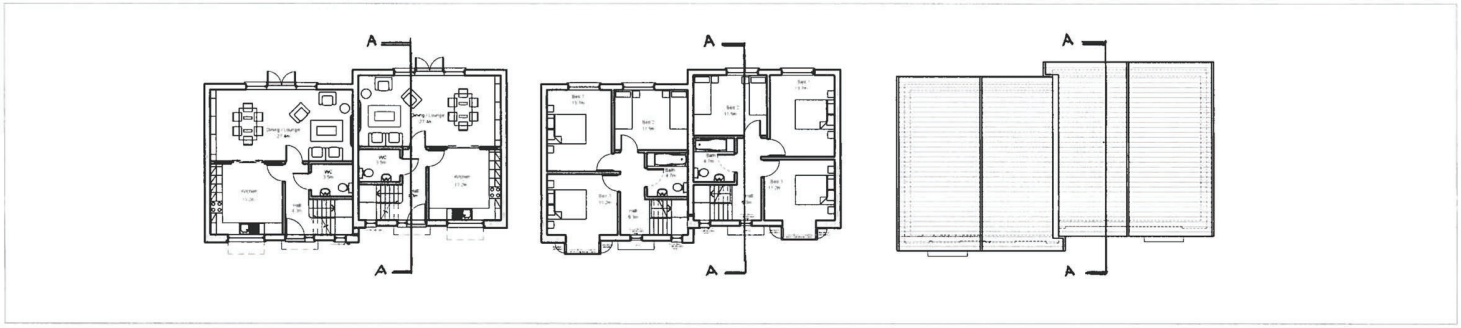
LONDON
PLACE DIRECTORATE
CAPITAL PROGRAMME WORKS SERVICE
4N, CIVIC CENTRE, UXBRIDGE, UB8 1UW
Tel: 01895 250 111 www.hillingdon.gov.uk

PROJECT
FORMER GARAGE SITE
ST CHRISTOPHERS ROAD
UXBRIDGE. UB8 3SG

DESCRIPTION
PROPOSED ELEVATIONS

SCALE	DRAWN BY	CHECKED BY	DATE
1:200 @ A3	DB	SV	JUL 2025

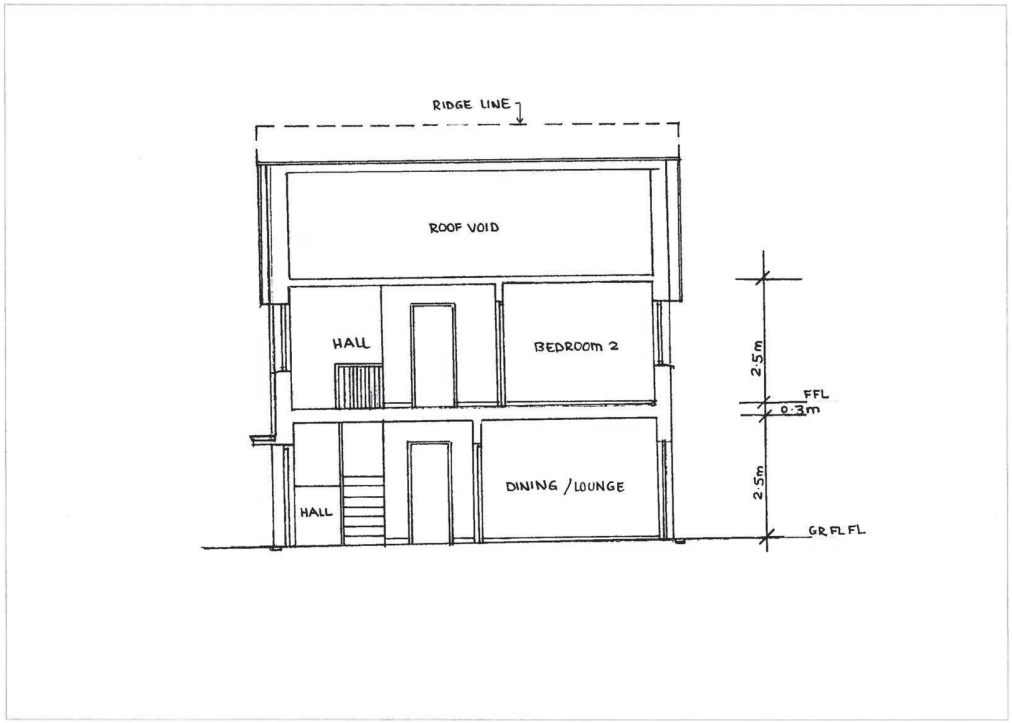
DRAWING No. 2025/D/353/P/05
REV. A



SECTION A-A KEY

0 5 10 15 20 25m

Scale 1:250



SECTION A-A

0 5 10

Scale 1:100

Rev	Revision notes	Initials	Date
A	Section amended to reflect new design	db	07.08.25

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CAPITAL PROGRAMME WORKS SERVICE
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Tel: 01895 250 111 www.hillingdon.gov.uk

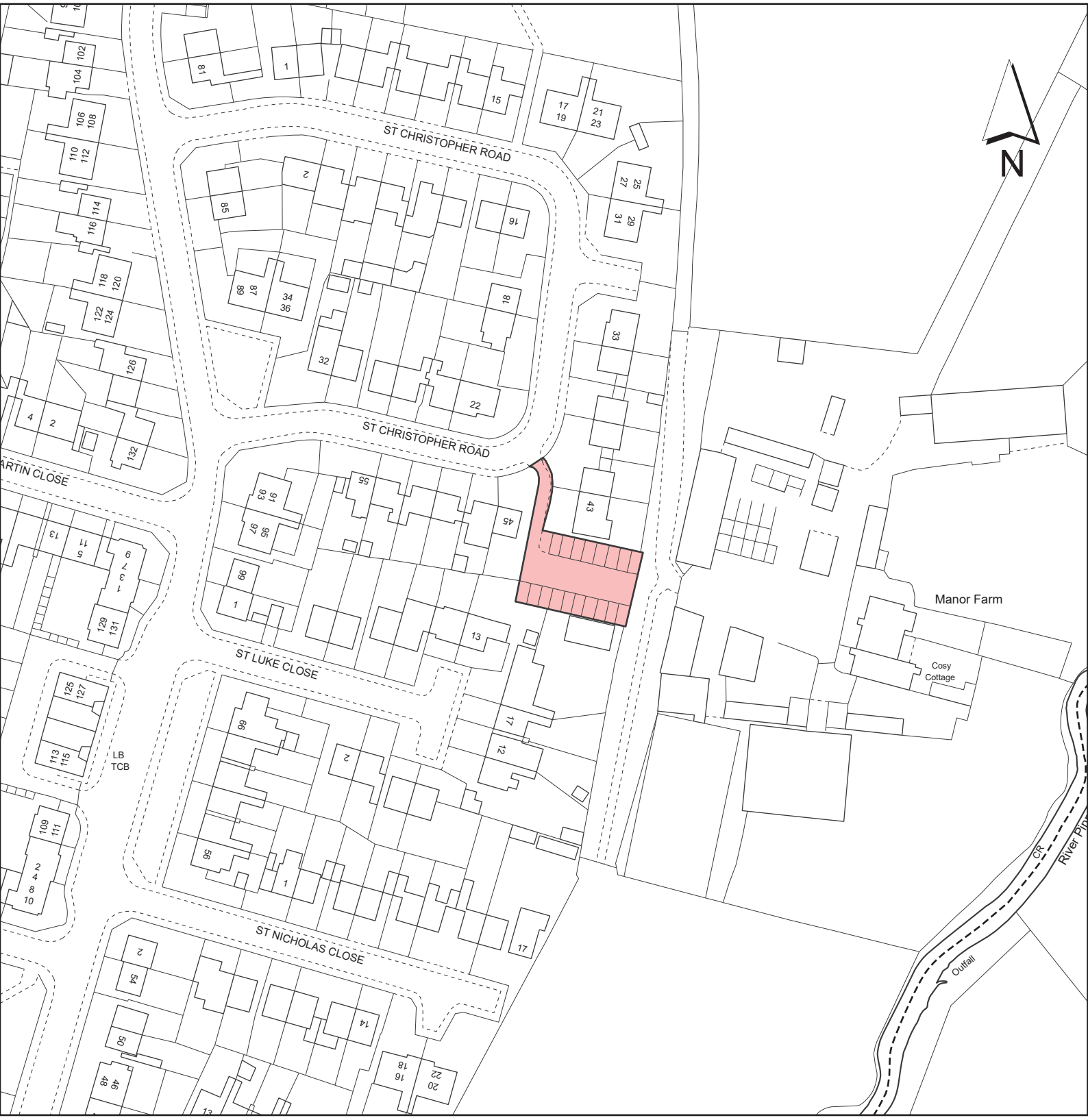
PROJECT
FORMER GARAGE SITE
ST CHRISTOPHERS ROAD
UXBRIDGE. UB8 3SG

DESCRIPTION
PROPOSED SECTION

SCALE	DRAWN BY	CHECKED BY	DATE
AS SHOWN @ A3	DB	SV	MAY 2025

DRAWING No. 2025/D/353/P/06

REV. A



KEY : Site Boundary	ADDRESS : FORMER GARAGE, SITE ADJACENT 43 ST CHRISTOPHER ROAD	**LONDON BOROUGH OF HILLINGDON** **RESIDENTS SERVICES PLANNING SECTION** **CIVIC CENTRE, UXBRIDGE, UB8 1UW**
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	PLANNING COMMITTEE : DATE : September 2025	HILLINGDON LONDON

Report of the Head of Development Management and Building Control

Address:	560 SIPSON ROAD, WEST DRAYTON
Development:	Redevelopment of the site to accommodate a 7-storey 108-room hotel incorporating communal functions on the ground floor level and a basement level with associated parking and external landscaping works including coach parking, servicing areas, and planting.
LBH Ref Nos:	829/APP/2023/312

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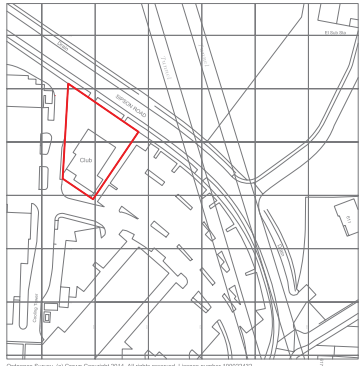
1 Block Plan
1 : 500



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2 Location Plan
1 : 1250

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Rev	DATE	DESCRIPTION	APPR

0m 10m 20m 30m 40m 50m
SCALE 1:500 @ A1

0m 25m 50m 75m 100m 125m
SCALE 1:1250 @ A1

PROJECT NAME:
560 Sipson Road, UB7 0JF

PROJECT NO.
19040-GAA-ZZ-00-DR-T-0101

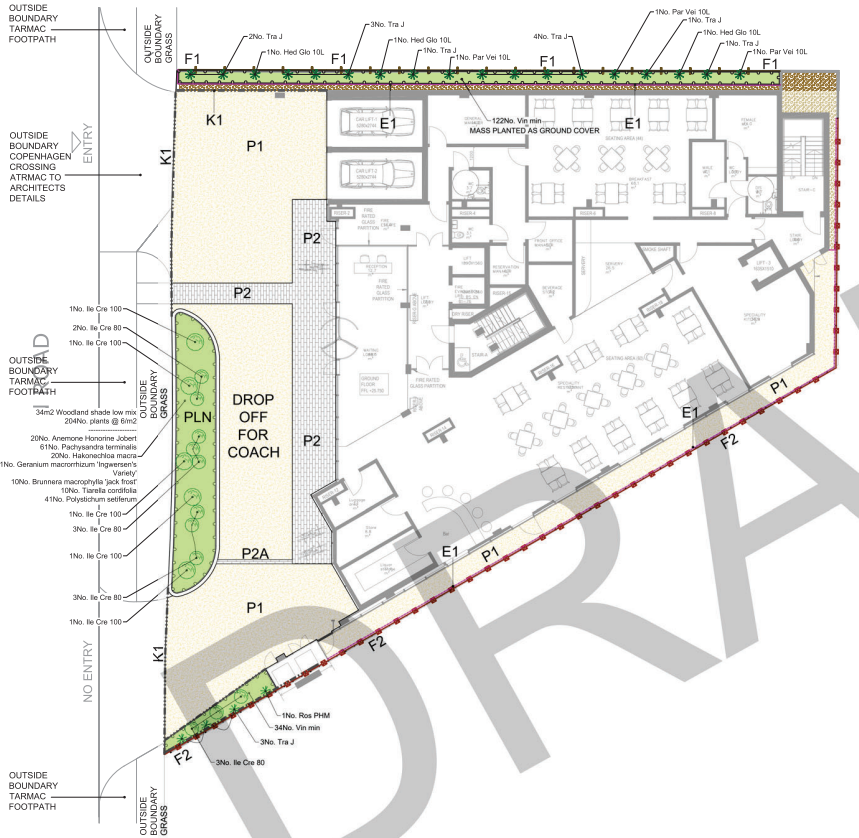
DRAWING TITLE
Location & Block Plan

DATE 28/06/22 | DRAWN AS | CHECK DA

PROJECT NUMBER 19040 | SCALE As Indicated | PURPOSE Approved

STATUS S0 | REV.NO. P02.01 | REVIEWED RS | APPROVED RS

GAA DESIGN LTD
gaa.design



KEY

Proposed planting

Proposed climbers to fences

Proposed specimen shrubs

SURFACE FINISHES

P1 - SELF BOUND GRAVEL
Product Type: Addagrip 'Addabound' resin-bound paving, or similar and approved. 6mm aggregate size. Porous. Minimum 25-year lifespan
Colour: Addabound Avon Stone Resin Bound, or similar and approved

