



HILLINGDON
LONDON



Hillingdon Planning Committee

Councillors on the Committee

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

Date: WEDNESDAY 5
NOVEMBER 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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Agenda

Chairman's Announcements

- 1 Apologies for absence
- 2 Declarations of Interest in matters coming before this meeting
- 3 To receive the minutes of the previous meeting 1 - 8
- 4 Matters that have been notified in advance or urgent
- 5 To confirm that the items of business marked Part I will be considered in Public and the items marked Part II will be considered in Private

Planning Committee Report Part 1_Standard Information

Applications with a Petition

| | | | | |
|---|--|-----------|--|--------------------------|
| 6 | Land to the rear of 18 Moor Park Road, Northwood 74971/APP/2025/780 | Northwood | Erection of 1no. detached bungalow, with associated parking (including installation of new vehicular crossover), landscaping, cycle parking and refuse storage. Recommendation: Approval | 17 – 66 188 – 197 |
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Applications without a Petition

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| 7 | Club House, Middlesex Stadium, Breakspear Road, Ruislip 17942/APP/2024/2874 | Ruislip | Construction of natural grass football pitches using imported soils approved for use by the Environment Agency. Proposals include rainwater harvesting scheme, extensive planting and habitat creation. Recommendation: Approval | 67 – 106 198 – 209 |
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| 8 | Unit 2 Ruislip Retail Park, Victoria Road 43510/APP/2024/3336 | South Ruislip | Installation of an internal mezzanine floor that can be used for Use Class E(a) retail purposes and use of floorspace for an ancillary cafe and back-of-house storage space. Recommendation: Approval + s106 legal agreement | 107 – 146 210 – 215 |
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Planning Committee Report Part 3_Policy Appendices

Plans for the Hillingdon Planning Committee

187 – 216

Minutes

HILLINGDON PLANNING COMMITTEE

2 October 2025

Meeting held at Committee Room 5 - Civic Centre



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| | <p>Committee Members Present: Councillors Henry Higgins (Chair) Adam Bennett (Vice-Chair) Roy Chamdal Darran Davies Elizabeth Garelick Jagjit Singh</p> <p>LBH Officers Present: Chris Brady, Planning Team Leader Michael Briginshaw, Deputy Team Leader Katie Crosbie, Area Planning Service Manager Natalie Fairclough, Legal Advisor Michael Kemp, Deputy Team Leader Ed Laughton, Area Planning Service Manager Liz Penny, Democratic Services Officer Dr Alan Tilly, Transport Planning and Development Team Manager</p> |
| 87. | <p>APOLOGIES FOR ABSENCE (<i>Agenda Item 1</i>)</p> <p>Apologies for absence were received from Councillor Raju Sansarpuri and from Councillor Keith Burrows with Councillor Darran Davies substituting for the latter.</p> |
| 88. | <p>DECLARATIONS OF INTEREST IN MATTERS COMING BEFORE THIS MEETING (<i>Agenda Item 2</i>)</p> <p>Councillor Roy Chamdal declared a non-pecuniary interest in item 6 (5 The Meads) as he had previously spoken with the applicant. He left the meeting prior to this matter being discussed and did not partake in the voting on this item.</p> |
| 89. | <p>TO RECEIVE THE MINUTES OF THE PREVIOUS MEETING (<i>Agenda Item 3</i>)</p> <p>RESOLVED: That the minutes of the meeting dated 04 September 2025 be agreed as an accurate record.</p> |
| 90. | <p>MATTERS THAT HAVE BEEN NOTIFIED IN ADVANCE OR URGENT (<i>Agenda Item 4</i>)</p> <p>None.</p> |
| 91. | <p>TO CONFIRM THAT THE ITEMS OF BUSINESS MARKED PART I WILL BE CONSIDERED IN PUBLIC AND THE ITEMS MARKED PART II WILL BE CONSIDERED IN PRIVATE (<i>Agenda Item 5</i>)</p> |

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| | It was confirmed that all items of business were marked Part I and would be considered in public. |
| 92. | <p>5 THE MEADS, COWLEY - 27254/APP/2025/1529 (<i>Agenda Item 6</i>)</p> <p>Erection of a single storey rear extension and double storey side extensions to both sides of property following the demolition of existing garage and removal of two chimney stacks (amended description)</p> <p>Councillor Roy Chamdal had expressed a non-pecuniary interest in the application therefore left the room and did not participate in the debate or voting for this item.</p> <p>Officers introduced the application noting that the site lay within conservation areas and an Article 4 zone, which restricted permitted development rights for small HMOs. Members heard that the design complied with Council policy, being subordinate and well-scaled, and similar extensions existed nearby. A daylight and sunlight report confirmed no significant impact on neighbouring habitable rooms, particularly at No. 7, whose windows faced the proposed development. Planning officers supported the application as it aligned with design and amenity policies, and it was recommended for approval.</p> <p>A petition had been received in objection to the application. The lead petitioner was present and addressed the Committee Members highlighting the following key points:</p> <ul style="list-style-type: none"> • Residents at number 7 had expressed concerns that the initial plans resembled an HMO-style property, which would not be in keeping with the street's character. • They noted that the applicant was a property developer and believed the design was squeezed between neighbouring homes. • The planning report was criticised for focusing solely on number 2 The Meads, which was not a fair or representative comparison due to its unique location and spacious surroundings. • It was highlighted that only one of eight properties had double-storey extensions on both sides, making number 2 an outlier. • The proposed application site, was located at the bottom of the close with neighbours on both sides, including number 7, which faced it directly at a 90° angle. • Concerns were raised about the impact on light and shadowing, with reported losses of 10% in the office and 7% in the bedroom at number 7. • The proposal was said to disregard Council policy requiring detached houses to be set back at least one metre. • Number 4 was cited as a better example of considerate planning, being set three metres back and fitting the street's character. • Doubts were expressed about the credibility of the daylight and sunlight report, citing inconsistent data and lack of professional accreditation. • A request was made for the Council to consider safeguards against future HMO or subletting developments and to review the proposal for partial approval due to its impact on number 7. • Visual representations were used to argue that the proposed development would appear as an oversized block squeezed into a small space, disrupting the street scene. <p>Members sought further clarification from the petitioners regarding shadowing and the</p> |

impact of the proposal on daylight and sunlight at their property. The petitioner acknowledged that shadowing already occurred due to the existing structure and argued that adding a double-storey extension would worsen it, potentially covering most of their house. While they appreciated the neighbour's intent to improve their property, they felt the proposed development was unfair and inconsistent with the typical single two-storey extensions seen on the street. The petitioners emphasised their unique situation, with their house directly facing the neighbour's wall, and feared the extension would significantly degrade their living experience.

The applicant was also in attendance and addressed the Committee Members. Key points highlighted included:

- Petitioners at number 7 had misled others by claiming the planning application was for an HMO, when it was actually for a family home.
- The house was intended for the use of the applicant's own family, which included his four sons and a spouse, therefore five bedrooms were needed.
- It was explained that the downstairs room had mistakenly been labelled as a bedroom by the architect, but it was actually an office, with a gym on the left side.
- The applicant stated that the neighbour's shadowing photo was misleading and argued that the actual distance between the properties was nine metres, which would not significantly affect light or privacy.
- He emphasised that the proposed extension was a single-storey addition and complied with planning regulations, including no windows facing the neighbour.
- The applicant claimed that the neighbour had labelled him a property developer which was untrue.
- He noted that officers had no objections to the proposal and that the application adhered to all planning rules and regulations.
- The applicant felt it would have been better if the neighbour had approached him directly to discuss concerns.

Ward Councillor Ahmad-Wallana was also present and addressed the Committee in support of petitioners. Councillor Ahmad-Wallana objected to the planning application, citing its negative impact on the neighbouring property at number 7. He argued that the proposed two-storey side extension would significantly reduce natural light to side-facing windows and garden areas, causing substantial overshadowing and harming the living conditions of the occupants at number 7. It was claimed that the development would breach guidance on daylight and sunlight and would create an oppressive environment. The scale and positioning of the extension were described as overbearing, reducing the sense of openness and disrupting the visual character of the street. The proposal was also considered inconsistent with local planning policies, and Councillor Ahmad-Wallana requested that the Committee refuse the application.

Officers acknowledged the petitioner's photo submissions but noted that they lacked professional accuracy compared to the validated planning documents. It was emphasised that the daylight and sunlight assessment had been conducted by a qualified consultancy, adhering to BRE guidance, and had found no significant impact on neighbouring properties. The proposed extensions were deemed domestically scaled and compliant with design policy DM HD1, with limited visual intrusion. Although the proximity to property number 7 was noted, it was clarified that existing overshadowing and vegetation already affected light levels. The report was considered robust, and there were no grounds to refuse the application on the grounds of harm to residential amenity. Additionally, officers clarified that the site was within an Article 4

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| | <p>area, hence any conversion to an HMO would require planning consent and public consultation.</p> <p>In response to Members' questions, it was explained that, since the property was located in an Article 4 area, the usual rule allowing up to six bedrooms without planning permission for an HMO did not apply. This meant that even if the property had fewer than six bedrooms, it still could not be converted into an HMO without submitting a planning application.</p> <p>Councillors raised concerns regarding the daylight and sunlight impact of the proposed development on neighbouring property number 7 and asked how many hours of direct sunlight the affected rooms received during winter and how the extension would alter that. Officers responded that the assessment followed BRE guidance using percentage-based metrics rather than direct sunlight hours and confirmed the development did not breach the 27% threshold for significant impact.</p> <p>Members sought clarification on amendments to the daylight and sunlight report, questioning whether they were limited to typos or included changes to figures. It was explained that the amendments addressed drafting errors, such as references to unbuilt extensions, and confirmed the report was updated for transparency without affecting its conclusions.</p> <p>A further question was raised about the relevance of the petitioner's photos, to which officers responded that while the photos illustrated existing overshadowing, the proposed extension would be slightly lower and only 3 metres closer, resulting in minimal additional harm. Officers also noted that the affected windows were part of an existing extension, which already experienced overshadowing.</p> <p>Finally, the Committee asked whether scaffolding restrictions should be considered due to the proximity of the neighbouring property. Officers clarified that construction must remain within the applicant's boundary and that such restrictions were not typically imposed for household applications.</p> <p>Councillors acknowledged the petitioner's concerns about the potential use of the property as an HMO and appreciated that this issue had been clarified by officers, noting that any future conversion would require Planning approval. They noted that the proposal was consistent with the character of the area and unlikely to be successfully challenged on appeal.</p> <p>Members raised no further concerns or questions. The officer's recommendation was moved, seconded and, when put to a vote, unanimously approved.</p> <p>RESOLVED: That the application be approved subject to conditions as set out in the officer's report.</p> |
| 93. | <p>HAYES BRIDGE RETAIL PARK AND HEATHROW INTERCHANGE, UXBRIDGE ROAD - 78343/APP/2025/719 (<i>Agenda Item 7</i>)</p> <p>This hybrid planning application seeks permission for a four-phased redevelopment to deliver a data centre campus comprising: Full planning permission for a data centre building and associated infrastructure/works (Phase 1); Outline planning permission for an Innovation Hub and infrastructure/works (Phase 2); Outline planning permission for a data centre building and associated</p> |

infrastructure/works (Phase 3); and Outline planning permission for a data centre building and associated infrastructure/works (Phase 4). All matters are reserved for the Outline phases of development.

Officers introduced the application for redevelopment of Hayes Bridge Retail Park and Heathrow Interchange and highlighted the additional information in the addendum. The application involved the demolition of existing buildings and construction of three data centres and an innovation hub. It was noted that Phase 1 sought full planning permission for the LON 6 data centre, while Phases 2–4 sought outline planning permission for the remaining elements of development. The innovation hub was designed as affordable workspace for SMEs and community use. Officers confirmed that the proposal was an appropriate use for the Strategic Industrial Location, would not overburden the power grid, offered economic benefits and complied with the emerging character of the area. The environmental impacts posed by the development would be mitigated by the planning conditions and obligations recommended. The application was recommended for approval, subject to conditions and legal agreements.