P2 - BLOCK PAVING
Product Type: Tobermore Hydropave Arto, or similar and approved. Dimensions: 220 x 55 x 80mm depth. Porous paving
Colour: Combination of Steel and Carbon to create a pixelated effect, as shown in swatch or similar and approved

P3 - GRAVEL
12-14mm gravel chippings; porous
buff/light grey colour eg cotswold chippings

NOTE - ALL DETAILS TO BE WORKED UP BY ENGINEER

KERBS AND FENCES

K1 - GRANITE KERBS
To engineers details

E1 - METAL EDGE
Tratitional steel edge left to 'Rust'; 6mm thick; 150mm deep; metal edge set 25mm higher then planting below OR 25mm higher than gravel around lawn only (Gravel to pleached trees set 25mm lower)

F1 - ACOUSTIC FENCE
2m High Acoustic timber fence to main road boundary. Details to be developed

F2 - CLOSE-BOARD FENCE
2m High Close-board fence available from Jacksons

PLN - RAISED PLANTER 450MM ABOVE FFL
Description: Raised planter with open base (not sealed).
Construction: Blockwork core. Clad in either metal to match the building fabric or a dark brick to complement the building's colour palette (e.g., dark grey)
Coping: Sandstone OR brick on edge. Approx. 300mm wide. Minimum 50mm thick

PLANT SCHEDULE

SHRUBS

QTY	CODE	PLANT NAME	STOCK	SIZE	SPACING
5No.	Ile Cre 100	Ilex crenata ball	C/RB	100cm	1/m2
11No.	Ile Cre 80	Ilex crenata ball	C/RB	80cm	1/m2

HERBACEOUS PLANTS

QTY	CODE	PLANT NAME	STOCK	SPACING
156No.	Vin min	Vinca minor	C 2L	5/m2

CLIMBERS

QTY	CODE	PLANT NAME	STOCK	HEIGHT	HABIT
3No.	Hed Glo 10L	Hedera canariensis "Gloire de Marengo"	C 10L	100-150cm	Self-clinger
3No.	Par Vei 10L	Parthenocissus tricuspidata "Veitchii"	C 10L	80-100cm	Self-clinger
1No.	Ros PHM	Rosa "Paul's Himalayan Musk"	C 10L	100-150cm	Twiner
15No.	Tra J	Trachelospermum jasminoides	C 5L	80cm	Twiner

PLANT MIXES

PERCENT	QTY	PLANT NAME	STOCK
34m2 Woodland shade low mix planted @ 6/m2			
10%	20No.	Anemone Honorine Jobert	C 2L
30%	61No.	Pachysandra terminalis	C 2L
10%	20No.	Hakonechloa macra	C 2L
20%	41No.	Geranium macrorrhizum 'Ingwersen's Variety'	C 2L
5%	10No.	Brunnera macrophylla 'jack frost'	C 2L
5%	10No.	Tiarella cordifolia	C 2L
20%	41No.	Polystichum setiferum	C 2L

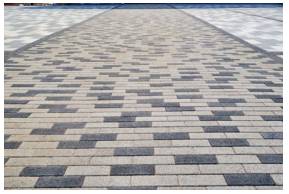
NOTES AND ABBREVIATIONS:

C = Container (or pot) grown, followed by size of the container (or pot).
HABIT = Juvenile habit or plant shape as supplied by the nursery.
QTY = Quantity
SIZE = Height or Spread of juvenile plant.
STOCK = Root condition/protection method eg Bare root.
Twiner = Twining climber attached to trellis/frame, refer to specification.

- Refer to specification for further information.
- All plants to be completely hardened off
- Substitutions to be agreed with Landscape Architect.

Plant Schedule generated by "Qscape" software 16/05/2025

P1 - PRECIDENT RESIN BOUND


P2 - PRECIDENT IMAGE OF BLOCK PAVING

Anemone Honorine Jobert | Pachysandra terminalis | Hakonechloa macra | Geranium macrorrhizum 'Ingwersen's Variety' | Brunnera macrophylla 'jack frost' | Tiarella cordifolia | Polystichum setiferum | Ilex balls in planting

Planting Concept – Shade-Tolerant Woodland-Inspired Scheme
A shade-tolerant, woodland-inspired planting scheme, characterised by a loose, organic layout to evoke the natural rhythms of woodland understorey planting. The composition will include a mix of textural groundcovers, herbaceous perennials, and structural evergreens, chosen for their ability to thrive in low-light conditions.
Key features include:
A layered planting structure that mimics natural woodland succession
Use of clipped evergreen elements — such as Ilex crenata balls — to provide structure, contrast, and year-round formality within the looser matrix

Precedent image of climbers to fence. Jasmine shown

0 2 4 6 8 10m
1:200

REV	DESCRIPTION	BY	DATE
X	X	X	x

Studio Loci
(Trading name of LDC Ltd)
The Charcoal House
GU48NQ
01483 573817
www.studioloci.eu

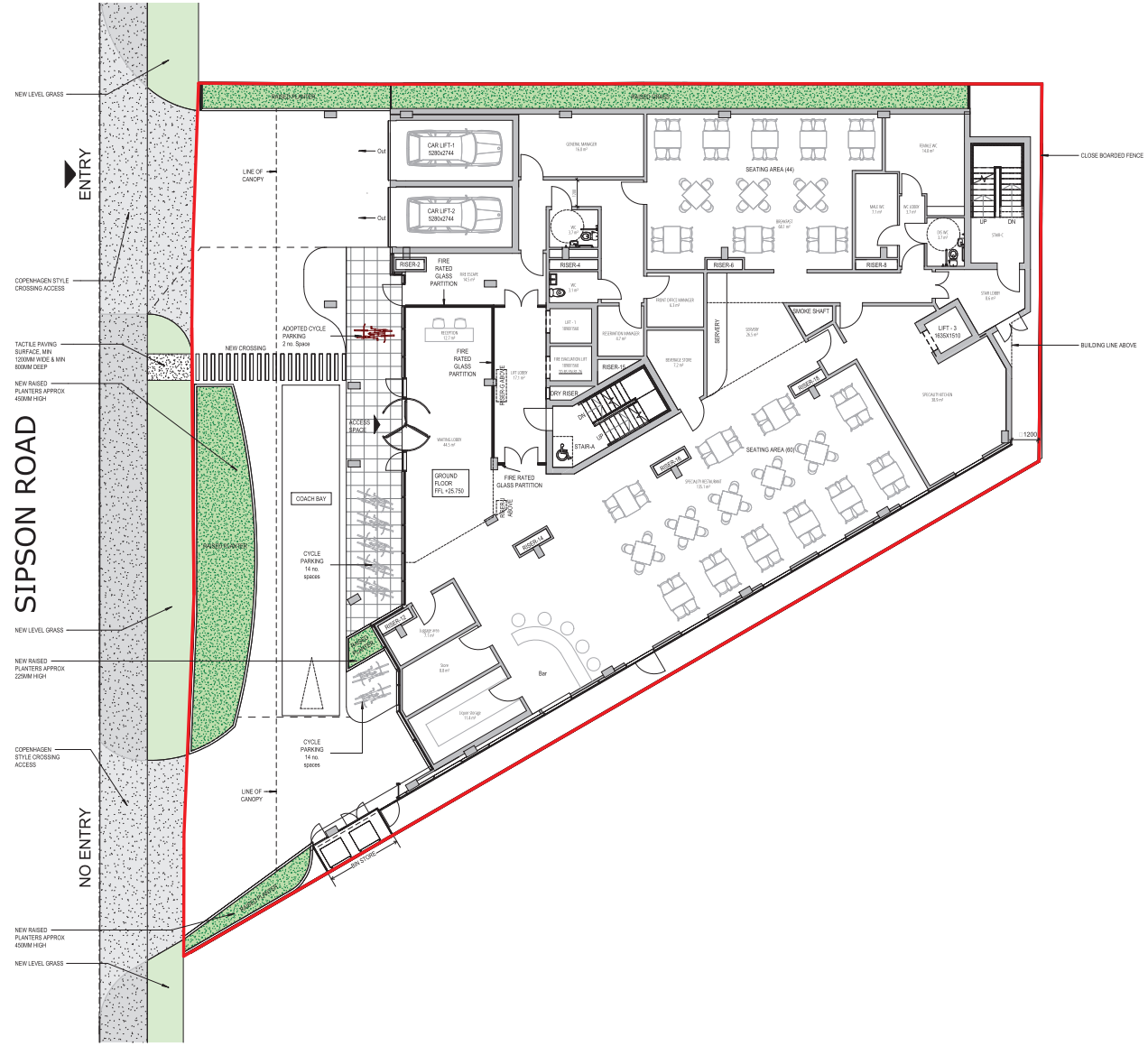
Scale @A2 Scale @A2
Drawn by AF Checked by
DRAFT

Project Title
560 SIPSON ROAD
Client
X

Drawing Number
10513-LA-02
Revision
X

560 SIPSON ROAD SIPSON ROAD LANDSCAPE PLAN

DRAFT



1 Proposed Ground Floor GA Plan
1 : 100

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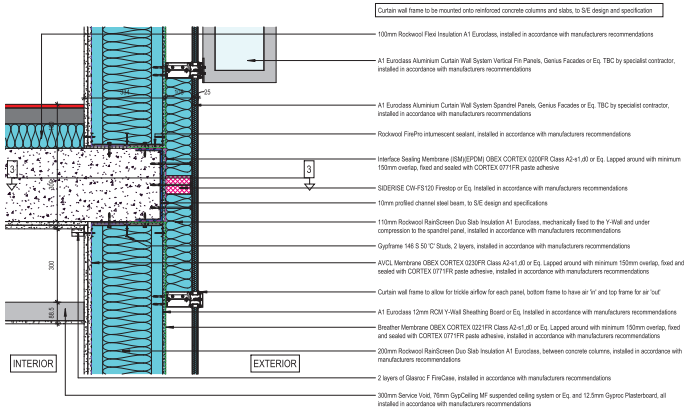
0m 2m 4m 6m 8m 10m
SCALE 1:100 @ A1

PROJECT NAME
560 Sipson Road, UB7 0JF
DRAWING TITLE
Proposed Ground Floor GA Plan
PROJECT NUMBER 19040 | SCALE 1:100 | PURPOSE For Review and Comment

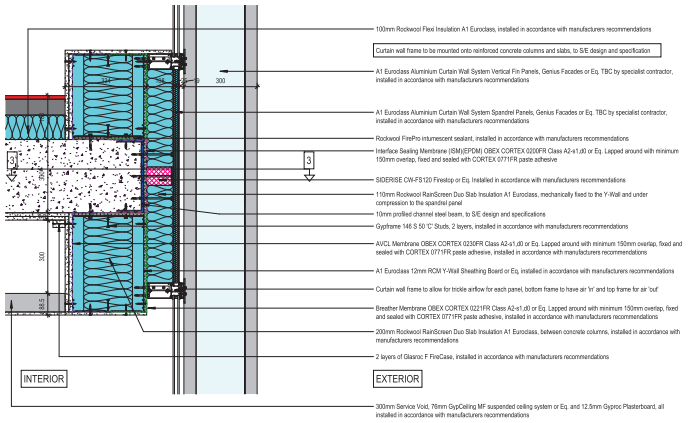
PROJECT NO. 19040 - GAA - ZZ - 00 - DR - T - 2002
DATE 15/05/25 | DRAWN TV | CHECK TV
STATUS S3 | REV.NO. P06.06 | REVIEWED VT | APPROVED AS

GAA design

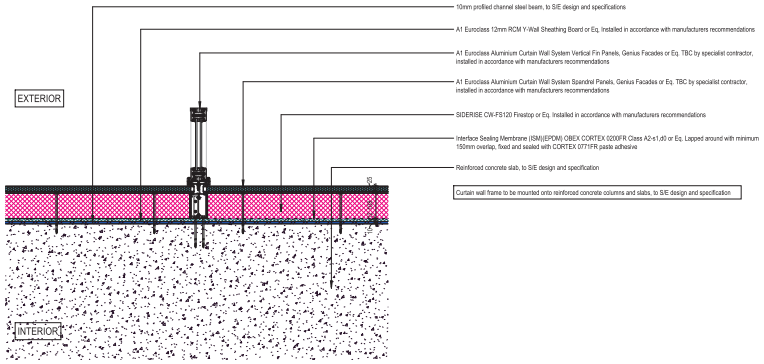
A1



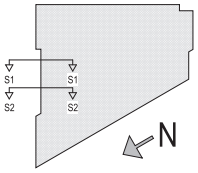
1 Proposed Front Facade Section 1 - Callout 1
1 : 10



2 Proposed Front Facade Section 2 - Callout 2
1 : 10



3 Proposed Front Facade Plan Detail
1 : 10



Section Key
1 : 500

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PROJECT NAME
560 Sipson Road, UB7 0JF

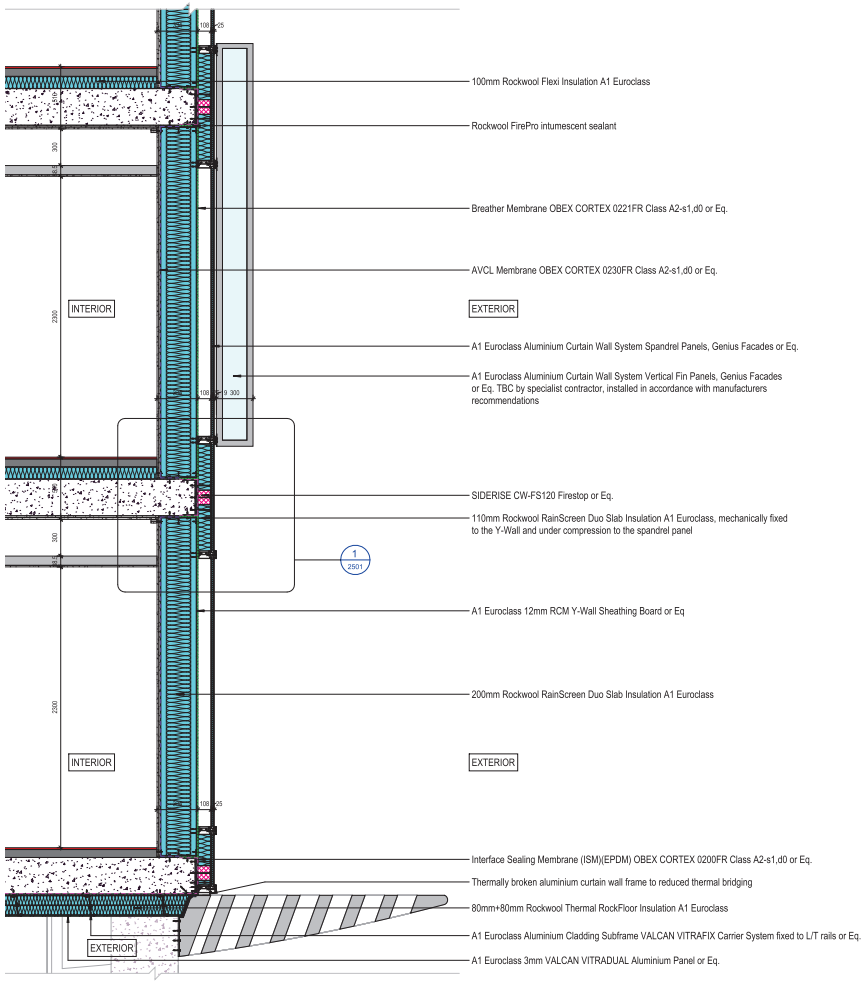
DRAWING TITLE
Proposed Front Facade Details

PROJECT NUMBER: 19040
SCALE: 1:10
PURPOSE: For Review and Comment

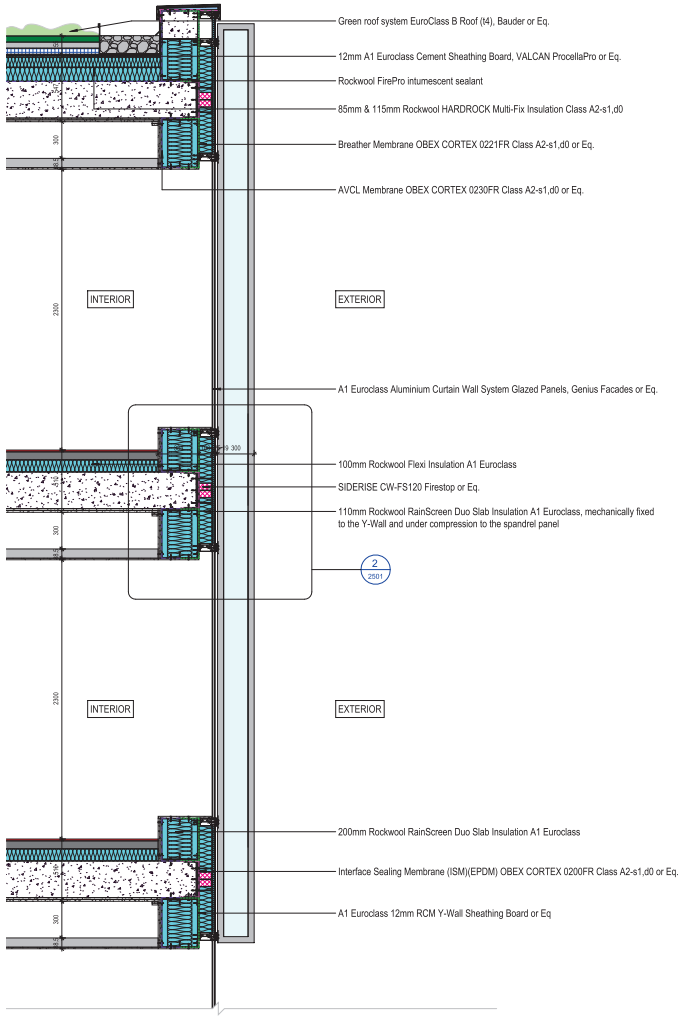
PROJECT NO.: 19040 - GAA - ZZ - XX - DR - T - 2500
DATE: 15/05/25
DRAWN: TV
CHECK: TV
STATUS: S3
REV NO.: P01.1
REVIEWED: VT
APPROVED: AS

GAA design

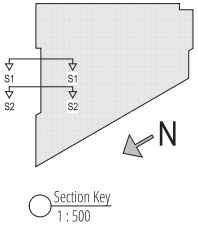
A1



1 Proposed Front Facade Section 1
1 : 20



2 Proposed Front Facade Section 2
1 : 20



Section Key
1 : 500

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DRAWING TITLE
Proposed Front Facade Section Details

PROJECT NUMBER | SCALE | PURPOSE
19040 | 1:20 | For Review and Comment

PROJECT NO.
19040 - GAA - ZZ - XX - DR - T - 2500

DATE | DRAWN | CHECK
15/05/25 | TV | TV

STATUS | REV.NO. | REVIEWED | APPROVED
S3 | P01.1 | VT | AS

GAA design

A1

12M LONG COACH SWEPT PATH

REFUSE VEHICLE SWEPT PATH

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N

REV.						
P1	INITIAL ISSUE.					
	CV	14.05.25	CV	14.05.25	DB	14.05.25
REV.	REVISION NOTE/COMMENT					
	DRW BY	DATE	CCK BY	DATE	APP BY	DATE

CGV Transport Consultants Ltd
TRANSPORT PLANNING & HIGHWAY ENGINEERING
Website: www.CGVtransportconsultantsltd.co.uk
Email: info@CGVtransportconsultantsltd.co.uk

Client
P & S Hoteliers Ltd

Project
560 Sipson Road

Drawing
Swept Path Plan

Drawn	Date
CGV	14.05.25
Project No.	Scale @ A2
1103	1:250

Status Description	Status
INFORMATION	S2
Drawing No.	Revision
CGV-1103-02	P2

EXAMPLE OF COPENHAGEN STYLE ACCESS

Proposed 'Copenhagen' style 9.5m wide access, providing priority to cyclists and pedestrians on Sipson Road. Access to servicing / coach parking area only.

Limit of highway land

Existing footway

Existing verge

SERVICING ONLY

SIPSON ROAD

Footway connection into site

Proposed 'Copenhagen' style 9.5m wide access, providing priority to cyclists and pedestrians on Sipson Road. Access to serve car park, and to allow coaches / service vehicle to exit the site

Existing footway

Existing verge

Space for coaches and service vehicles

CAR PARK EXIT

CAR PARK ENTRY

Limit of highway land

N

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REV.						
P1	INITIAL ISSUE.					
	CV	14.05.25	CV	14.05.25	DB	14.05.25
REV.	REVISION NOTE/COMMENT					
	DRW BY	DATE	CCK BY	DATE	APP BY	DATE

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TRANSPORT PLANNING & HIGHWAY ENGINEERING
Website: www.CGVtransportconsultantsltd.co.uk
Email: info@CGVtransportconsultantsltd.co.uk

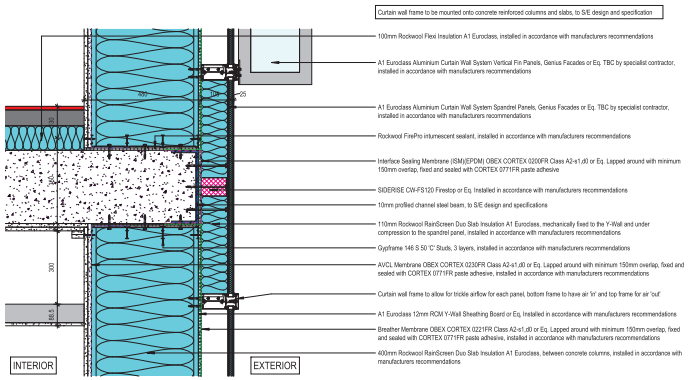
Client
P & S Hoteliers Ltd

Project
560 Sipson Road

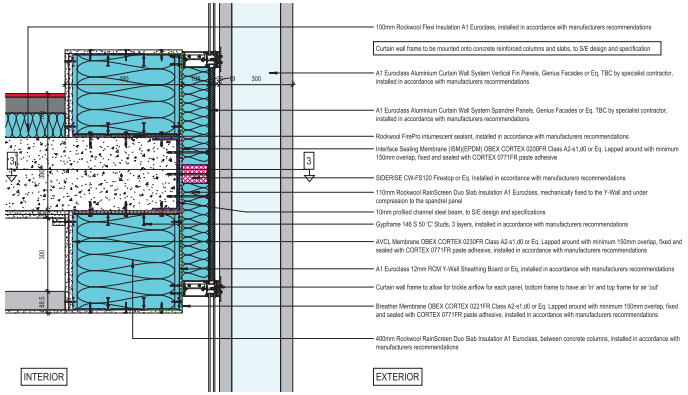
Drawing
Proposed Site Access

Drawn	Date
CGV	18.03.25
Project No.	Scale @ A2
1103	1:200

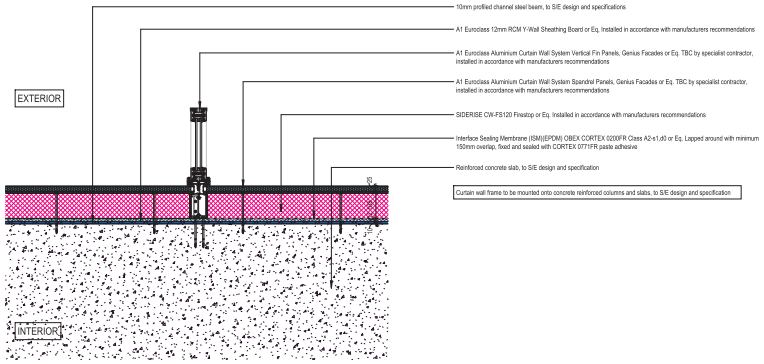
Status Description	Status
INFORMATION	S2
Drawing No.	Revision
CGV-1103-101	P1