Councillors supported the proposal to redevelop unused land and requested that each phase of the multi-phase application be brought back to Committee for approval. Officers confirmed that all reserved matters applications would return to Committee.

The Committee raised questions about securing peppercorn rents for the innovation hub, and officers clarified that this would be enforced through the Section 106 agreement and lease terms.

Councillors queried the relatively low financial contributions compared to a similar data centre in Abbots Langley; in response, it was noted that the on-site innovation hub offered direct community benefits, making it a preferable alternative.

Concerns about Wi-Fi impact were raised, with suggestions for conditions or informatives to ensure local connectivity was not compromised. Officers noted that digital infrastructure was addressed in the London Plan policy and confirmed ducting for full fibre would be included. The Legal Advisor explained that a planning condition on Wi-Fi would not meet the six-part test but supported the addition of an informative. It was agreed that said informative would be drafted by officers in consultation with the Chair.

The Committee urged timely progress to avoid delays seen in previous approvals. No further queries or 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 a section 106 legal agreement and the conditions set out in the officer's report; and**
- 2. That the drafting of an additional informative to ensure local Wi-Fi connectivity was not compromised be delegated to the Area Planning Service Manager, in consultation with the Chair.**

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| 94. | <p>MEAD HOUSE, HAYES - 12298/APP/2025/1001 (<i>Agenda Item 8</i>)</p> <p>Change of use from health care use to supported living accommodation (Use Class C2) with ancillary offices and facilities</p> <p>Officers introduced the application which proposed changing the use of Mead House from a healthcare facility to supported living accommodation (Class C2) for adults with learning disabilities. It was confirmed that the building had previously served as a hostel and had been decommissioned by the NHS in 2023. It was noted that the change of use would not conflict with Green Belt or heritage policies, as the site lay within the Green Belt and near Grade II listed buildings. Members were informed that minimal physical changes were proposed, including a reduction in parking spaces from 32 to 8, with low anticipated vehicle movements. All trees on site, protected by TPOs, were to be retained. Officers noted that the loss of the healthcare use was deemed to be acceptable, as services had been relocated elsewhere in the Borough. The proposal aligned with local and London Plan policies and a Section 106 agreement would secure management and safeguarding arrangements. Officers recommended approval subject to completion of the legal agreement.</p> <p>Councillors sought assurances that the property, currently classified as C2, could not be converted into a C4 HMO without planning permission. It was confirmed that any change of use would require formal approval and that the C2 classification would be secured through a legal agreement.</p> <p>Members queried whether the accommodation would be for all ages or specifically for young people, and officers clarified it would be for adults aged 18 and over.</p> <p>Concerns about parking were addressed by officers, who explained that a travel plan would be required and that the reduced parking provision was appropriate given the expected low demand. The presence of a turning circle for coaches was also noted.</p> <p>Councillors expressed support for the reuse of the building, noting its previous use as a residential institution and COVID testing site, and welcomed the minimal changes proposed, which satisfied Green Belt policy.</p> <p>Members raised no further concerns or queries. The officer's recommendation was moved, seconded, and, when put to a vote, unanimously agreed.</p> <p>RESOLVED: That the application be approved.</p> |
| 95. | <p>COMAG, YIEWSLEY - 24843/APP/2024/2316 (<i>Agenda Item 9</i>)</p> <p>Variation of Conditions 2 (Approved Plans) and 3 (Approved Documents) of planning permission reference 24843/APP/2022/2403, dated 11-06-2024</p> <p>Officers introduced the application for the COMAG site which proposed a Section 73 variation to conditions 2 and 3 of a previously approved planning permission, aiming to update the approved plans and documents. Members heard that the extension was minimal in scale and had no impact on design quality or character. Officers acknowledged the loss of the community hub but felt it was reasonable given the site's location and nearby existing community spaces. It was confirmed that the affordable housing contribution had been revised following a financial viability review, resulting in an off-site payment of £800,000, deemed the maximum reasonable offer. The</p> |

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| | <p>application was recommended for approval subject to a deed of variation and review mechanisms.</p> <p>Councillors welcomed the £800,000 off-site affordable housing contribution and enquired whether the funds were earmarked specifically for genuinely affordable housing. It was confirmed that the cash-in-lieu would be used for developments offering London Affordable Rent (LAR) and could not be diverted elsewhere.</p> <p>A further question was raised about the construction management plan, specifically regarding wheel washing and operating hours, due to complaints about construction traffic on Tavistock Road. Officers confirmed that a construction management plan condition was already in place and committed to reviewing its details, including wheel washing, in coordination with the Highways team.</p> <p>Members raised no further concerns or queries but expressed a design to see progress on the development.</p> <p>The officer's recommendation was moved, seconded and, when put to a vote, unanimously agreed.</p> <p>RESOLVED: That the application be approved.</p> |
| 96. | <p>ACORN YOUTH CLUB, COLOMBIA AVENUE, RUISLIP - 58215/APP/2025/1068 (Agenda Item 10)</p> <p>Erection of a single storey detached building for use by Acorn Youth Club</p> <p>Officers introduced the application for a single-storey building on the Acorn Youth Club site which had been referred to the Planning Committee because the London Borough of London owned the freehold. It was confirmed that the proposed building, intended for use by the Acorn Youth Club—a long-standing facility supporting disabled young people since 1993—was designed to sit on existing foundations from a previously approved but unbuilt structure. The building's height ranged from 2.95 to 3.45 metres, and officers confirmed that it complied with the local plan. With no significant site constraints and minimal impact, the application was recommended for approval.</p> <p>Members welcomed the application and raised no concerns or queries.</p> <p>The officer's recommendation was moved, seconded and, when put to a vote, unanimously agreed.</p> <p>RESOLVED: That the application be approved.</p> |
| 97. | <p>ADDENDUM (Agenda Item 11)</p> |
| | <p>The meeting, which commenced at 7.00 pm, closed at 8.35 pm.</p> |

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

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Planning Committee Report Part 1:

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



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Part 1: Statutory Planning and Human Rights Considerations

1.1 Development Plan

- 1.1.1 Section 38(6) of the Planning and Compulsory Purchase Act 2004 and section 70(2) of the Town and Country Planning Act 1990, require that applications for planning permission be determined in accordance with the development plan, unless material considerations indicate otherwise.
- 1.1.2 The development plan for the London Borough of Hillingdon consists of the following documents:
- [Hillingdon Local Plan Part 1: Strategic Policies \(2012\)](#)
 - [Hillingdon Local Plan Part 2: Development Management Policies \(2020\)](#)
 - [Hillingdon Local Plan Part 2: Site Allocations and Designations \(2020\)](#)
 - [The West London Waste Plan \(2015\)](#)
 - [The London Plan \(2021\)](#)

1.2 Equality Act

- 1.2.1 Section 149 of the Equalities Act 2010, requires the Council, in considering planning applications to have due regard to the need to eliminate discrimination, advance equality of opportunities and foster good relations between people who have different protected characteristics. The protected characteristics are age, disability, gender reassignment, pregnancy and maternity, race, religion or belief, sex and sexual orientation.
- 1.2.2 The requirement to have due regard to the above goals means that Members should consider whether persons with protected characteristics would be affected by a proposal when compared to persons who do not share that protected characteristic. Where equalities issues arise, Members should weigh up the equalities impact of the proposals against the other material considerations relating to the planning application. Equalities impacts are not necessarily decisive, but the objective of advancing equalities must be considered in weighing up the merits of an application. The weight to be given to any equalities issues is a matter for the decision maker to determine in all the circumstances.

1.3 Human Rights

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

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

Everyone has the right to respect for his private and family life, his home and his correspondence. This right embodies the right to a name, the right to change one's civil status and to acquire a new identity, and protection against telephone tapping, collection of private information by a State's security services and publications infringing privacy. This right also enables Members of a national minority to have a traditional lifestyle.
- Article 1 of the First Protocol: Protection of property.

Every natural or legal person is entitled to the peaceful enjoyment of his possessions. No one shall be deprived of his possessions except in the public interest and subject to the conditions provided for by law and by the general principles of international law.
- Article 14: Prohibition of discrimination.

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

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

1.4 Development in Conservation Areas

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

1.5 Development Affecting Listed Buildings

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

Part 1: Other Relevant Information for Members

2.1 Five Year Housing Land Supply

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

2.2 Planning Appeals / Risk of Costs Award Against the Council

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

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

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

2.3 Use of Planning Conditions

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

2.4 Planning Obligations

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

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

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

2.5 Community Infrastructure Levy (CIL)

- 2.5.1 The Community Infrastructure Levy (CIL) allows local authorities to raise funds from developers undertaking new building projects in their area. The Community Infrastructure Levy (CIL) is a charge collected from new developments.
- 2.5.2 The CIL applies to all proposals that add 100 square metres of new floorspace or an extra dwelling. This includes bringing a vacant building back into use. The amount to pay is the increase in floorspace (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: **Mitchell Heaven**

74971/APP/2025/780

| | | | |
|-------------------------|-------------------|--|------------------|
| Date Application Valid: | 19.03.2025 | Statutory / Agreed Determination Deadline: | 10.11.25 |
| Application Type: | Full | Ward: | Northwood |

Applicant: **Mr Richard Conradi**

Site Address: **Land to rear of 18 Moor Park Road, Northwood**

Proposal: **Erection of 1no. detached bungalow, with associated parking (including installation of new vehicular crossover), landscaping, cycle parking and refuse storage.**

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

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



Summary of Recommendation:

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

1 Executive Summary

- 1.1 Planning permission is sought for the erection of 1no. detached bungalow, with associated parking (including installation of a new vehicular crossover) landscaping, cycle parking and refuse storage.
- 1.2 A petition with 33 signatures in objection to the development has been received. The desired outcome of the petition is for the application to be refused. Six 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 loss of private garden, impact on the local character and street scene, neighbours' amenity, parking, impact on neighbours' trees and landscaping concerns. A full list of the matters raised in the consultation is included within Section 6 of this report.
- 1.3 Two previous applications to develop the site with a pair of semi-detached dwellings (ref. 74971/APP/2019/3169) and a two-storey 5-bedroom house respectively (ref. 21577/APP/2020/1792) have been refused with the most recent two-storey dwelling being dismissed at appeal due to the impact on the character and appearance of the area.
- 1.4 The applicant has worked cooperatively with the Local Planning Authority (LPA) through the pre-application and application processes and has provided a revised scheme that planning officers consider addresses previous concerns raised. The key changes from the previously refused applications involve a significant reduction in the overall scale of the development which would now sit more comfortably within the street scene. Officers are satisfied that the previous reasons for refusal have been satisfactorily addressed.
- 1.5 In terms of the principle of development, the revised proposal is considered consistent with the aims of policy DMH6 of the Hillingdon Local Plan Part 2 (which concerns garden and back land development) and would make efficient use of a small-scale site, making a contribution to housing stock in the area in line with strategic housing policies.
- 1.6 The site is not located within a Conservation Area or an Area of Special Local Character. The proposed dwelling is of an appropriate scale and design and would appear visually sympathetic with the character and appearance of the street scene. Its overall modest size ensures that it would maintain an intimate scale to either neighbouring property whilst also responding positively to the

street scene. Traditional materials would be used in the overall finishes with soft landscaping to the front, sides and rear of the proposed dwelling.

- 1.7 The dwelling's position set away from the boundaries and single storey design ensures it would not cause a detrimental impact on neighbouring residential amenity. Conditions are also recommended removing the right to extend under permitted development. Both landscaping and biodiversity measures would provide a 10% uplift in Biodiversity Net Gain as required.
- 1.8 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.
- 1.9 The proposal is therefore consistent with relevant local plan policies, and it is recommended that planning permission be granted subject to conditions. This Committee Report seeks to provide a comprehensive assessment of the full application and supporting documentation. All material planning considerations have been considered.