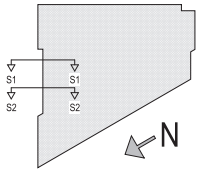
1 Proposed Front Facade Section 1 - Callout 1
1 : 10



2 Proposed Front Facade Section 2 - Callout 2
1 : 10



3 Proposed Front Facade Plan Detail
1 : 10



Section Key
1 : 500

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PROJECT NAME
560 Sipson Road, UB7 0JF

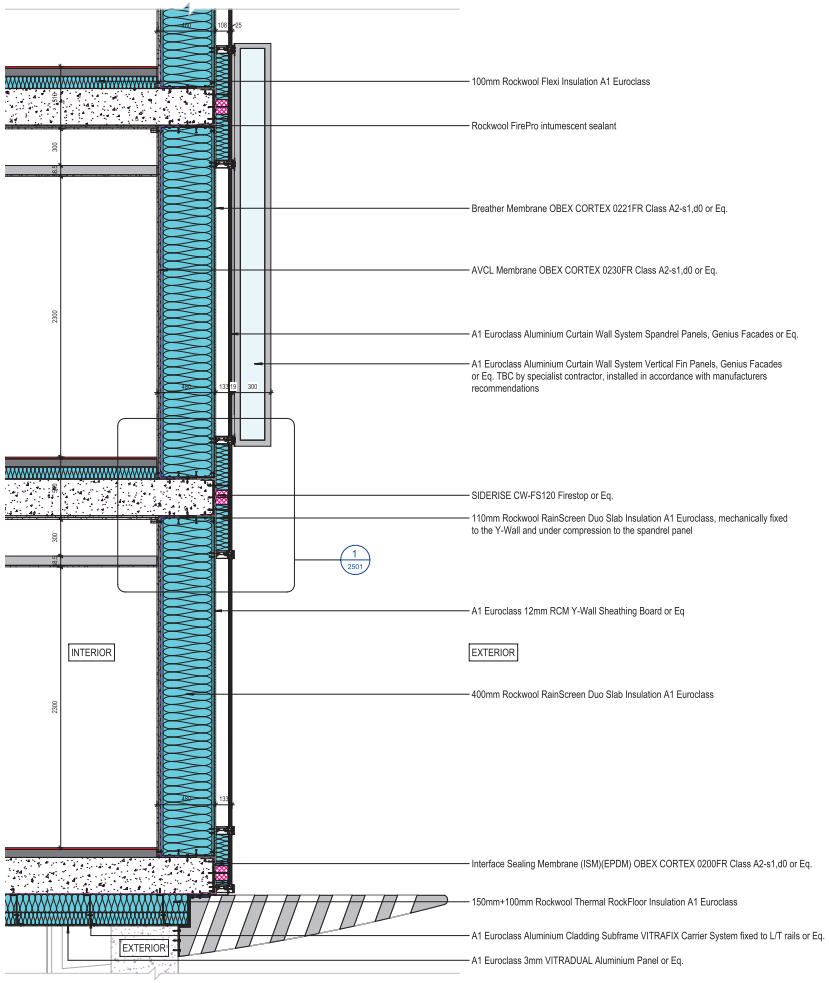
DRAWING TITLE
Proposed Front Facade Details

PROJECT NUMBER: 19040
SCALE: 1:10
PURPOSE: For Review and Comment

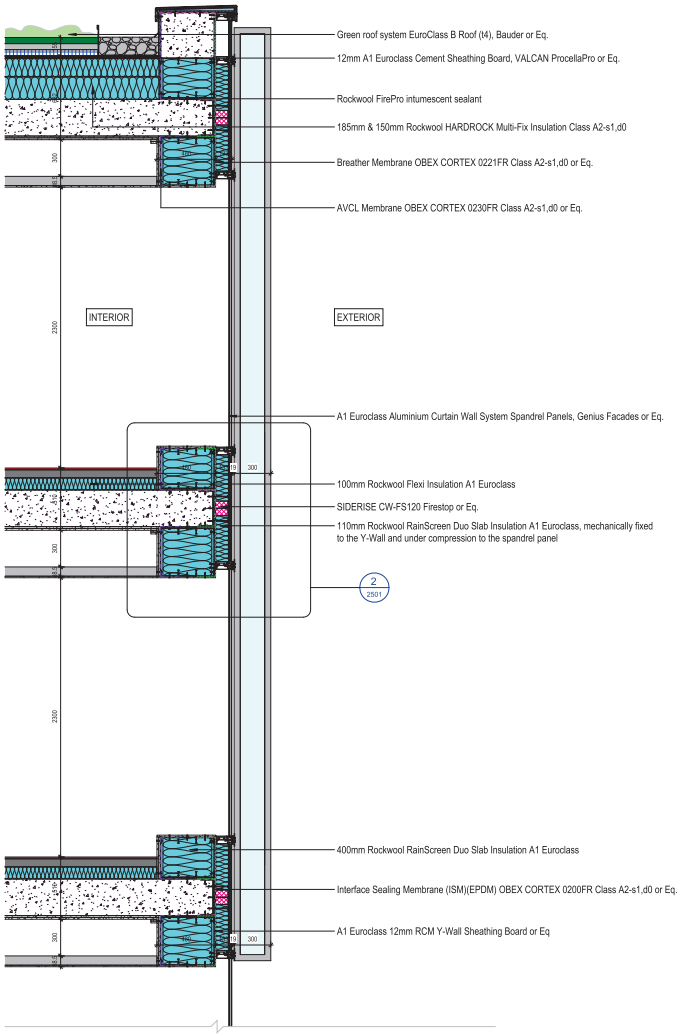
PROJECT NO.: 19040 - GAA - ZZ - XX - DR - T - 2500
DATE: 09/05/25
DRAWN: TV
CHECK: PD
STATUS: S3
REV.NO.: P01
REVIEWED: VT
APPROVED: AS

GAA design

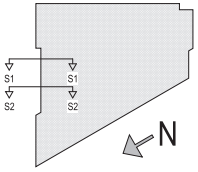
PLOTTED ON A1



1 Proposed Front Facade Section 1
1 : 20



2 Proposed Front Facade Section 2
1 : 20



Section Key
1 : 500

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PROJECT NAME
560 Sipson Road, UB7 0JF

DRAWING TITLE
Proposed Front Facade Section Details

PROJECT NUMBER: 19040
SCALE: 1:20
PURPOSE: For Review and Comment

PROJECT NO.: 19040 - GAA - ZZ - XX - DR - T - 2500
DATE: 09/05/25
DRAWN: TV
CHECK: PD
STATUS: S3
REV NO.: P01
REVIEWED: VT
APPROVED: AS

GAA design

PLOTTED ON A1

1 Proposed Ground Floor GA Plan
1 : 100

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0m 2m 4m 6m 8m 10m
SCALE 1:100 @ A1

PROJECT NAME
560 Sipson Road, UB7 0JF
DRAWING TITLE
Proposed Ground Floor GA Plan
PROJECT NUMBER 19040 | SCALE 1:100 | PURPOSE For Review and Comment

PROJECT NO. 19040 - GAA - ZZ - 00 - DR - T - 2002
DATE 09/05/25 | DRAWN TV | CHECK TV
STATUS S3 | REV NO. P06.05 | REVIEWED VT | APPROVED AS

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PLOTTED ON A1

1 Proposed First Floor GA Plan
1 : 100

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SCALE 1:100 @ A1

PROJECT NAME
560 Sipson Road, UB7 0JF

DRAWING TITLE
Proposed First Floor GA Plan

PROJECT NUMBER | SCALE | PURPOSE
19040 | 1:100 | Approved

PROJECT NO.
19040-GAA-ZZ-01-DR-T-2003

DATE | DRAWN | CHECK
18/07/23 | AS | DA

STATUS | REVISIO. | REVIEWED | APPROVED
S0 | P03.03 | AS | AS

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1 Proposed Second Floor GA Plan
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Rev	DATE	DESCRIPTION	APPR

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SCALE 1:100 @ A1

PROJECT NAME
560 Sipson Road, UB7 0JF

DRAWING TITLE
Proposed Second Floor GA Plan

PROJECT NUMBER | SCALE | PURPOSE
19040 | 1:100 | Approved

PROJECT NO.
19040-GAA-ZZ-02-DR-T-2004

DATE | DRAWN | CHECK
18/07/23 | AS | DA

STATUS | REVISION | REVIEWED | APPROVED
S0 | P03.03 | AS | AS

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1 Proposed Third Floor GA Plan
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SCALE 1:100 @ A1

PROJECT NAME
560 Sipson Road, UB7 0JF

DRAWING TITLE
Proposed Thirds Floor GA Plan

PROJECT NUMBER | SCALE | PURPOSE
19040 | 1:100 | Approved

PROJECT NO.
19040-GAA-ZZ-03-DR-T-2005

DATE | DRAWN | CHECK
18/07/23 | AS | DA

STATUS | REVISION | REVIEWED | APPROVED
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1 Proposed Fourth Floor GA Plan
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SCALE 1:100 @ A1

PROJECT NAME
560 Sipson Road, UB7 0JF

DRAWING TITLE
Proposed Fourth Floor GA Plan

PROJECT NUMBER | SCALE | PURPOSE
19040 | 1:100 | Approved

PROJECT NO.
19040-GAA-ZZ-04-DR-T-2006

DATE | DRAWN | CHECK
18/07/23 | AS | DA

STATUS | REVISION | REVIEWED | APPROVED
S0 | P03.03 | AS | AS

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1 Proposed Fifth Floor GA Plan
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SCALE 1:100 @ A1

PROJECT NAME
560 Sipson Road, UB7 0JF

DRAWING TITLE
Proposed Fifth Floor Plan

PROJECT NUMBER | SCALE | PURPOSE
19040 | 1:100 | Approved

PROJECT NO.
19040-GAA-ZZ-05-DR-T-2007

DATE	DRAWN	CHECK
18/07/23	AS	DA

STATUS	REVISION	REVIEWED	APPROVED
S0	P03.04	AS	AS

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1 Proposed Sixth Floor GA Plan
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SCALE 1:100 @ A1

PROJECT NAME
560 Sipson Road, UB7 0JF

DRAWING TITLE
Proposed Sixth Floor Plan

PROJECT NUMBER: 19040 | SCALE: 1:100 | PURPOSE: Approved

PROJECT NO.: 19040-GAA-ZZ-06-DR-T-2008

DATE	DRAWN	CHECK
18/07/23	AS	DA

STATUS	REVISION	REVIEWED	APPROVED
S0	P04.03	AS	AS

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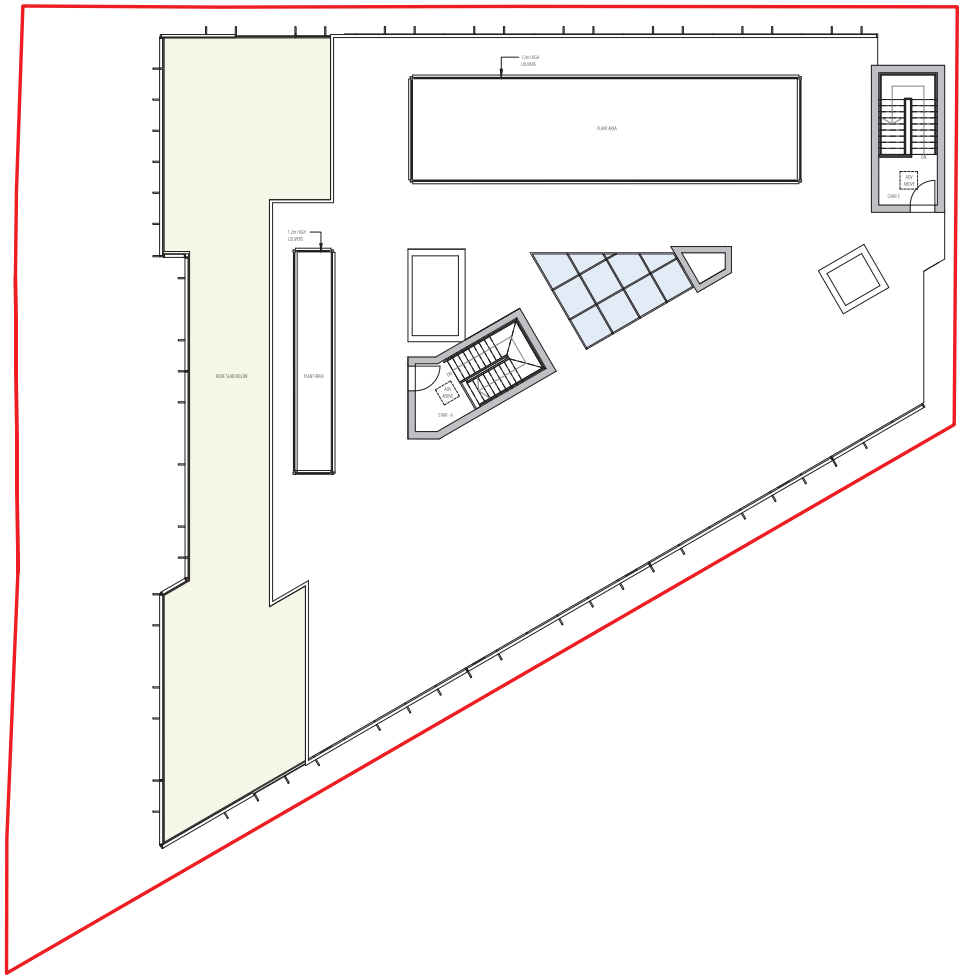

1 Proposed Roof Access GA Plan
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Rev	DATE	DESCRIPTION	APPR

0m 2m 4m 6m 8m 10m
SCALE 1:100 @ A1

PROJECT NAME
560 Sipson Road, UB7 0JF

DRAWING TITLE
Proposed Roof GA Plan

PROJECT NUMBER
19040

SCALE
1:100

PURPOSE
Approved

PROJECT NO.
19040-GAA-ZZ-07-DR-T-2009

STATUS	REV. NO.	REVIEWED	APPROVED
S0	P04.01	RS	RS

DATE 22/08/22 DRAWN AS CHECK AS

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BASEMENT TO BE VENTILATED VIA VENTS, SEE DRAWING 2103.

1 Proposed Basement GA Plan
1 : 100

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Rev	DATE	DESCRIPTION	APPR

0m 2m 4m 6m 8m 10m
SCALE 1:100 @ A1

PROJECT NAME
560 Sipson Road, UB7 0JF

DRAWING TITLE
Proposed Basement GA Plan

PROJECT NUMBER | SCALE | PURPOSE
19040 | 1:100 | Approved

PROJECT NO.
19040-GAA-ZZ-B1-DR-T-2001

DATE	DRAWN	CHECK
09/08/23	AS	DA

STATUS	REVISION	REVIEWED	APPROVED
S0	P07.04	AS	AS

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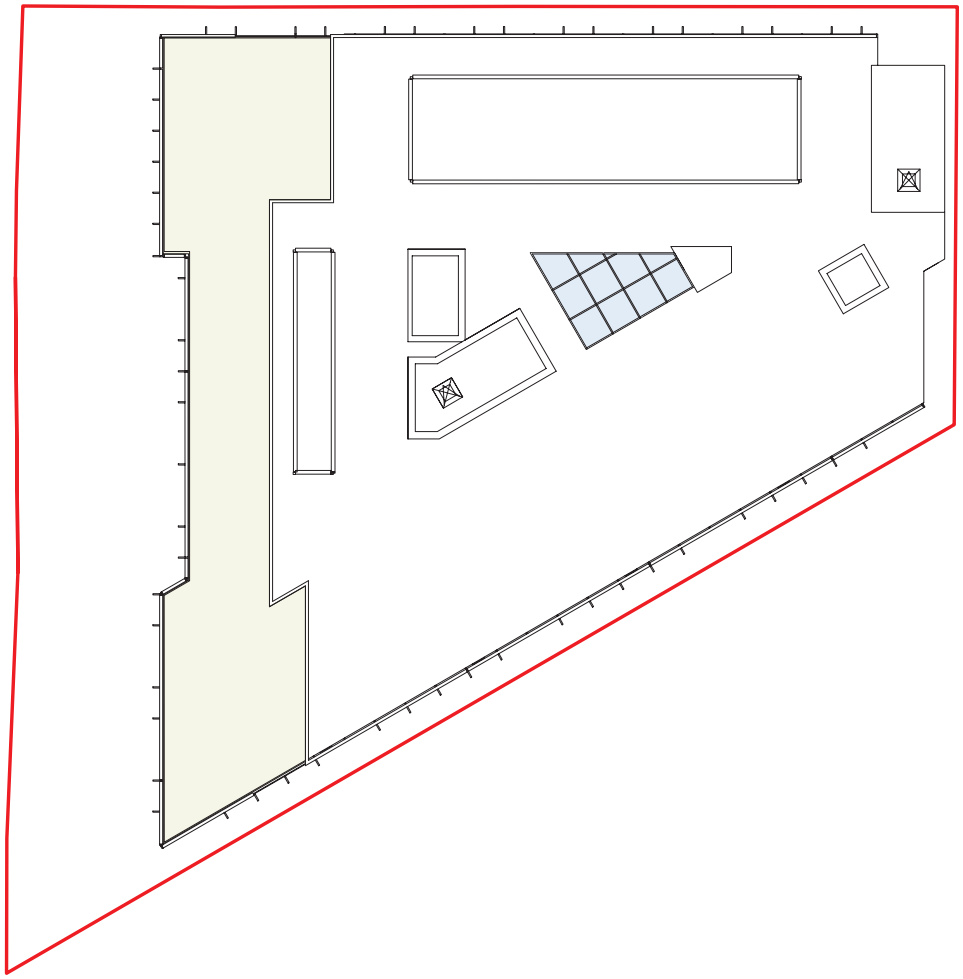

1 Proposed Roof Plan
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Rev	DATE	DESCRIPTION	APPR

0m 2m 4m 6m 8m 10m
SCALE 1:100 @ A1

PROJECT NAME
560 Sipson Road, UB7 0JF

DRAWING TITLE
Proposed Roof GA Plan

PROJECT NUMBER
19040

SCALE

PURPOSE
Approved

PROJECT NO.
19040-GAA-ZZ-RF-DR-T-2010

DATE	DRAWN	CHECK
22/08/22	AS	AS

STATUS	ROUND	REVIEWED	APPROVED
S0	P04.01	RS	RS

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Proposed Front/ North Elevation - Scale 1:100

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Rev	DATE	DESCRIPTION	APPR

0m 2m 4m 6m 8m 10m
SCALE 1:100 @ A1

PROJECT NAME
560 Sipson Road, UB7 0JF

PROJECT NO.
19040-GAA-ZZ-XX-DR-T-2101

DRAWING TITLE
Proposed Front/ North Elevation

DATE 01/08/22 | DRAWN AS | CHECK RN

PROJECT NUMBER 19040 | SCALE 1:100 | PURPOSE Approved | STATUS S0 | ROUND P05.03 | REVIEWED AS | APPROVED AS

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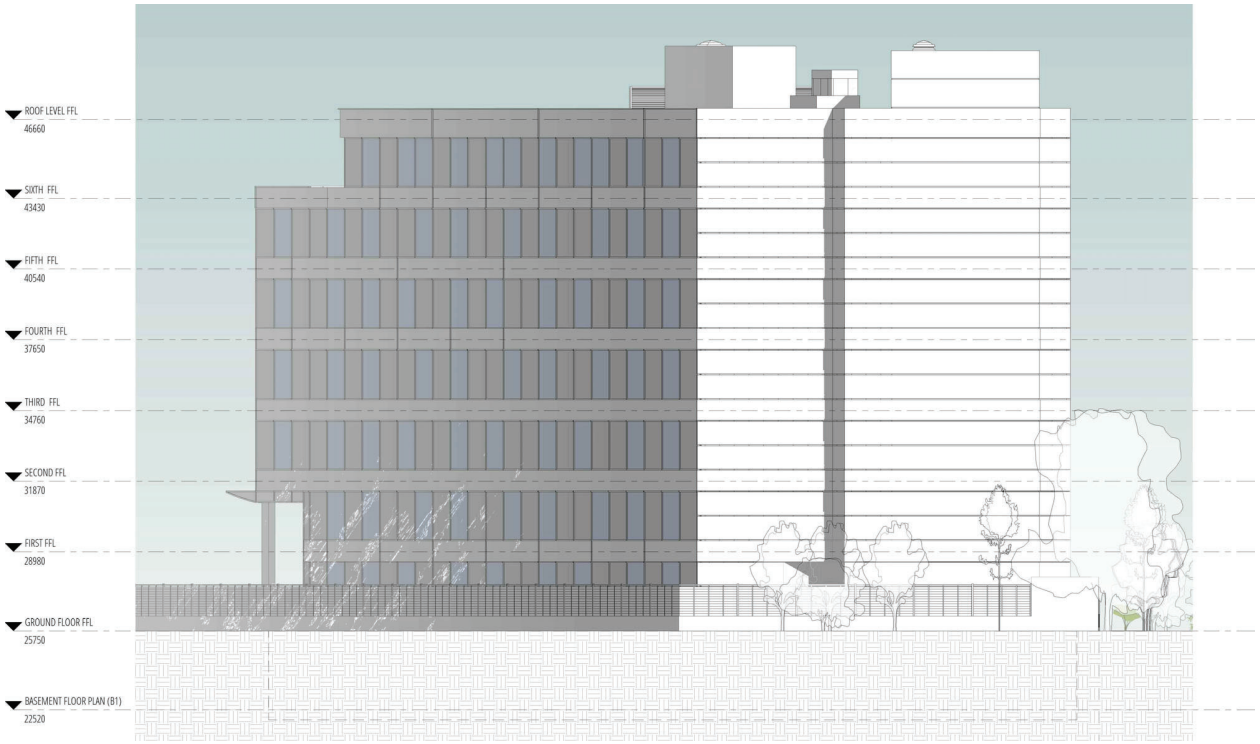

Proposed Rear/ South Elevation - Scale 1:100

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Rev	DATE	DESCRIPTION	APPR

0m 2m 4m 6m 8m 10m
SCALE 1:100 @ A1

PROJECT NAME
560 Sipson Road, UB7 0JF

DRAWING TITLE
Proposed Rear/ South Elevation

PROJECT NUMBER
19040

SCALE
1:100

PURPOSE
Approved

PROJECT NO.
19040-GAA-ZZ-XX-DR-T-2102

DATE	DRAWN	CHECK
01/08/22	AS	RN

STATUS	ISSUE	REVIEWED	APPROVED
S0	P03.02	AS	AS

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Proposed Side/ East Elevation - Scale 1:100

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Rev	DATE	DESCRIPTION	APPR

0m 2m 4m 6m 8m 10m
SCALE 1:100 @ A1

PROJECT NAME
560 Sipson Road, UB7 0JF

DRAWING TITLE
Proposed East/ Side Elevation

PROJECT NUMBER
19040

SCALE
1:100

PURPOSE
Approved

PROJECT NO.
19040-GAA-ZZ-XX-DR-T-2103

DATE	DRAWN	CHECK
01/08/22	AS	RN

STATUS	ISSUE	REVIEWED	APPROVED
S0	P03.02	AS	AS

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Proposed Side/West Elevation - Scale 1:100

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0m 2m 4m 6m 8m 10m
SCALE 1:100 @ A1

PROJECT NAME
560 Sipson Road, UB7 0JF

DRAWING TITLE
Proposed West/ Side Elevation

PROJECT NUMBER
19040

SCALE
1:100

PURPOSE
Approved

PROJECT NO.
19040-GAA-ZZ-XX-DR-T-2104

DATE	DRAWN	CHECK
01/08/22	AS	RN

STATUS	ISSUE	REVIEWED	APPROVED
S0	P03.07	AS	AS

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Proposed Section A-A - Scale 1:100