2 The Site and Locality

- 2.1 The application site is a rectangular block of land located within the rear garden of the corner site of 18 Moor Park Road which sits on the north-eastern corner of Moor Park Road and Grove Road. The plot currently forms part of the rear garden of No.18 and consists of a variety of soft landscaping and shrub planting. The site is not subject to any specific planning constraints, including not being located within a Conservation Area or an Area of Special Local Character.
- 2.2 The street scene along Moor Park Road and Grove Road is generally characterised by large two storey detached dwellings in a variety of ages, architectural styles and materials. The area is suburban in nature with the south-eastern end of Grove Road consisting of the rear gardens of 18 Moor Park Road and 2 Grove Road. On the opposite side of Grove Road, the site faces No. 1a Grove Road which comprises a large two storey detached dwelling house (shown in the background of Figure 5 and the foreground of Figure 7) with a similar sized plot that was granted planning permission in 2017 to replace a bungalow. Generally, there is a variety of large, detached dwellings located on the opposite side of Grove Road. Directly along the northern boundary lies an outbuilding at the rear end of the garden at No. 2 Grove Road.
- 2.3 The site has a Public Transport Accessibility Level (PTAL) of 2 (less than moderate).

Figure 1: Location Plan (application site edged red)

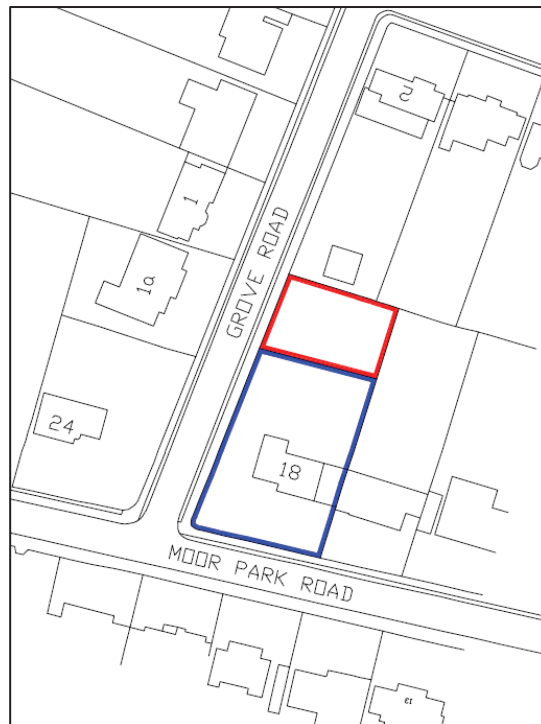


Figure 2: Aerial View of the application site in the context of the existing dwelling and the properties along Grove Road.



Figure 3: Rear garden of 18 Moor Park Road.



Figure 4 Rear Elevation of 18 Moor Park Road.



Figure 5: Within the Application Site facing towards Nos. 1A and 1 Grove Road.



Figure 6: Existing street scene with high fencing at the Application Site facing the highway.



Figure 7: Google street view showing Application Site on the right and 1A and 1 Grove Road on the left.



3 Proposal

- 3.1 The application proposes the erection of 1no. detached bungalow, with associated parking, landscaping, cycle store and refuse storage.
- 3.2 The proposal is the third application for residential development. The principal difference from the previous schemes involves the incremental reduction in overall size and scale of the proposal. The current application has been reduced to a

bungalow from the most recently proposed two-storey dwelling house which was considered excessive in overall scale given its comparatively smaller plot.

- 3.3 The proposed dwelling would have access from Grove Road directly opposite No. 1A Grove Road. The proposed dwelling would be set back a minimum 6m from the front boundary with a buffer of landscaping proposed along the frontage. The dwelling would measure 11.7m wide, 12.15m deep and would be finished with a single storey hipped roof with a maximum height of 5.4m. The materials would be finished with a multi-red facing brick with a clay tile roof. A driveway would be finished in permeable resin bonded gravel catering for cars. A rear garden would be provided with approximately 170 sqm of private amenity space.

Figure 8: Proposed Block Plan Please note – larger version of plans and elevations can be found in the Committee Plan Pack.

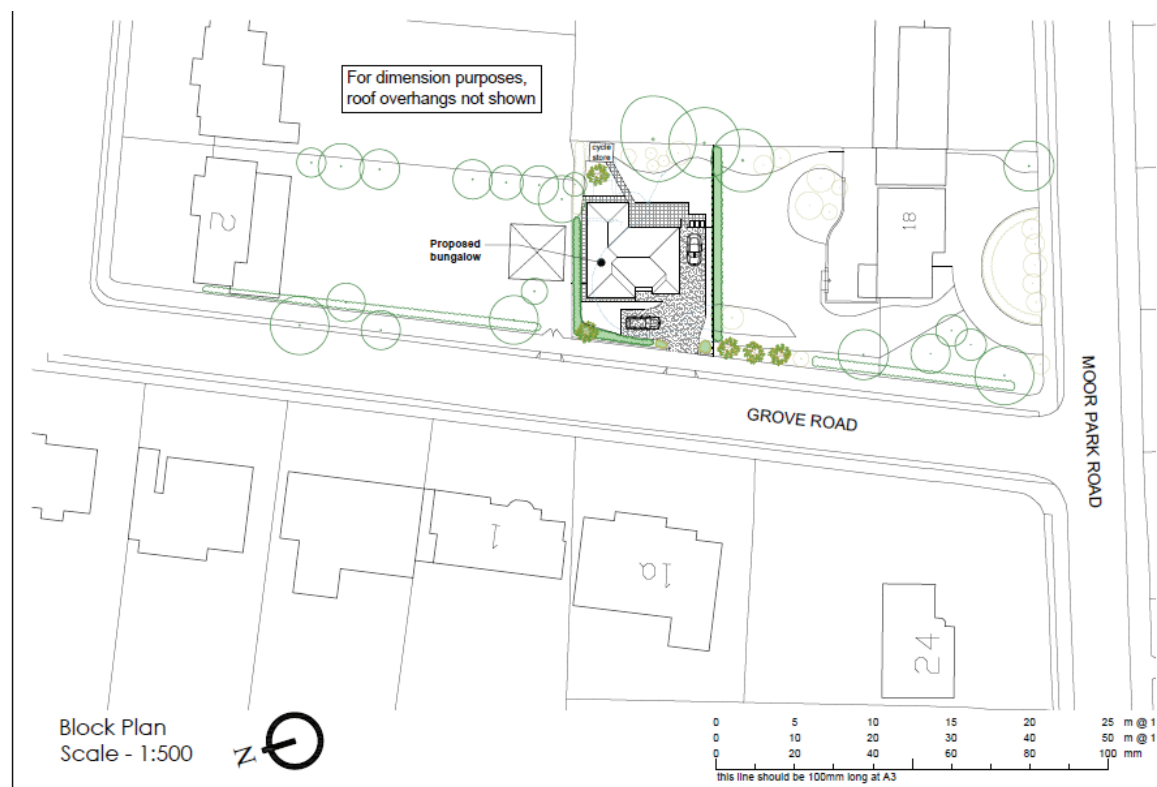


Figure 9: Proposed Street Scene Elevation Please note – larger version of plans and elevations can be found in the Committee Plan Pack.

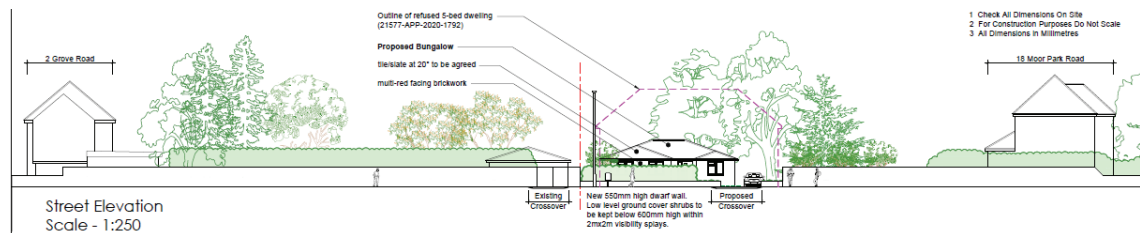


Figure 10: Proposed Floor Plans Please note – larger version of plans and elevations can be found in the Committee Plan Pack.

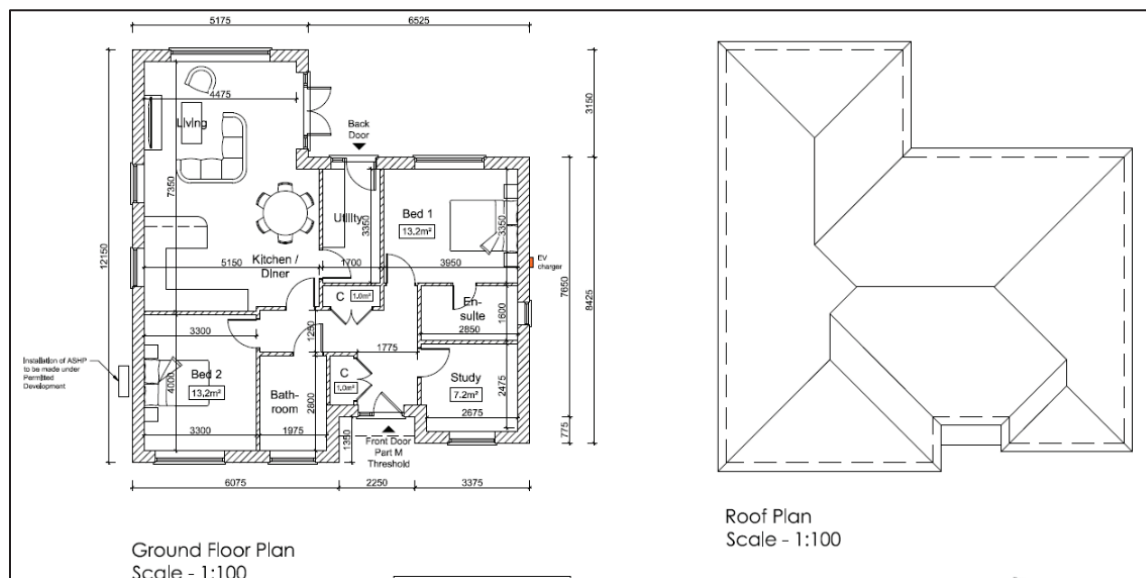


Figure 11: Proposed Elevations Please note – larger version of plans and elevations can be found in the Committee Plan Pack.



Figure 12: Proposed Landscaping Plan Please note – larger version of plans and elevations 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 74971/APP/2019/3169 was refused in 2020 for the erection of a pair of semi-detached dwellings on the site. The scheme was refused on the basis that the intensity of the development in the rear garden would have a detrimental impact on the street scene, character, and appearance of the surrounding area. It was also refused based on poor design failing to harmonise with the surrounding area; failure to provide sufficient off-street parking; failure to provide arboriculture information; and failure to provide adequate onsite amenity for future occupiers.
- 4.3 A subsequent and more directly relevant application (ref. 21577/APP/2020/1792) was refused in 2020 and dismissed at appeal (ref. APP/R5510/W/20/3264256) in 2021 for the erection of a 5-bedroom, two-storey detached dwelling on the site. The appeal considered the effect of the proposal on the character and appearance of the area. The appeal was dismissed on the basis that 'whilst the scale of the proposed development would be in-keeping with other homes in the area, the plot would be substantially smaller than other properties, with a relatively shallow frontage and limited rear garden area'. The Inspector considered that given the limited size of the proposed plot, the proposal would lead to a cramped form of development that would not reflect the existing development pattern. The Inspector further considered that the introduction of a lone dwelling would interrupt and be at odds with the existing street pattern, noting that whilst similar, No. 1A Grove Road is located at the end of a row of existing dwellings. The proposed front and rear elevations and site plan for this dismissed appeal are shown in Figures 13 and 14.
- 4.4 The applicant has engaged in pre-application discussions with the LPA, and it is considered that the revised proposal is on-balance acceptable. This revised submission significantly reduces the scale of the proposal from a 5/6-bedroom dwelling over three levels (including roof space) to a single-level, two-bedroomed bungalow. The plot size is like No. 1A Grove Road, being of a smaller curtilage, albeit with the reduction in scale, the proposed bungalow would now proportionately sit more comfortably within the smaller plot size. The site frontage is increased, with the proposed dwelling set-back from the road, more in-keeping with the existing street pattern, whilst proposing a rear garden of approximately 170sqm. Whilst this private rear garden is smaller in size to others within Grove Road, 1A Grove Road is also a smaller plot size, albeit not as proportionate to the size of the dwelling as that proposed. Therefore, the LPA considers that this reason alone (that the garden is not as big as others within the area) is not sufficient to justify a reason for refusal.
- 4.5 Given the significant reduction in scale of the proposed dwelling, it is considered that the Inspectors conclusion that the proposal would result in a cramped form of

development has been overcome. In respect to the Inspector's concerns with the introduction of a lone dwelling on this side of the road, the significant reduction in scale and height, set-back from the road frontage as well as soft front landscaping would ensure that the dwelling would appear discreet and unobtrusive within the street scene, responding better to the unique street pattern and avoiding any harmful disruption of the street scene. The proposed scale within the street scene compared to the dismissed proposal is shown in Figure 15. Finally, while not specifically raised in the appeal decision, whilst the bungalow would be a smaller dwelling than typically within Grove Road, it is noted that No. 1A was previously a bungalow so this housing typology would not be alien to the area.

- 4.6 This full application is considered to have suitably addressed the reasons for refusal and appeal dismissed under ref. 21577/APP/2020/1792.

Figure 13: Proposed Front and Rear Elevations of previous application ref. 21577/APP/2020/1792, refused and dismissed on appeal.

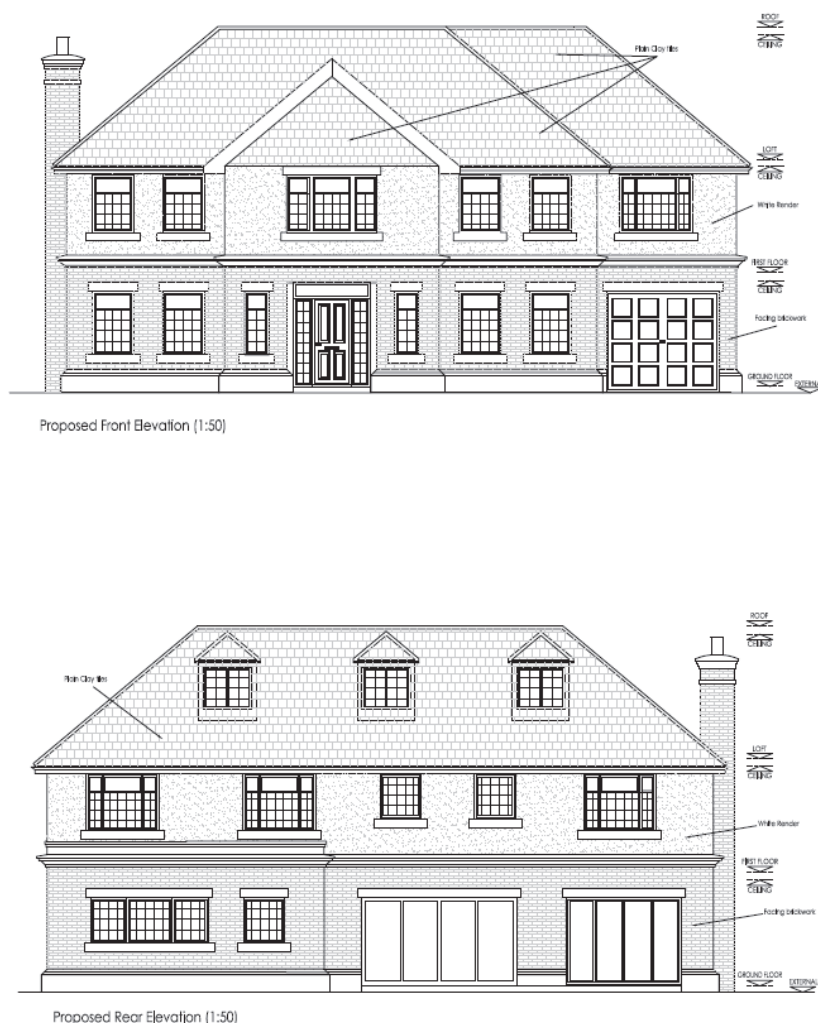
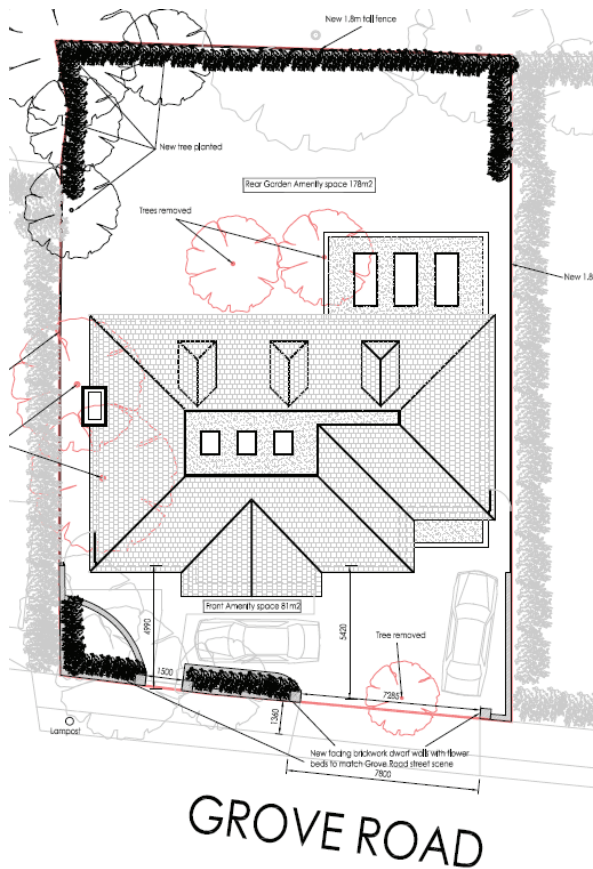


Figure 14: Proposed Site Plan of previous application ref. 21577/APP/2020/1792, refused and dismissed on appeal.



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 Seven neighbouring properties and Northwood Residents Association were consulted on the application by letter dated 07.04.25. The consultation period expired 30.04.25. Internal consultations were also sent out and a summary of the comments received are noted below in Table 2 of this Committee Report. Revised drawings to reduce the height of the proposed dwelling were received in October 2025. Given that this involved a reduction in proposed scale, it was not considered necessary to re-consult.
- 6.2 Representations received in response to public consultation are summarised in Table 1 (below). Internal consultee responses received are summarised in Table 2 (below). Full copies of the responses have also separately been made available to Members.

Hillingdon Planning Committee – 5th November 2025

PART 1 – Members, Public & Press

Table 1: Summary of Representations Received

| Representations | Summary of Issues Raised | Planning Officer Response |
|--|--|--|
| A valid residents' petition with 33 signatories has been received against the application requesting refusal of the application. | I. Adverse visual impact on the street scene. | The potential impact on the street scene is addressed in the sections covering the principle of development and character and appearance of the area which is discussed at paragraphs 7.1 - 7.22 of this report. |
| | II. Only property on this particular side of Grove Road. | The is discussed at paragraphs 4.5, 7.9 and 7.17 of this report. |
| Six individual letters of objection and an objection from the Northwood Residents Association have been received. | I. Impacts the character of the streetscape through location and bungalow design which is out of keeping with the surrounding area; No existing houses on this side of Grove Road; it is not proportionate to the site; Previous permissions along Grove/Moor Park Road involved the removal of two bungalows to be replaced with large houses – this is opposite of the existing situation. | The potential impact on the character and appearance of the area is discussed at paragraphs 7.13 – 7.22 of this report. |
| | II. Harm due to loss of rear garden and the development contrary | This is discussed at paragraphs 7.1 – 7.12 of this report |

| | | |
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| | to Garden and Backland Development Policies; the development would set an undesirable precedent in the area. | |
| | III. Potential harm to neighbouring mature trees. | An Arboricultural Impact Assessment has been submitted in support of the proposal confirming no harm would befall adjacent neighbouring trees. The Council's Tree Officer has reviewed the application and provided no objection. This is discussed at paragraphs 7.54-7.60 of this report. |
| | IV. Neighbouring trees will cause debris on proposed external living space and may cause subsidence issues. | This is discussed at paragraph 7.58 of this report. |
| | V. Potential harm to residential amenities of neighbouring properties through changes to outlook, loss of natural light and increased overlooking. | The potential harm to neighbouring residential amenities is discussed at paragraphs 7.23 – 7.30 of this report. |
| | VI. Construction noise and disturbance would harm the residential amenities of neighbouring sites. | The development would be subject to standard construction noise and disturbance laws. A construction management plan would also be secured by condition. |

| | | |
|---------------------------------|--|--|
| | VII. Loss of greenery would harm visual amenity. | No mature trees are proposed to be lost as part of the application and none of the vegetation on the site is protected. Nevertheless, it is noted the applicant has submitted a high-quality landscaping plan to support the application. |
| | VIII. Concern over further works. | The Council can only make an assessment on the works as proposed under the application. Nevertheless, it is recommended a condition removing permitted development rights for extensions to the property is added to the decision notice should permission be granted. |
| | IX. May increase runoff of stormwater to nearby properties. | There are no mapped flooding issues on the site. Nevertheless, a condition is recommended requiring the submission of a sustainable urban drainage strategy for approval. |
| Northwood Residents Association | <p>The following concerns were raised:</p> <ul style="list-style-type: none"> References the appeal decision and the introduction of a lone dwelling in this location would interrupt and be at odds with the existing street pattern – highlights the Inspectorate | The concern regarding a lone dwelling is discussed at paragraphs 4.5, 7.9 and 7.17 of this report. |

| | | |
|--|--|---|
| | <p>comments on the street pattern and the introduction of a new dwelling.</p> <ul style="list-style-type: none"> • Adverse impact on the street scene. • There is a presumption against the loss of gardens due to the need to maintain local character, amenity space and biodiversity, except in exceptional cases - Local Plan Policy DMH6: Garden and Backland Development. In the NRA view there is nothing in the proposed scheme that suggests an exceptional case. | <p>The potential impact on the street scene is addressed in the sections covering the principle of development and character and appearance of the area which is discussed at paragraphs 7.13 – 7.22 of this report.</p> <p>The is discussed at paragraphs 7.1-7.12 of this report.</p> |
|--|--|---|

Table 2: Summary of Consultee Responses

| Consultee and Summary of Comments | Planning Officer Response |
|---|---|
| <p>Access Officer:</p> <p>No accessibility concerns are raised subject to the inclusion of recommended accessibility conditions.</p> | <p>The comments from the Access Officer are noted, and the relevant conditions are recommended to</p> |

| | |
|---|---|
| | be added to the decision notice in the event of an approval. |
| <p>Highways Officer:</p> <p>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 Local Plan: Part 2 Development Plan (2020) policies DMT 1, DMT 2 and DMT 6 and London Plan (2021) policies T4, T5 and T6.</p> <p>The Highways Officer recommends inclusion of a condition and informatives relating to the provision of a Construction Management Plan and establishment of a new vehicle crossing.</p> | <p>The comments from the Highways Officer are noted and the relevant condition and informatives are recommended to be added to the decision notice in the event of an approval.</p> <p>Highways matters are discussed at paragraphs 7.35 - 7.46 of this report.</p> |
| <p>Trees Officer:</p> <p>No objection.</p> | <p>Noted. Trees and landscaping is discussed at paragraphs 7.54 - 7.60 of this report.</p> |
| <p>Waste Officer:</p> <p>No objection.</p> | <p>Noted.</p> |

7 Planning Assessment

Principle of Development

- 7.1 The London Plan (2021) provides guidance on how applications for development of new dwellings and small sites should be treated within the London Region. Paragraph 1.4.5 states that 'To meet the growing need, London must seek to deliver new homes through a wide range of development options. Reusing large brownfield sites will remain crucial, although vacant plots are now scarce, and the scale and complexity of large former industrial sites makes delivery slow. Small sites in a range of locations can be developed more quickly and enable smaller builders to enter the market.' Policy H2 states that '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' and 'Boroughs should 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'. The proposal provides the opportunity for the efficient use of a

small-scale site by provision of proportionately sized housing that would make a minor contribution to the housing stock in the area.