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Rev	DATE	DESCRIPTION	APPR

0m 2m 4m 6m 8m 10m
SCALE 1:100 @ A1

PROJECT NAME
560 Sipson Road, UB7 0JF

DRAWING TITLE
Proposed Section A-A

PROJECT NUMBER
19040

SCALE
1:100

PURPOSE
Approved

PROJECT NO.
19040-GAA-ZZ-XX-DR-T-2201

DATE	DRAWN	CHECK
01/08/22	AS	RN

STATUS	ISSUE	REVIEWED	APPROVED
S0	P03.03	AS	AS

GAA
gaa design

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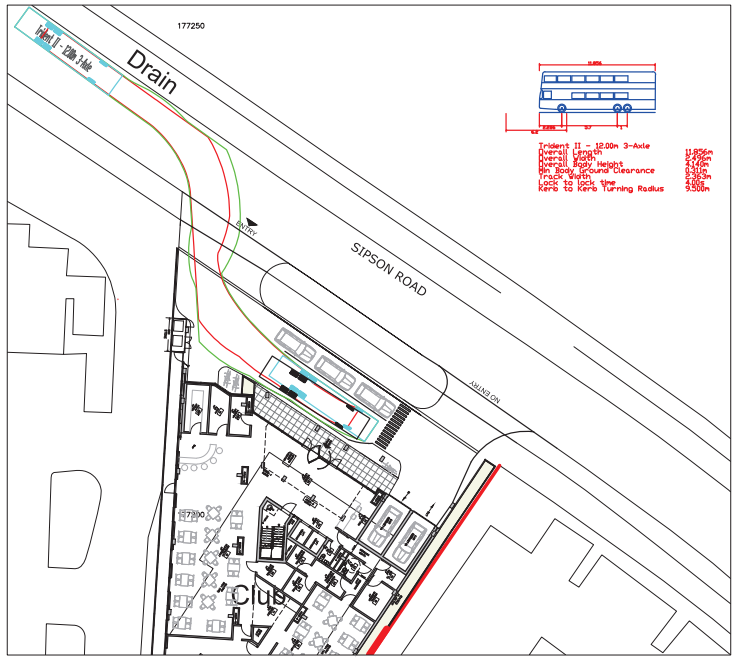

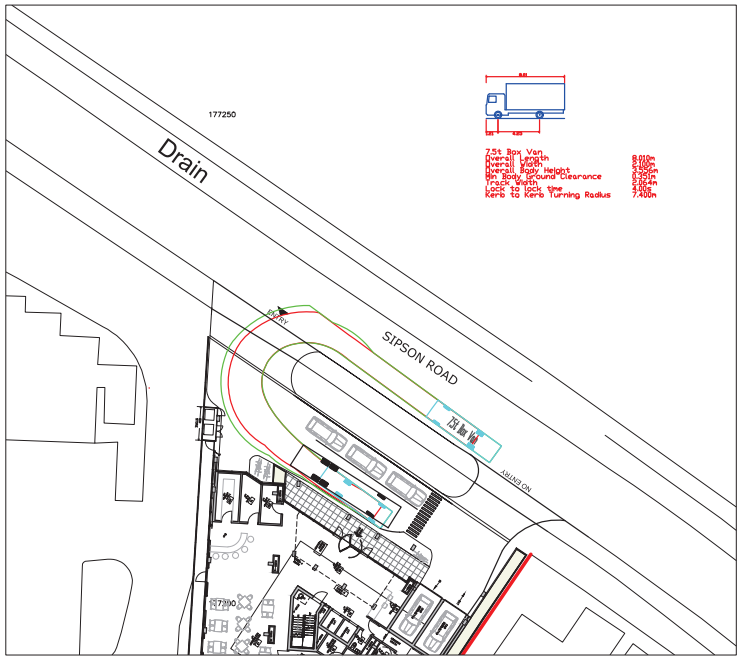

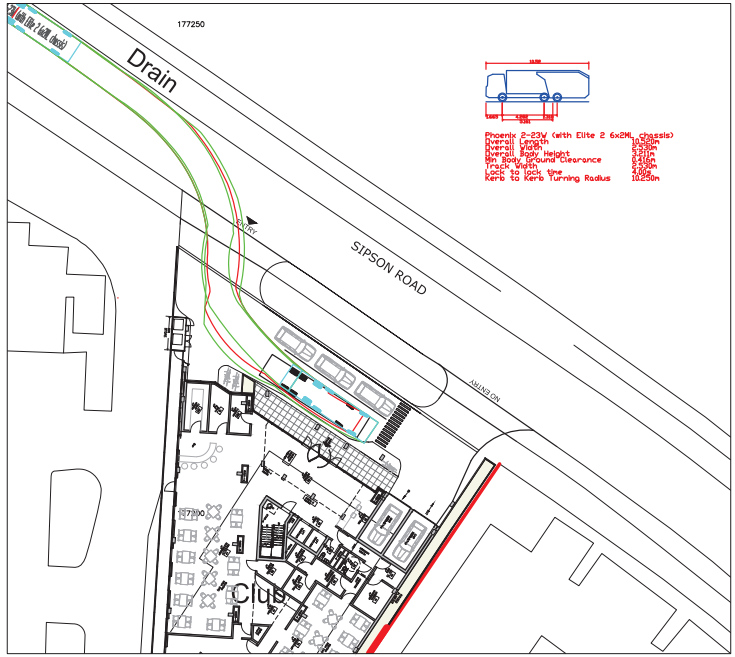

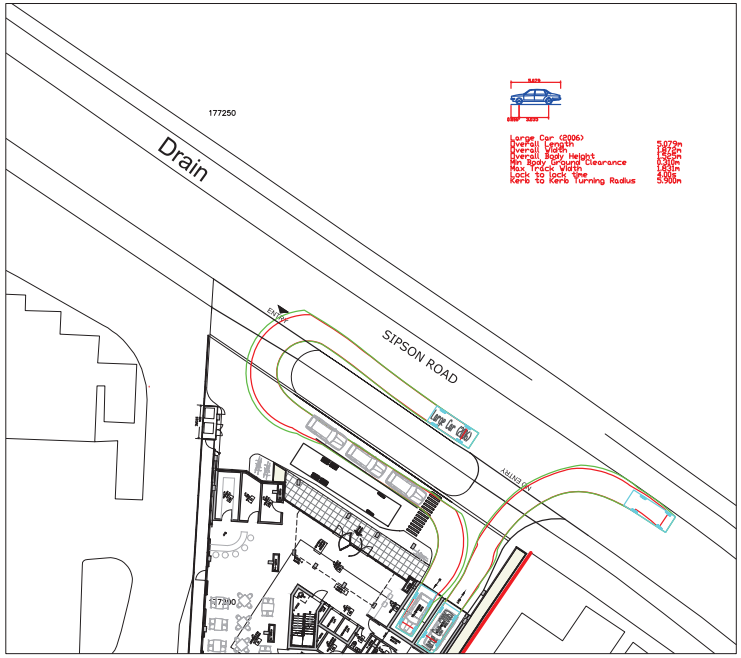

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REV.						
P2	INITIAL ISSUE.					
	JB	24.08.23	JB	24.08.23	CV	24.08.23
P1	INITIAL ISSUE.					
	JBr	26.06.22	JBr	26.06.22	CV	26.06.22
REV.	REVISION NOTE/COMMENT					
	DRW BY	DATE	CCK BY	DATE	APP BY	DATE

PATRICK PARSONS

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Lysons Avenue, Ash Vale
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GU12 5QE
United Kingdom

T. +44 01276 700 400
E. info@patrickparsons.co.uk
W. www.patrickparsons.co.uk

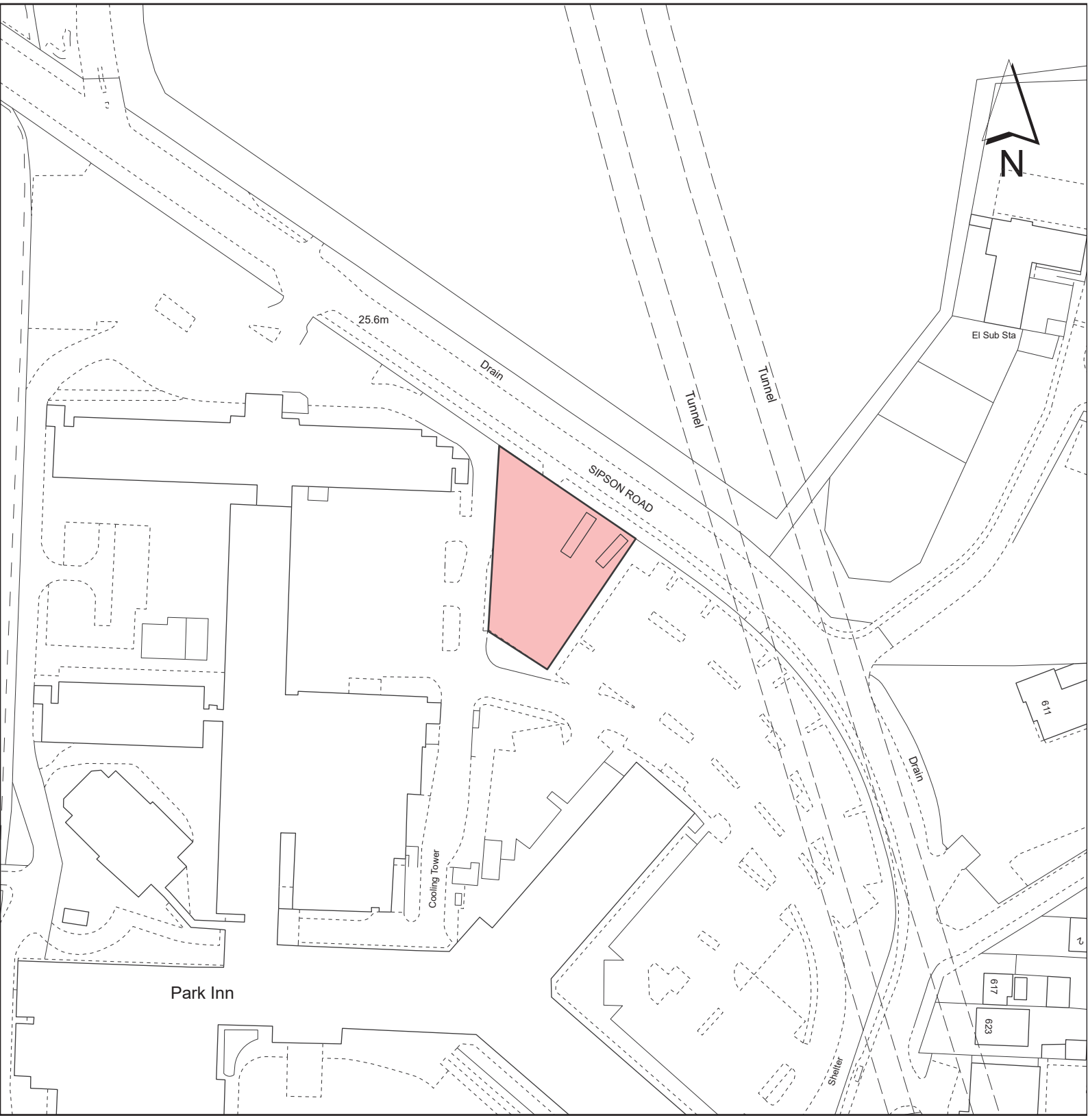
Client
P & S Hoteliers Ltd

Project
560 Sipson Road, West Drayton

Drawing
12m Long Coach and 7.5 Tonne Van Swept Paths

Drawn	Date
JBr	26.06.22
Patrick Parsons Project No.	Scale @ A3
10453	1:500

Status Description	
INFORMATION	S2
Drawing No. (project-originator-volume-level-type-role-number)	Revision
SPS-PPC-00-XX-DR-C-001	P2



KEY :	ADDRESS :	
Site Boundary	560 Sipson Road	
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	PLANNING COMMITTEE :	DATE : September 2025

LONDON BOROUGH OF HILLINGDON

RESIDENTS SERVICES PLANNING SECTION

CIVIC CENTRE, UXBRIDGE, UB8 1UW

HILLINGDON LONDON

Report of the Head of Development Management and Building Control

Address:	UNIT 5 12 POWERHOUSE LANE
Development:	Temporary change of use (for five years) from cafe (Use Class E) to Local Community Use (Use Class F2)
LBH Ref Nos:	31917/APP/2025/996

Location Plan

Site Address: **Easting: 509333 Northing: 179549**

PlanningPortal

Date Produced: **03-Apr-2025**

Scale: **1:1250 @A4**

Planning Portal Reference: **PP-13532360v1**

0 50

Metres

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Notes

Rev	Date	Reason for Issue	Chk

Scale Bar

0 10m

Client
PURPLEXED LLP

Project
POWERHOUSE

Drawing Title
Block Plan
Existing

Project Number	Status
	Planning
Scale at A3	Date
1.500	
Drawn by	Checked by

Drawing Number	Revision
PH_001_000	

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Notes

Rev	Date	Reason for Issue	Chk

Scale Bar

0 10m

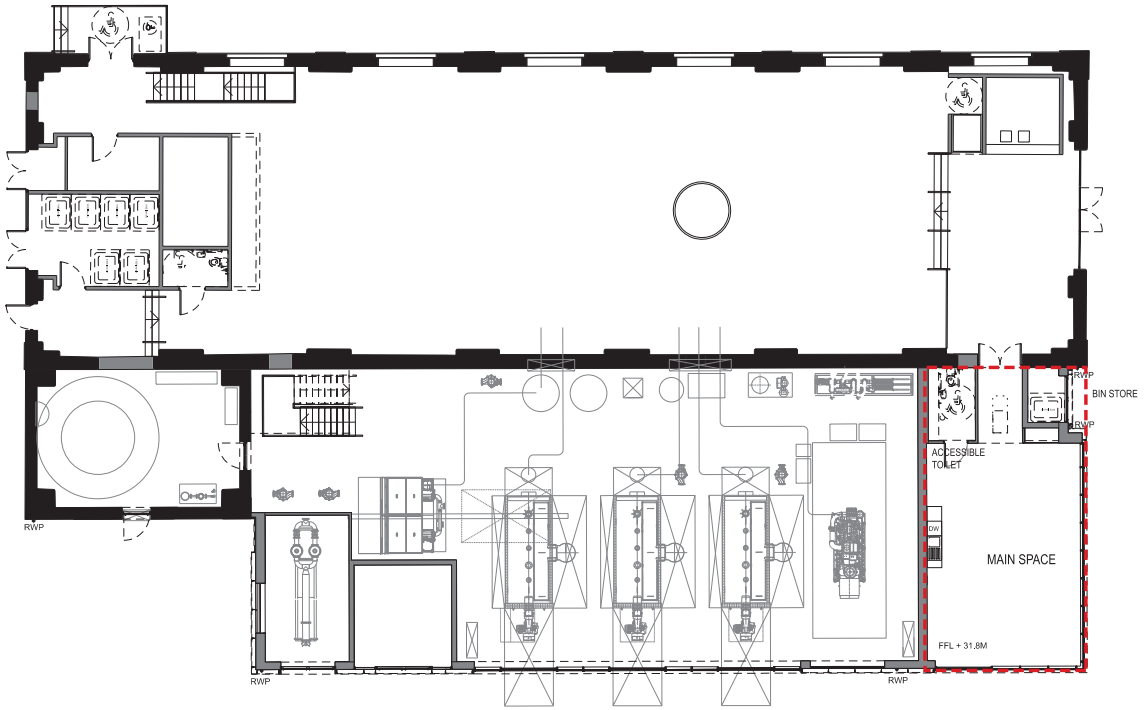
Client
PURPLEXED LLP

Project
POWERHOUSE

Drawing Title
Block Plan
Proposed

Project Number	Status
	Planning
Scale at A3	Date
1.500	
Drawn by	Checked by

Drawing Number	Revision
PH_002_000	



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Notes

Rev	Date	Reason for Issue	Chk

Scale Bar

N

0 10m

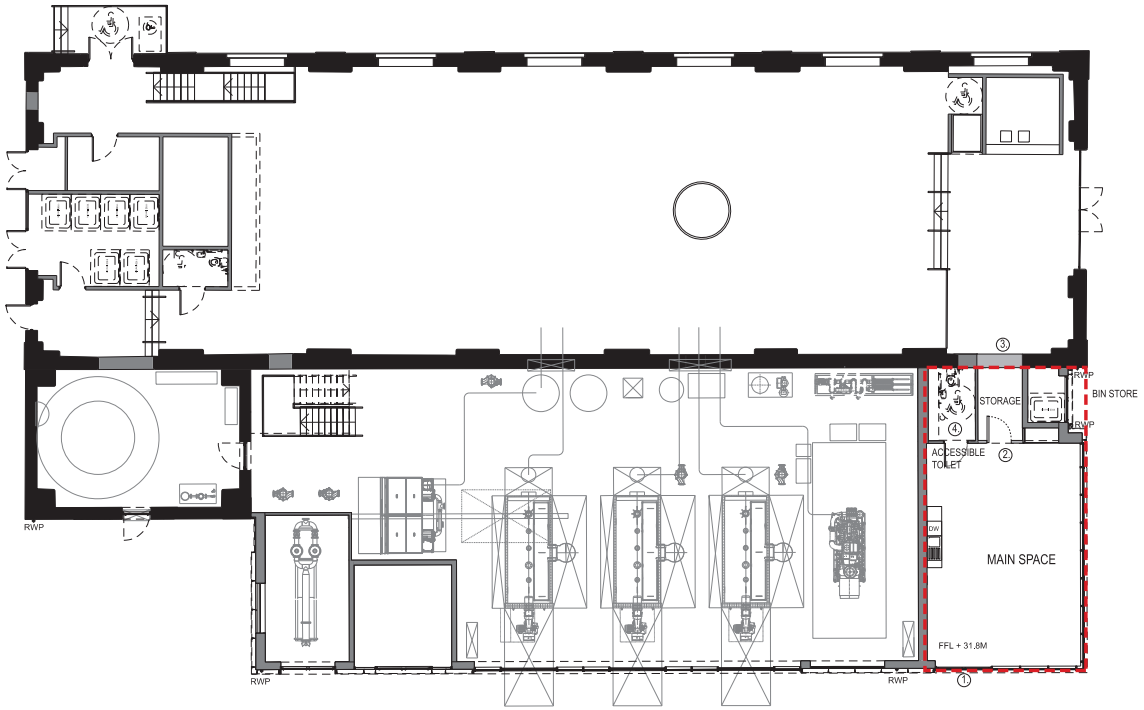
Client
PURPLEXED LLP

Project
POWERHOUSE

Drawing Title
Existing Ground Floor Plan

Project Number	Status
	Planning
Scale at A3	Date
1:200	
Drawn by	Checked by

Drawing Number	Revision
PH_001_100	



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Notes

1. Upgrade doors to be accessibility friendly

2. Make into storage

3. Add any additional fixings to contain space within boundary

4. Upgrade WC facilities for accessible users

Rev	Date	Reason for Issue	Chk

Scale Bar

N

0 10m

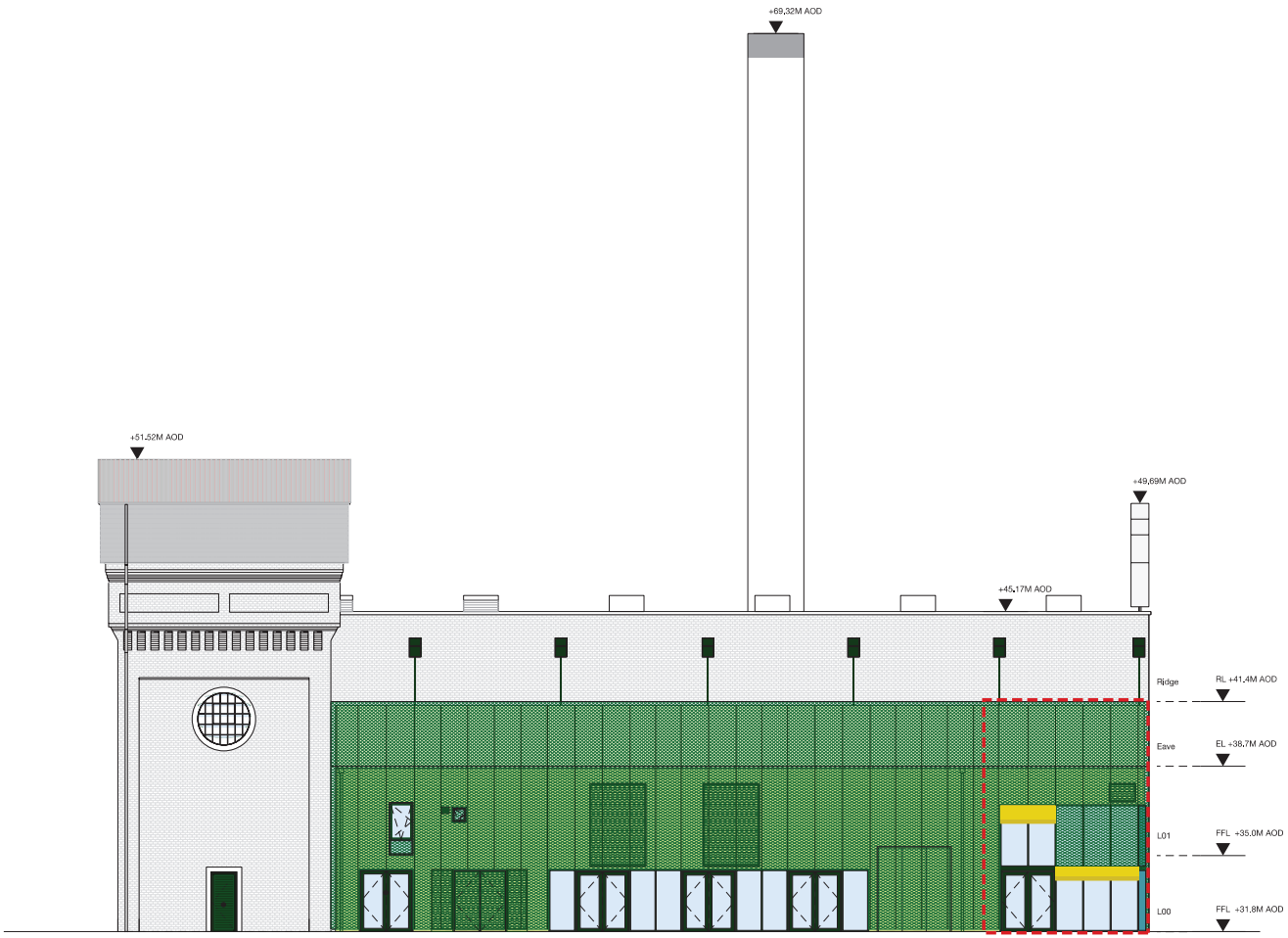
Client
PURPLEXED LLP

Project
POWERHOUSE

Drawing Title
Proposed Ground Floor Plan

Project Number	Status
	Planning
Scale at A3	Date
1:200	
Drawn by	Checked by

Drawing Number	Revision
PH_002_100	



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Notes