- 7.2 Policy BE1 of the Hillingdon Local Plan: Part One - Strategic policies states that a high-quality design should be achieved in all new buildings, alterations and extensions, and states that schemes should not result in the inappropriate development of gardens and green spaces that erode the character and biodiversity of suburban areas. This is supported by policy DMH6.
- 7.3 Policy DMH6: Garden and Backland Development of the Hillingdon Local Plan Part 2: Development Management Policies (January 2020) advises 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 back land development may be acceptable, subject to the following criteria:
- i) Neighbouring residential amenity and privacy of existing homes and gardens must be maintained;
 - ii) Vehicular access or car parking should not have an adverse impact on neighbours in terms of noise or light;
 - iii) Development on backland sites must be more intimate in mass and scale; and
 - iv) Features such as trees, shrubs and wildlife habitat must be retained or re-provided.
- 7.4 The proposal involves development of a rear garden site in a residential area characterised by family housing with large undeveloped rear gardens being a prevailing characteristic. The existing garden serving No. 18 Moor Park Road is relatively unique due to its positioning and size. Situated along a corner plot with the garden running approximately 39m in length with a generous overall plot area, the site differs from the general surrounding area in that the rear garden also forms a 'side' garden with a street-facing boundary on Grove Road. The development would front Grove Road and, subject to design, has the potential to avoid or mitigate the issues relating to traditional backland development such as cramped appearance, intrusive vehicle access and loss of residential amenity. This is evidenced by the historical development of similar corner 'backland' sites and garden development in the surrounding area such as Nos. 43 and 44 Moor Park Road.
- 7.5 This approach has also been allowed by the Planning Inspectorate within a more recent allowed appeal which involved a similar plot type as the current application site (appeal ref. APP/R5510/W/24/3348490, decision dated 20th December 2024 – 2 Hilliards Road, Uxbridge). Within this appeal decision, the Inspectorate referenced the site's limited contribution to biodiversity and the site's overall location with full frontage to the highway, stating:

“The appeal site is laid to grass currently making as can be the case with suburban gardens, relatively little contribution to biodiversity. Although the appeal site is garden land, it does not have the usual characteristics of “backland” which generally refers to brownfield or

garden land having limited street frontage, whereas the plot proposed for development has a full width frontage to the highway and would appear as an acceptable introduction to the existing street scene”.

- 7.6 Given the above, the proposal whilst considered a garden development would not necessarily be considered a back land development. In this respect, whilst there is a presumption against the loss of gardens, as stated within Policy DMH6, this is due to the stated need to maintain local character, amenity space and biodiversity. As discussed within the relevant sections of this report, the proposal is considered to maintain local character, would provide acceptable amenity space for prospective (and existing) residents, and would result in a biodiversity net gain. Therefore, although the proposal would result in some loss of garden area for 18 Moor Park Road, it would still be consistent with and achieve the aims of policy DMH6. Accordingly, the principle of garden development in this instance is acceptable. Nevertheless, for completeness the proposal has also been assessed against the backland development criteria as follows.
- 7.7 As discussed in the section ‘Residential Amenity’ below, due to the size, scale and siting of the proposed dwelling, neighbouring residential amenity and privacy would be maintained by the proposed development. The proposed single-storey form avoids overlooking and maintains generous separation from neighbouring dwellings. Furthermore, boundary planting would ensure further privacy. The proposed vehicle access would not unduly impact or disturb neighbouring properties due to the site being able to front the road. Only one crossover is proposed. Parking (for two spaces) and turning are accommodated within the site, using permeable surfaces, and ensuring no adverse impact on neighbours in terms of noise or disturbance. Extensive private outdoor amenity spaces well exceeding the provision required by Policy DMHB 16 would be secured for both the host dwelling of 18 Moor Park Road and the proposed dwelling.
- 7.8 Importantly, the proposed development has been reduced in scale significantly from the previously refused scheme and would be far more intimate in mass and scale, and lower, than surrounding properties in the area. The current submission has been reduced to a single-storey bungalow with a modest footprint (100m²) and a generous private garden (170m), supported by a full biodiversity plan and landscape-led frontage treatment. The set back from the site frontage together with building-to-plot ratio would ensure that the proposed dwelling would sit comfortably amongst the adjoining neighbouring dwellings and the proposal would not read as overdevelopment.
- 7.9 Whilst the LPA acknowledges that the dwelling would sit alone on this side of Grove Road, it would face onto active frontage along the opposite side of the street. The reduction in its scale allows it to appear intimate and discreet within the street scene. Furthermore, the use of a continuous native hedgerow and soft landscaping along its frontage would ensure it would blend into the street pattern characterised by low boundary walls and soft landscaped front

gardens/boundaries. This would allow Grove Road to retain its established character of planted boundaries, with the dwelling unobtrusively glimpsed behind vegetation rather than asserting a disruptive new frontage. The single, modest crossover further reduces the visual and functional impact of the proposal.

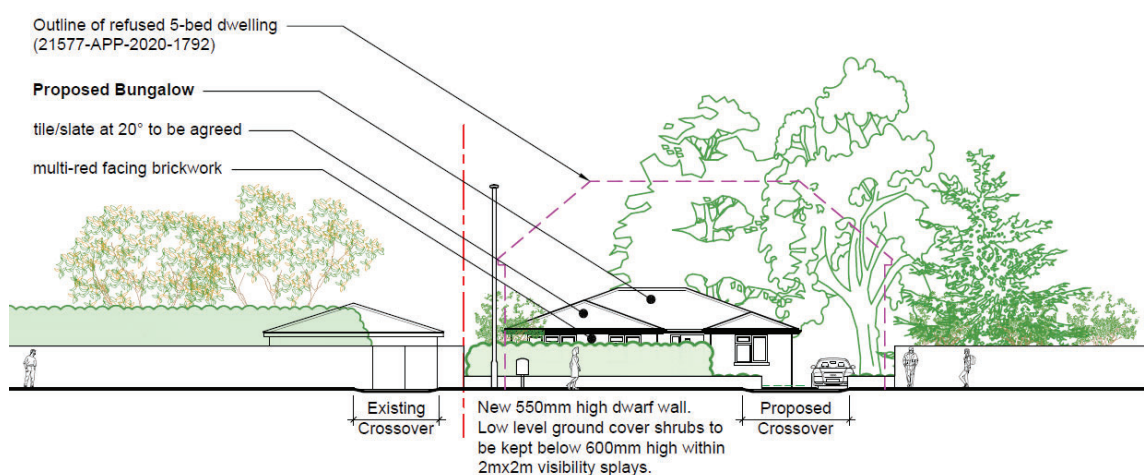
- 7.10 The reduction to a single-storey form would ensure that the dwelling is subordinate in mass and scale to surrounding properties. The modest roof profile and careful use of materials drawn from No.18 would provide visual continuity with the host property and wider area. The dwelling would read as a discreet, context-sensitive addition rather than an obtrusive insertion within the street scene.
- 7.11 Whilst the proposal would result in the loss of some mature shrubs on the site, the development would still achieve Biodiversity Net Gain (BNG) improvements on the site thereby evidencing that the green coverage and ecological value of the site would be improved by the application. A landscaping scheme has been submitted in support of the application that includes new specimen tree, shrub and hedgerow planting and an accompanying BNG matrix has confirmed over 10% Biodiversity Net Gain would be achieved by the proposal. This would secure native hedgerow planting, new canopy trees, and rain garden features in line with policies DMH6(iv) and DMHB14. The result is a demonstrable net gain in landscape quality and ecological value. As such, the landscape values and biodiversity of the site would be improved by the proposal.
- 7.12 Overall, it is therefore considered that the principle of the proposed development regarding the relevant housing policies, including Policy DMH 6 is acceptable. These policies can be read in full in the Committee Report Part 3 - Policy Appendix.

Design and Impact on the Character and Appearance of the Area

- 7.13 Policies D1, D3 and D4 of the London Plan (2021) require development proposals to be of high quality and to enhance the local context by delivering buildings and spaces that positively respond to local distinctiveness. Policy BE1 of the Hillingdon Local Plan Part 1 – Strategic Policies (2012), and policies DMHB 11 and DMHB 12 of the Hillingdon Local Plan Part 2 – Development Management Policies (2020) in summary seek to secure a high quality of design that enhances and contributes to the area in terms of form, scale and materials, is appropriate to the identity and context of the townscape and would improve the quality of the public realm and respect local character. These aims are also supported by Chapter 12 of the NPPF (2024).
- 7.14 The houses within the immediate area are defined by their painted rendered exterior and spacious plots with ample frontages. The properties are comfortably positioned within their respective plots with ample gaps between the built forms, maintaining a sense of rhythm along the road as well as providing a sense of openness to the street scene.

- 7.15 The previous two-storey 5-bedroom dwelling was refused and dismissed at appeal on the basis that it would not reflect the existing development pattern and would cause unacceptable harm to the character of the area. The revised application is markedly smaller in scale, being only single-storey and two-bedroomed, constituting a significant reduction in bulk and scale in comparison to the previous scheme. The current proposal represents a significant reduction in both scale and massing when compared to the previously refused and dismissed two-storey (plus roof space accommodation) scheme. By adopting a single-storey bungalow form with a modest footprint, the proposed dwelling now sits comfortably within its plot and avoids the cramped appearance that formed the basis of the earlier refusal.
- 7.16 The amended smaller sized bungalow would be proportionately more in keeping with the size of the proposed plot and has been setback from both side boundaries to retain a reasonable (2m+) spaciousness between plots. The revised dwelling has been setback further from the frontage (approximately 6m), providing an improved sense of spaciousness along the street frontage. The rear garden would have an approximate area of 170sqm which, while smaller than the surrounding gardens, is still considered to be extremely spacious and very generous for the proposed 2-bedroom dwelling. The reduction in height and footprint to single storey bungalow would significantly reduce the visual mass of the dwelling and the impact on the character of the area. Overall, it is considered that the significantly reduced scale of the proposal would not lead to a cramped form of development. The dwelling would sit comfortably within the site and street scene, maintaining a good relationship with the boundaries of both 18 Moor Park Road and 2 Grove Road.

Figure 15: Comparison of scale within the proposed street scene between the previously refused application which was dismissed on appeal (ref. 21577/APP/2020/1792), and the current application.