Rev	Date	Reason for Issue	Chk

Scale Bar

0 10m

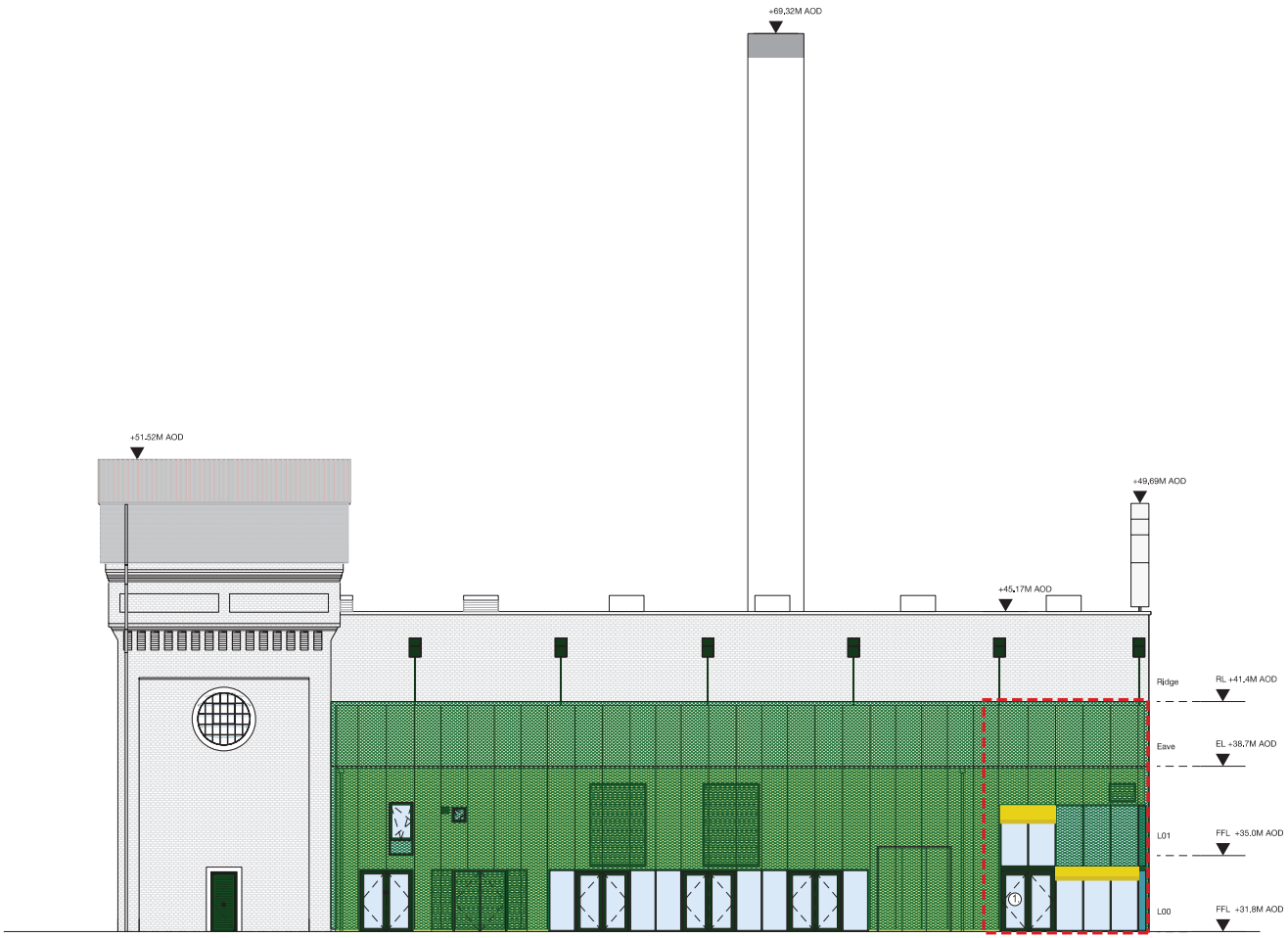
Client
PURPLEXED LLP

Project
POWERHOUSE

Drawing Title
South Elevation
Existing

Project Number	Status
	Planning
Scale at A3	Date
1.200	
Drawn by	Checked by

Drawing Number	Revision
PH_001_200	



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Notes

1. Upgrade doors to be accessibility friendly

Rev	Date	Reason for Issue	Chk

Scale Bar

0 10m

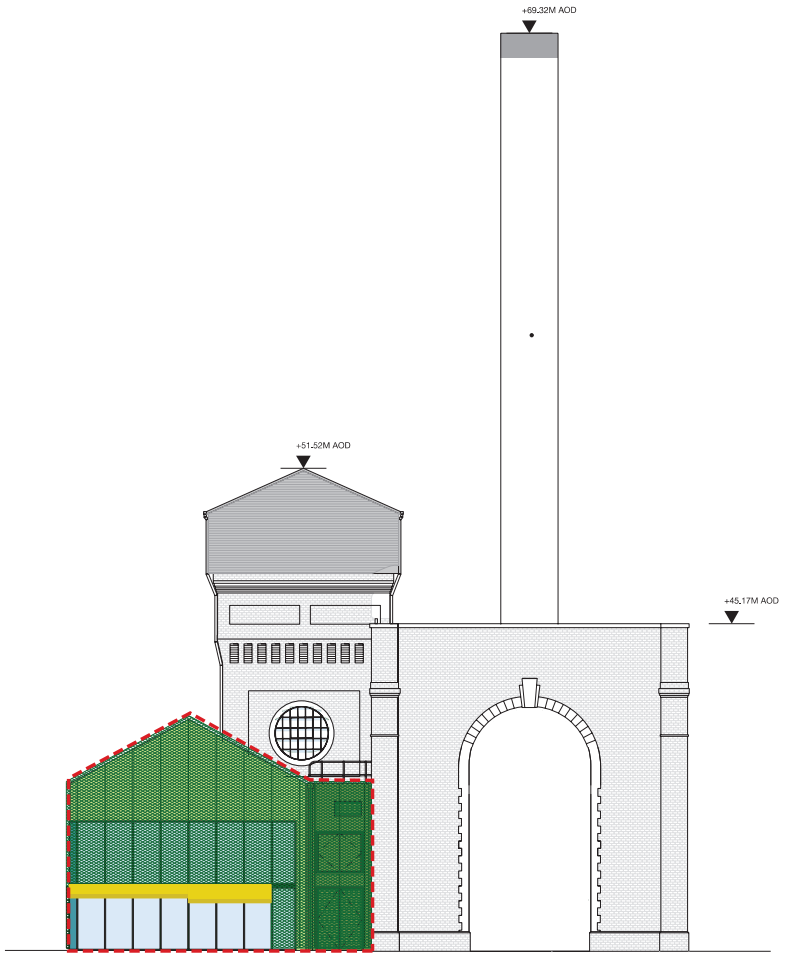
Client
PURPLEXED LLP

Project
POWERHOUSE

Drawing Title
South Elevation
Proposed

Project Number	Status
	Planning
Scale at A3	Date
1.200	
Drawn by	Checked by

Drawing Number	Revision
PH_002_200	



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Notes

Rev	Date	Reason for Issue	Chk

Scale Bar

0 10m

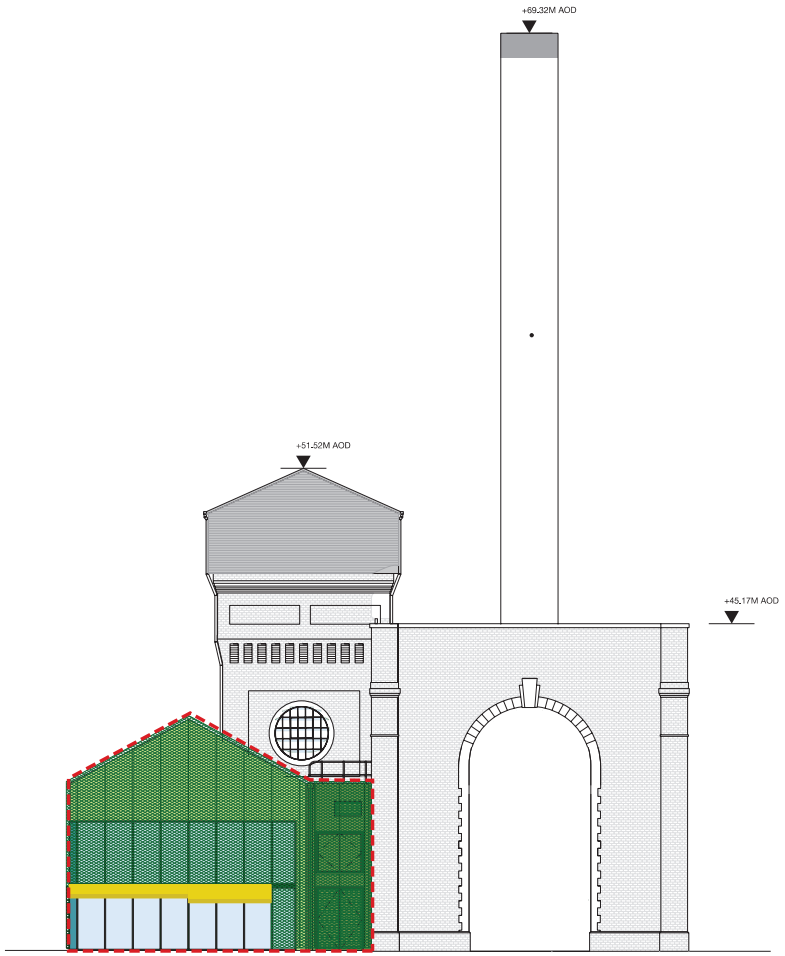
Client
PURPLEXED LLP

Project
POWERHOUSE

Drawing Title
East Elevation
Existing

Project Number	Status
	Planning
Scale at A3	Date
1:200	
Drawn by	Checked by

Drawing Number	Revision
PH_001_201	



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Notes

No works to commence to external facade

Rev	Date	Reason for Issue	Chk

Scale Bar

0 10m

Client

PURPLEXED LLP

Project

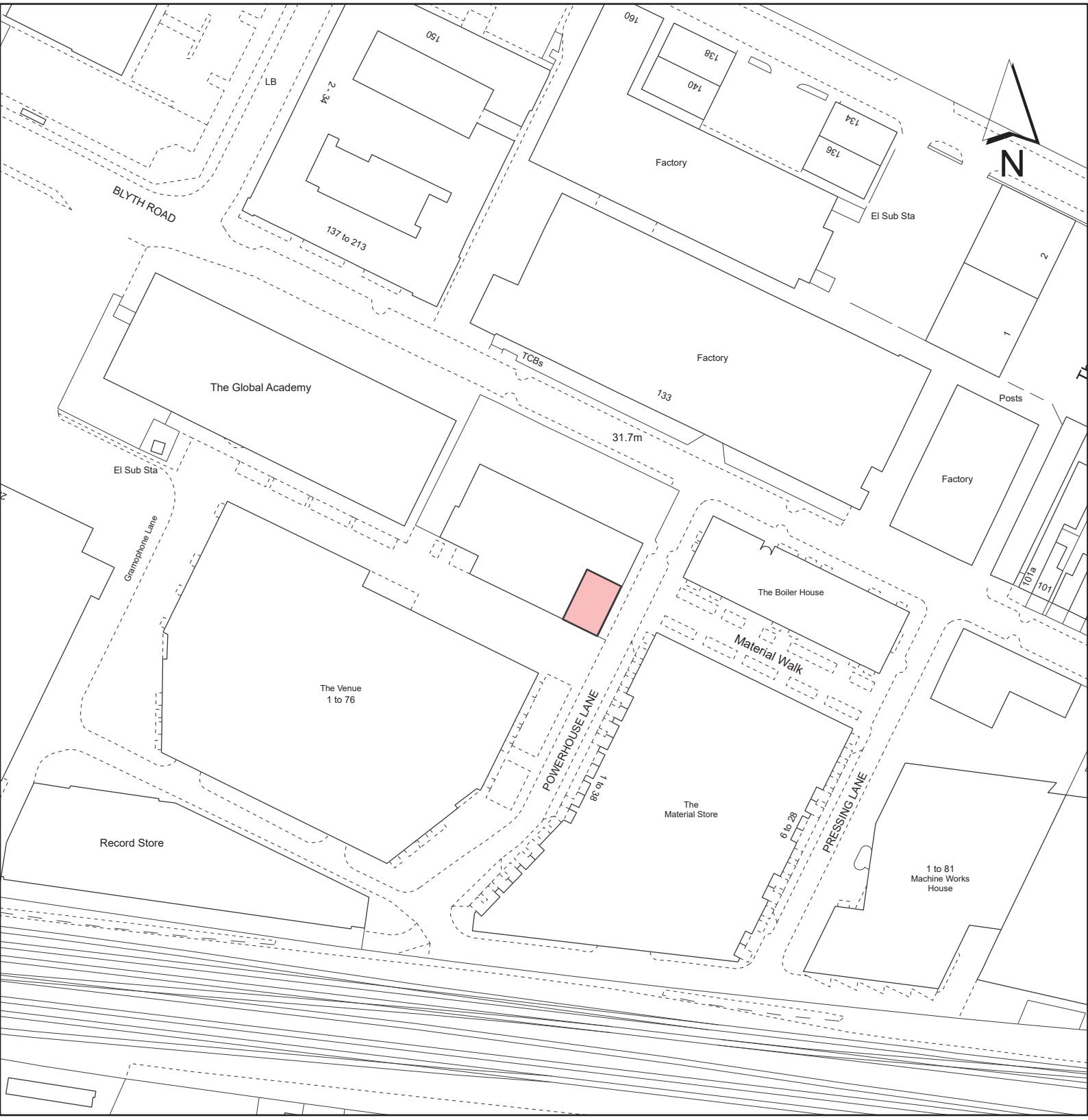
POWERHOUSE

Drawing Title

East Elevation
Proposed

Project Number	Status
	Planning
Scale at A3	Date
1:200	
Drawn by	Checked by

Drawing Number	Revision
PH_002_201	



KEY : Site Boundary	ADDRESS : UNIT 5, 12 POWERHOUSE LANE	**LONDON BOROUGH OF HILLINGDON** **RESIDENTS SERVICES PLANNING SECTION** **CIVIC CENTRE, UXBRIDGE, UB8 1UW**
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	PLANNING COMMITTEE : DATE : September 2025	HILLINGDON LONDON

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