- 7.17 The previous dismissed appeal found that the introduction of the lone two-storey 5-bedroom dwelling would cause unacceptable harm to the street scene. In comparison, the proposed bungalow would be approximately 40% smaller in footprint (116sqm gross external floor area vs 195sqm), approximately 29% narrower (11.7m vs 16.4m wide) and less than half the height (approximately 4m vs 8.65m high). The revised proposal is therefore significantly different in scale and appearance and would have a markedly reduced impact on the character and appearance of the area. The smaller bungalow would be far more subordinate on the streetscape and have a significantly reduced visibility in combination with the proposed landscaping treatment. This is highlighted in the image 11 above where the dotted pink line shows the extent of the previous refused scheme which extended significantly both higher and wider than the current scheme.
- 7.18 Given this significant reduction in overall scale together with the subservient form of the dwelling, it is Officers view that a dwelling along this side of the Grove Road would not impact immediate character. The bungalow form in this context offers a gentle transition in scale, avoiding undue dominance and delivering a discreet and sympathetic addition to the street. The design demonstrates that variety in form which has been carefully amended would enrich rather than erode the character of an area. The green landscape frontage would also add to Grove Road's established character with glimpses of the built form behind. The smaller bungalow would also relate to the adjacent outbuilding for No.2, which already projects a limited sense of built form to the Grove Road frontage. Furthermore, it is noted that similar garden development has occurred on other sites in the area without including 43 and 44 Moor Park Road.
- 7.19 The proposed bungalow design would differ from other dwellings in the immediate area on Moor Park Road and Grove Road, in so far as it would be single storey, however as the area is not a conservation area or an area of special local character, the introduction of the bungalow typology/design alone into the streetscape would not unduly harm the character of the area. It is also noted that 1A Grove Road was formally a bungalow, so this housing typology is not alien within this area. Local character is derived not only from building height but also from spaciousness, landscaping, and rhythm of development. The proposal maintains generous separation from neighbouring properties, provides a substantial private garden area, and reinforces Grove Road's planted boundary character through a continuous native hedgerow. These measures ensure that the proposal integrates positively with its context.
- 7.20 The low profile of the dwelling, set behind a row of planting, ensures that it would remain recessive within the street scene and does not compete visually with the larger two-storey dwellings on Moor Park Road. The bungalow design would be subordinate and smaller than other dwellings in the area and therefore would not be seen as obtrusive or dominant within the streetscape. The somewhat 'standard' bungalow design is considered conventionally attractive and would be visually pleasing and not harmful to the streetscape.

- 7.21 Overall, the revised design of the proposed development would integrate acceptably within the streetscape. While the introduction of a dwelling would be atypical along this side of the street, its reduced scale allows the development to sit more sympathetically with the existing built form. A level of openness would remain along the frontage due to the single-storey height thereby ensuring the leafy character. Furthermore, the proposed landscaping plan would improve the biodiversity value and landscaping quality of the site, which goes some way in mitigating the loss of the garden landscaping. It is recommended a condition removing permitted development rights for the dwelling be added to the decision notice in the event of an approval to ensure future extensions and outbuildings can be assessed for their acceptability to prevent any undue harm to the character of the streetscape in the future in accordance with Policy DMHB 11.
- 7.22 It is considered that the proposed development would comply with the overarching aims of Policy BE1 of the Hillingdon Local Plan: Part One - Strategic Policies (2012), Policies DMHB 11 and DMHB 12 of the Hillingdon Local Plan: Part 2 - Development Management Policies (2020), Policies D3 and D4 of the London Plan (2021) and the NPPF (2024).

Residential Amenity

- 7.23 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.
- 7.24 It is considered that there would be no undue harm to the residential amenities of No.2 Grove Road to the north of the site. The new dwelling would be setback a minimum of 2m from the shared side boundary, over 38m from the rear façade of the dwelling at No.2 and be single storey in height. It would further be separated and partially screened from the rear garden and rear façade of No.2 by the existing outbuilding in the rear garden of this neighbouring property. As such, the proposed dwelling would not be visually dominant or overbearing and would not unduly harm the outlook from or daylight and sunlight access to No.2 Grove Road.
- 7.25 While two new habitable windows are proposed to face No.2 Grove Road, these would be at ground-floor level and face onto the existing 1.8m high visually impermeable fence between the two properties which would readily screen overlooking. Regardless, it is further noted that the two proposed side windows would face towards a blank windowless façade of the rear outbuilding at No.2, ensuring that there would be no adverse harm to the privacy of these residents.
- 7.26 It is considered there would be no undue harm to the residential amenities of No.16 Moor Park Road to the east of the site. The new dwelling would be setback 7.7m to 10.6m away from the shared boundary and would be single storey in

height. As such, the dwelling would not be visually dominant or and would not unduly harm the outlook from or daylight and sunlight to No.16. Two new habitable windows are proposed to face the very rear garden of No.16. However, as above, the ground floor height of the windows and proposed 1.8m high boundary treatment would readily screen any potential overlooking, ensuring that there would be no adverse harm to the privacy of No. 16 Moor Park Road.

- 7.27 To the south, the new dwelling would abut a buffer of hedging along the shared boundary with No. 18 Moor Park Road. A separation distance of approximately 25m would be maintained between the flank wall of the bungalow and the main rear wall of this neighbouring site. This separation distance would ensure that the development would not appear overly dominant or lead to loss of daylight, sunlight or privacy concerns to this neighbouring property.
- 7.28 It is considered there would be no undue harm to the residential amenities of opposing properties across Grove Road to the west. The proposed dwelling would be well separated from these properties on the other side of Grove Road. Due to this extensive separation and intervening highway, there would be no undue harm to outlook, daylight & sunlight access, privacy and other residential amenities of these properties.
- 7.29 While there would be some additional noise, and comings and goings generated by the proposed new dwelling, these disturbances would be in keeping with the existing residential environment and therefore would not unduly harm any residential amenities of neighbouring properties.
- 7.30 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)

- 7.31 Regarding internal accommodation, Policy D6 of the London Plan (2021) sets out the requirements for the gross internal floor area of new dwellings at a defined level of occupancy. Table 3.1 of the London Plan (2021) sets out the same gross internal area space standards set out in the technical housing standards - nationally described space standard (2015). Policy DMHB 16 of the Local Plan (2020) aligns with this policy.
- 7.32 The proposed development comprises a 2-bedroom dwelling with an open plan living / kitchen / dining area. The dwelling would meet all internal space standards of the London Plan (2021) and all habitable rooms would have an adequate source of light and outlook. As such the proposed development complies with Policy D6 of the London Plan (2021) and Policy DMHB 16 of the Local Plan (2020).

- 7.33 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 2-bedroom house to provide a minimum of 60 square metres of private genuinely usable amenity space.
- 7.34 The proposed dwelling would have a private rear amenity space of 170sqm and the existing dwelling would retain a private rear garden in excess of 500sqm. These gardens would be of a sufficient size, usability and functionality, in accordance with Policy DMHB 18 of the Hillingdon Local Plan (2020).

Highways and Parking

- 7.35 The Highways Officer has reviewed the proposal, including the proposed access and parking arrangements, and has no objection to the application subject to the inclusion of conditions.

Parking

- 7.36 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.
- 7.37 The maximum requirement as per the overriding regional standard demands in the region of up to 1 space. The plot would potentially accommodate in the region of 2-3 informally laid out spaces and although such provision technically exceeds the parking standard, it is considered acceptable in this specific case as, in the main, the internal hardstanding area allows for vehicles to enter and leave the envelope in a forward gear which is considered beneficial on operational and safety grounds. This also reduces the potential for untoward on-street parking displacement onto the local roadways resulting from the higher dependency on the private motor car due to the relatively poor PTAL rating.

Cycle Parking

- 7.38 In terms of cycle parking there should be a provision of two secure and accessible spaces to conform to the adopted borough cycle parking standard. This quantum is to be provided within a store located at the rear of the proposed dwelling which is considered as an acceptable arrangement.

Electric Vehicle Charging Points (EVCP)

- 7.39 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 particular case, 1 'active' space should be provided in order to future proof for anticipated demand which is confirmed by the applicant. This would be secured by condition.

Vehicular Access Provision

- 7.40 The proposed vehicle 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 adjustment of the on-street resident's parking bay fronting the proposed crossover which would also be incorporated within this process at full cost to the developer. Appropriate conditions and informative have been included in this recommendation.
- 7.41 In safety terms effort should be made to maintain a low frontage wall treatment onto Grove Road in order to help ensure conformity to the relevant mutual inter-visibility sight-line requirements. In order to assist with improving sight-lines at the site entrance for vehicles and pedestrians, it is therefore recommended that the front boundary wall height should not exceed 0.6m to achieve the aim of improved visibility. The proposed boundary wall is marginally below this height requirement which indicates conformity. A condition has been included to ensure the provision and maintenance of visibility splays.

Vehicular Trip Generation

- 7.42 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.
- 7.43 The proposal would clearly increase traffic generation from what is a dormant site. However, statistically, peak period traffic movement into and out of the site would not be expected to rise beyond 1-2 two-way vehicle movements during the peak morning and evening hours. This potential uplift is considered marginal in generation terms and therefore can be absorbed within the local road network without notable detriment to traffic congestion and road safety.

Operational Refuse Requirements

- 7.44 Refuse collection would take place via Grove Road. In order to conform to the council's 'waste collection' maximum distance collection parameter of 10m i.e. 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. A storage area is depicted to the side of the build which therefore marginally exceeds this parameter. However, it is assumed that an informal on-plot management regime by new occupiers would be established to ensure that any refuse is positioned towards the frontage on collection days. There are no further observations.

Construction Management Plan

- 7.45 A full and detailed construction management plan would be a requirement given the constraints and sensitivities of the local road network in order to avoid/minimise potential detriment to the public realm. This would be secured via planning condition.

Conclusion

- 7.46 The application has been reviewed by the Highway Authority who are satisfied that the proposal would not discernibly exacerbate congestion or parking stress, and would not raise any measurable highway safety concerns, in accordance with Local Plan: Part 2 Development Plan (2020) Policies DMT 1, DMT 2 and DMT 6 and Policies T4, T5 and T6 of the London Plan (2021).

Noise

- 7.47 Policy D14 of the London Plan (2021) requires that proposals minimise noise pollution and Policy EM8 of the Hillingdon Local Plan: Part 1 - Strategic Policies (2012) promotes the maximum possible reduction in noise levels and seeks to ensure that noise impacts can be adequately controlled and mitigated.
- 7.48 The site would be used in an exclusively residential capacity. Therefore, in terms of the operational phase of the proposed development (occupation of the dwelling), no significant issues are raised by the proposal in respect to noise.
- 7.49 Given the built-up residential nature of the area, a Construction Management Plan would be necessary to minimise noise and other emissions caused during the construction phase as far as practicable. This would be secured by Condition.

Flooding Risk/Critical Drainage Area

- 7.50 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.

- 7.51 The application site is not located within a Flood Zone 2 or 3 or at risk of surface flooding. A SuDS Drainage Strategy has not been submitted in support of the application however a new soakaway in the rear yard has been shown on the proposed drawings. It is therefore recommended that a condition is included requiring provision of a drainage strategy for review and approval to ensure the development is in accordance with Policy DMEI 9.

Accessibility

- 7.52 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'.
- 7.53 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. These conditions have been included in the recommendation, and provided compliance, the development is in accordance with Policies D5 and D7.

Trees and Landscaping

- 7.54 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.
- 7.55 The site is not subject to specific tree protections or located within a Conservation Area. There are several mature trees located on neighbouring sites in proximity to the site boundaries. However no mature trees located on the rear of the site itself.
- 7.56 An Arboricultural Impact Assessment, prepared by GHA trees Arboricultural Consultancy, has been submitted in support of the application. Of the six individual trees and groups of trees surveyed (within and on neighbouring properties adjacent to the site), 2 have been identified as Category B, 3 as Category C and one tree as Category U. The report confirms that no trees are proposed for removal, and "the proposed site layout and all of its associated structures allows for the healthy retention of all of the trees on the site itself, and within nearby adjacent sites". The proposal requires the removal of a small number of relatively

insignificant (C Category) shrubs and domestic hedges, which taking into account the proposed biodiversity net gain, would not have an adverse impact on the local and wider landscape.

- 7.57 The Council's Tree Officer has reviewed the application and confirmed no objection with the proposal or concern over the health of neighbouring trees. A condition has been included requiring compliance with the tree protection measures specified in the submitted Arboricultural Impact Assessment, including that protective fencing is in place prior to commencement of the development.
- 7.58 Whilst concerns have been raised through the representation received that the location of adjoining trees could lead to debris and subsidence issues to the future residents of the property. The dwelling would be set away sufficient distance from these neighbouring trees and would not cause harm to their long-term stability given the positioning. As the dwelling would remain outside the root protection area, it is not envisaged that the neighbouring properties' trees would affect the structural stability of the dwelling. There is also a responsibility on owners where the trees are located for general maintenance and safety of the tree and ensure it does not pose a hazard if it is diseased, unstable, dangerous.
- 7.59 The applicant has submitted a high-quality landscaping plan in support of the proposal, which is welcomed by Officers. The plan includes planting of mixed new native hedging, new ground cover shrubs and new specimen trees which would contribute to the visual quality and biodiversity of landscaping on the site. Overall, the landscaping plan is of a suitable quality that would improve the site frontage relationship along the street as well as its relationship with adjoining neighbours.
- 7.60 It is recommended a condition is added to the decision notice requiring the landscaping scheme to be implemented by the end of the first planting season following occupation of the dwelling to ensure the development is in accordance with Policy DMHB 14.

Biodiversity Net Gain

- 7.61 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.
- 7.62 Policy 15 of the National Planning Policy Framework (2024) states that planning decisions should contribute to and enhance the natural and local environment by minimising impacts on and providing net gains for biodiversity.

- 7.63 Paragraph 6.28 of Policy DMEI 7 (Biodiversity Protection and Enhancement) of Hillingdon Council's Local Plan Part Two Development Management Policies (2020) states it is important that planning decisions are appropriately informed by the right level of survey and information on ecology features.
- 7.64 Biodiversity net gain assessments have been submitted in support of the application confirming both habitat and hedgerow units would be improved by over 10% in line with BNG requirements by the proposed landscaping.
- 7.65 The findings indicate that the existing baseline calculation for habitat and hedgerow units amount to 0.0858 and 0.300 units respectively. No existing watercourse units are present on the site. Post development, the number of habitat and hedgerow units on the site would increase to 0.1014 and 0.0860 units respectively. This would represent a post development increase of 18.15% for habitat units and 186.63% for hedgerow units.
- 7.66 On the basis of the BNG report, the figures demonstrate that the habitat/hedgerow units being put back into the site would be increased to the front, along the sides and to the rear garden. The landscaping works would be a better-quality arrangement than the existing site circumstances and given their locations within the perimeter of the boundary, the LPA are satisfied that the management of these areas can be maintained over a 30-year cycle as required. The improvement on the existing BNG value is therefore accepted and a condition has also been attached to ensure that the BNG would be managed and monitored as required by the statutory regulations.
- 7.67 As such, the application would be able to provide a 10% increase in biodiversity. Accordingly a condition and informative have been included in the recommendation requiring a written 30-year Habitat Management Plan (HMP) for the site to be submitted to and approved in writing by the Local Planning Authority.

Waste Management

- 7.68 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.
- 7.69 The proposed plans show provision for refuse and recycling storage within the rear garden that would of an adequate size, accessible for collection, and be discreetly screened from the street and neighbours. The prospective residents of the proposed dwelling would deposit the refuse kerbside on collection day.

Sustainability

- 7.70 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 110 L of water per person per day.
- 7.71 The proposed development is of a minor scale therefore whilst the principle of SI 2 (carbon reduction) is relevant, the London Plan Policy applies more specifically, to major applications. The applicant is therefore not required to submit an energy statement with the application or demonstrate a policy level of on-site savings. Notwithstanding, the modern construction of the development would be considered as providing sufficient energy savings itself and therefore, the development would comply with the principles of the carbon saving development plan policies.
- 7.72 A water efficiency calculation confirming the water usage of the dwelling has not been submitted in support of the application. However, it is recommended that a condition is added to any grant of permission requiring the proposed dwelling to utilise no more than 110L of water per person per day to ensure the development is in accordance with Policy DMEI 10.
- 7.73 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).

Land Contamination

- 7.74 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

- 7.75 Policy D12 of the London Plan states that all developments must achieve the highest standards of fire safety. The proposal is for a single storey bungalow that would have a street frontage. There would be unobstructed outside space on the road to accommodate fire appliances and to serve as an evacuation assembly point. It is considered that the design of the proposal would enable effective evacuation were it required. 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. Good quality 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

74971/APP/2025/780

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;

L1233/LP Rev A - Site Location Plan

L1233/11 Rev A - Proposed Block Plan and Street Elevation

L1233/12 - Proposed Site Plan

L1233/13 Rev A - Proposed Floor and Roof Plans

L1233/14 Rev B - Proposed Elevations and Sections

L1233/19 - Proposed Landscaping Plan

REASON

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

3. 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:

Tree Survey Arboricultural Impact Assessment Ref GHA/DS/160444:25 dated 6th June 2025

Planning Statement dated March 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 (details)

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. NONSC Construction Management Plan (details)

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

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

6. RES15 Sustainable Water Management (details)

Prior to above ground works commencing the applicant must provide a Sustainable Water Management Strategy for the development which should include a SUDs Strategy and a Water Usage Report confirming the development will not utilise more than 110L of water per person per day. Thereafter, the development must be undertaken in accordance with the strategy 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).

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

No development shall take place until a detailed landscape scheme prepared in accordance with the submitted 'Biodiversity Masterplan ref:L1233/19', has been submitted to and approved in writing by the Local Planning Authority. The scheme shall include: -

1. Details of Soft Landscaping

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

2. Details of Hard Landscaping

- 2.a Refuse Storage
- 2.b Cycle Storage for at least two cycles.
- 2.c Means of enclosure/boundary treatments
- 2.d Car Parking Layouts (including 1 parking space served by an active electrical charging point)
- 2.e Hard Surfacing Materials
- 2.f External Lighting
- 2.g Other structures (such as 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 surfacing/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. The approved hard landscaping shall be implemented prior to first occupation of the dwelling hereby approved and maintained for the lifetime of the development. The approved soft landscaping shall be implemented before the end of the first planting season following first occupation and maintained in accordance with the approved landscape maintenance schedule.

REASON

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

8. NONSC BNG Condition (details)

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

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

The HMP should, as a minimum, include:

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

REASON

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

9. NONSC Step Free Access (details)

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

10. NONSC Accessible Dwellings (details)

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

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

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

11. A3 Trees Retained

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

12. TL3 Protection of Trees

The development hereby approved shall be carried out strictly in accordance with the recommendations contained within the approved 'Tree Survey and Arboricultural Impact Assessment, ref: GHA/DS/160444:25, dated 6th June 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 ensure that the development conforms with policy DMHB 14 of the Hillingdon Local Plan: Part Two (2020).

13. 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).

14. 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).

15. H3 Vehicular access - construction

The dwelling hereby approved shall not be occupied until the vehicular means of access has been constructed in accordance with the approved plans. Thereafter, the vehicular means of access shall be retained and kept open for users of the dwelling.

REASON

To ensure the provision of a safe and convenient access for vehicular traffic, prior to occupation in accordance with the Hillingdon Local Plan: Part Two (2020).

16. 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).

Informatives

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

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

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. I52 Compulsory Informative (1)

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

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

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

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

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

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

5.

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.

6. 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.

The proposed vehicular crossover 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.

The crossover would also require an amendment to the Traffic Management Order (TMO) that regulates parking and waiting restrictions on Grove Road. The amendment process is undertaken separately to the planning process, and the applicant is therefore advised to engage with the Local Highway Authority at the earliest opportunity.

For further information and advice contact: - Highways Maintenance Operations, 4W/07, Civic Centre, Uxbridge, UB8 1UW.

7. 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.

8. 115 Control of Environmental Nuisance from Construction Work

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

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

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

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

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

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

Appendix 2: Relevant Planning History

21577/APP/2020/1792 Land To Rear Of 18 Moor Park Road Northwood

Erection of a detached 5 x bed dwelling with associated parking and amenity space with new crossover to Grove Road.

Decision: 16-09-2020 Refused **Appeal:** 13-07-2021 Dismissed

74971/APP/2019/3169 Land To Rear Of 18 Moor Park Road Northwood

The erection of a new pair of semi-detached dwellings, together with the formation of two new vehicle crossovers onto Grove Road

Decision: 22-01-2020 Refused

74971/PRC/2019/156 Land To Rear Of 18 Moor Park Road Northwood

Erection of pair of semi-detached dwellings together with the formation of two new vehicular crossovers onto Grove Road

Decision: 08-11-2019 Objection

74971/PRC/2024/163 Land To Rear Of 18 Moor Park Road Northwood

Erection of Detached bungalow with associated parking and landscaping

Decision: 28-10-2024 Pre-App Advice
Given

Appendix 3: List of Relevant Planning Policies

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

Part 1 Policies:

| | |
|---------|---|
| PT1.BE1 | (2012) Built Environment |
| PT1.EM6 | (2012) Flood Risk Management |
| PT1.EM7 | (2012) Biodiversity and Geological Conservation |
| 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 17 | Residential Density |
| DMHB 18 | Private Outdoor Amenity Space |
| DMEI 2 | Reducing Carbon Emissions |
| DMEI 10 | Water Management, Efficiency and Quality |
| DMEI 9 | Management of Flood Risk |
| DMEI 7 | Biodiversity Protection and Enhancement |
| DMT 5 | Pedestrians and Cyclists |
| DMT 2 | Highways Impacts |
| DMT 6 | Vehicle Parking |
| LPP D1 | (2021) London's form, character and capacity for growth |

| | |
|------------|---|
| LPP D12 | (2021) Fire safety |
| LPP D14 | (2021) Noise |
| LPP D3 | (2021) Optimising site capacity through the design-led approach |
| LPP D4 | (2021) Delivering good design |
| LPP D5 | (2021) Inclusive design |
| LPP D6 | (2021) Housing quality and standards |
| LPP D7 | (2021) Accessible housing |
| LPP G6 | (2021) Biodiversity and access to nature |
| LPP G7 | (2021) Trees and woodlands |
| LPP H1 | (2021) Increasing housing supply |
| LPP H10 | (2021) Housing size mix |
| LPP H2 | (2021) Small sites |
| LPP SI12 | (2021) Flood risk management |
| LPP SI13 | (2021) Sustainable drainage |
| LPP SI2 | (2021) Minimising greenhouse gas emissions |
| LPP SI3 | (2021) Energy infrastructure |
| 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 |
| NPPF15 -24 | NPPF15 2024 - Conserving and enhancing the natural environment |
| NPPF2 -24 | NPPF2 2024 - Achieving sustainable development |
| NPPF4 -24 | NPPF4 2024 - Decision making |
| 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: **Haydon Richardson**

17942/APP/2024/2874

| | | | |
|-------------------------|-------------------|--|-------------------|
| Date Application Valid: | 29/10/2024 | Statutory / Agreed Determination Deadline: | 05/12/25 |
| Application Type: | Full | Ward: | Hayes Town |

Applicant: **Mrs Davinder Kaur Dhand**

Site Address: **Club House, Middlesex Stadium, Breakspear Road**

Proposal: **Construction of natural grass football pitches using imported soils approved for use by the Environment Agency. Proposals include rainwater harvesting scheme, extensive planting and habitat creation.**

Summary of Recommendation: **GRANT planning permission subject to 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 conditions set out in Appendix 1.

1 Executive Summary

- 1.1 Planning permission is sought for the construction of natural grass football pitches using imported soils. The proposal also includes a rainwater harvesting scheme and additional planting, which will in turn create additional ecological habitats.
- 1.2 The proposed use for outdoor sports is considered appropriate development in the Green Belt. The provision of new pitches would benefit the local community by repurposing underutilised grassland to enhance local sports provision. Simultaneously, use of the pitches supports healthy and active lifestyles, particularly for youth, thereby promoting overall community well-being.
- 1.3 The engineering works to alter the site levels to create the pitches would have a minimal impact on the openness of the Green Belt. However, these changes are designed to be subtle; with the most significant height increases placed away from public viewpoints thus reducing their visual impact. Conditions have been recommended to ensure that the entirety of the site remains screened by existing and proposed soft landscaping, consequently, the site's appearance from the road will remain largely unchanged and the areas character will be preserved. Therefore, the public benefits resulting from the provision of additional outdoor recreation facilities are considered in this case to constitute very special circumstances that outweigh the minimal impact on the openness of the Green Belt. The proposed development is therefore considered to be acceptable in this location.
- 1.4 The proposal has been carefully designed to ensure there are no undue impacts on neighbouring residents or infrastructure. Increases in traffic generation are considered minor and fall outside peak hours, and the site's ample existing parking is sufficient to accommodate the new demand. Measures such as restricting pitch usage hours will prevent nuisance from noise, and careful management of construction activities will control dust and vibration. Due to the position and nature of the new pitches, there will be no harmful loss of light, outlook, or privacy for nearby properties.
- 1.5 The Environment Agency (EA) initially objected to the application due to concerns regarding the quality of imported soils. This objection has been lifted following the submission of additional information clarifying that all imported soils will be contamination-free. To ensure compliance, specific conditions have been attached to this recommendation, requiring verification that the soils are clean and free from contamination before they are transported to the site. Likewise, conditions have been added to ensure that the imported soils

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are delivered and used to construct the pitches in a manner which causes no harm to the local highways network or neighbouring amenities.

- 1.6 Taking into consideration that planning permission has previously been approved for football pitches in the same location (17942/APP/2003/646), that both The EA and Sports England have raised no objection to the proposed development and that the scheme includes demonstrable benefits and mitigation of all potential adverse impacts, it is recommended that planning permission be granted for the proposed development subject to conditions.

2 The Site and Locality

- 2.1 The development site is located on the northern side of Breakspear Road and comprises an unused field within the grounds of The Middlesex Stadium. The northern portion of the wider site comprises established football pitches. The centre and eastern parts of the wider site comprise a single storey building known as the Club House. To the front and side of the mentioned building is hardstanding which accommodates walkways and parking. An additional area of hardstanding exists to the west of the building accommodating additional parking.
- 2.2 The surrounding area is predominantly residential, and it should be noted that site levels gradually rise from the west to the east of the site.
- 2.3 In terms of constraints, the site falls within a critical drainage area and is prone to surface water flooding. The western part of the site falls within a Flood Bank Protection zone, Functional Flood Plain and Flood Zones 2/3. The development site is also located within the Green Belt.

Figure 1: Location Plan (application site edged red)

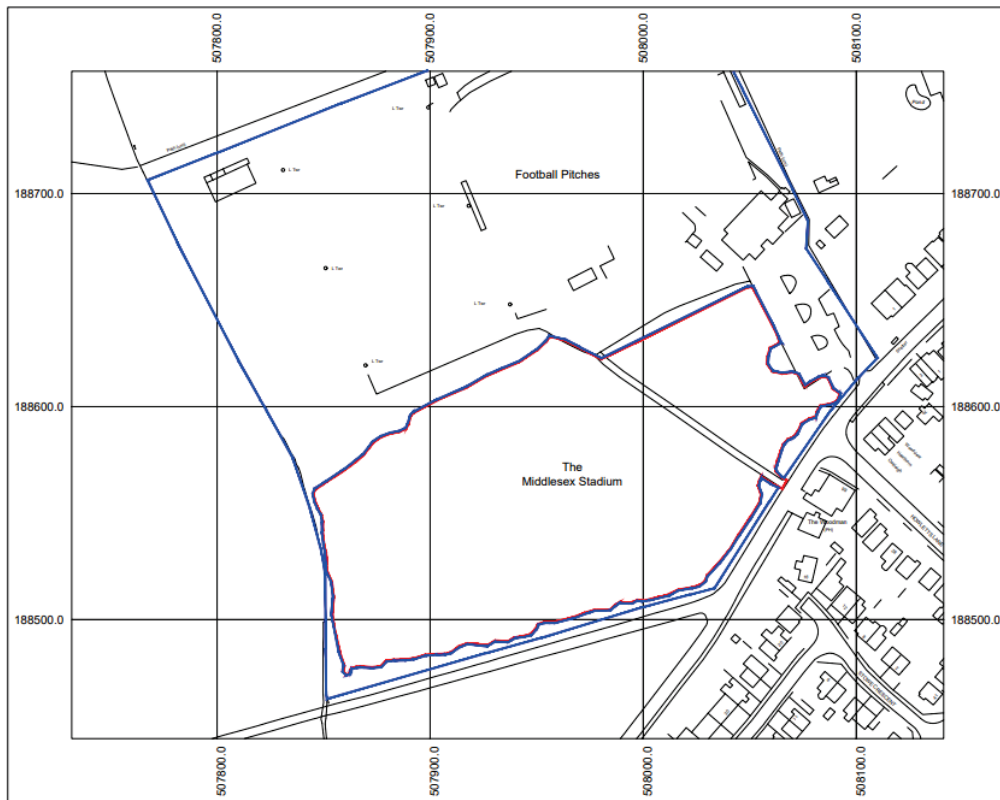


Figure 2: View from centre of development site toward Club House



Figure 3: View from within the development site toward Breakspear Road



Figure 4: View of the site from Breakspear Road



Figure 5: View of the site from Fine Bush Lane



3 Proposal

Planning permission is sought for the construction of natural grass football pitches using imported soils that have been approved for use by the Environment Agency. Proposals include a rainwater harvesting scheme, extensive planting and habitat creation.

Approximately 60,163m³ of soil is to be imported to facilitate the creation of the proposed pitches. The current site levels, which range from 45m AOD to 50m AOD will be regraded to levels varying between 46m AOD and 52m AOD. The most significant increase in elevation, approximately 5m, will occur at the western portion of the site. Along Breakspear Road, height increases will be more modest, ranging from 2m to 3m.

It should be noted that the proposal includes two proposed layouts for the site. One indicating smaller pitches, the other indicating a large adult sized pitch. Both markings would be provided upon the land and each layout would be used as and when required.

Figure 6: Existing Site Layout (please note – larger versions of following plan(s) can be found in the Committee Plan Pack)



Figure 7: Proposed Site Layout (Multi Pitch)



Figure 8: Alternating Proposed Layout (Senior Pitch)



Figure 9: Proposed Landscaping Plan

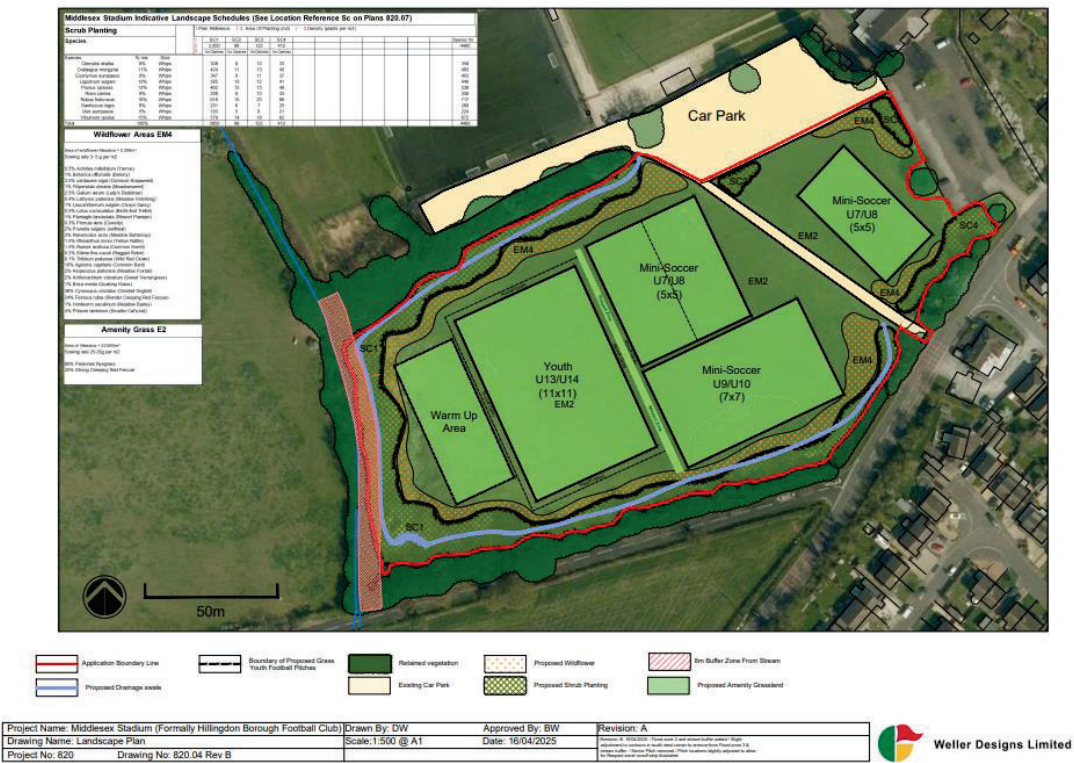
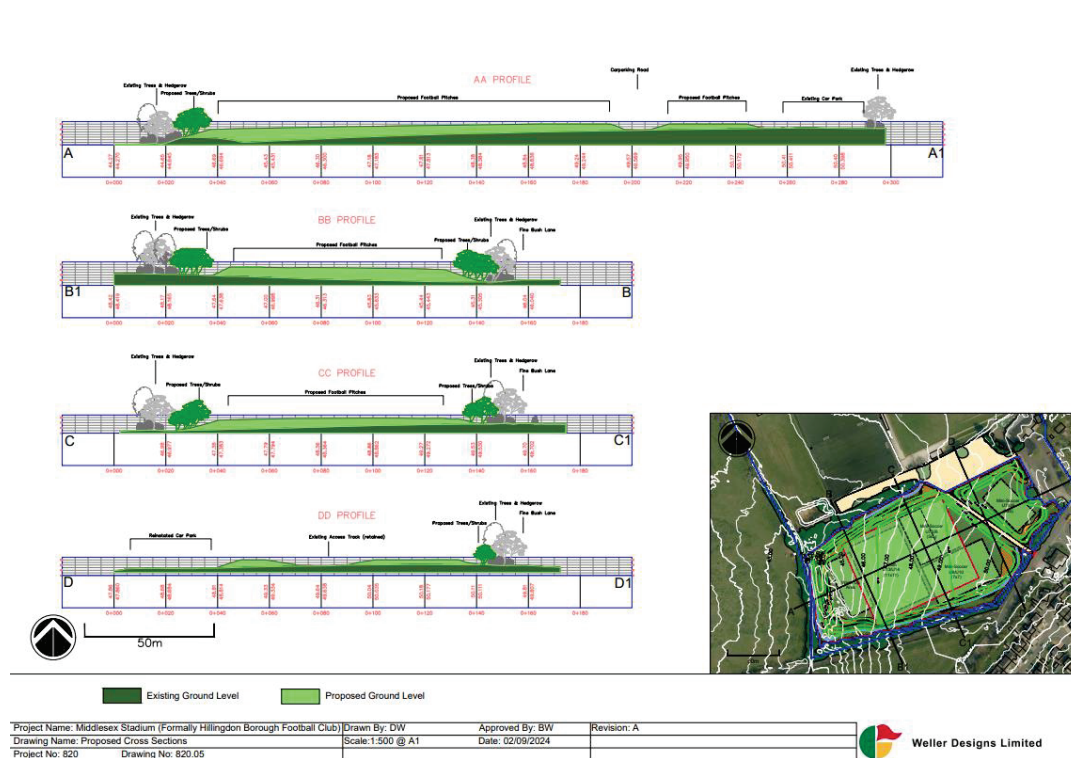


Figure 10: Proposed Sections



4 Relevant Planning History

- 4.1 A list of the relevant planning history related to the property can be found in Appendix 2. It should be noted that permission was granted for football pitches in the same location under planning application no.17942/APP/2003/646, however the pitches were not constructed.

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 site notice was placed at the site on 02/01/25. 46 neighbouring properties were consulted on the application by letter dated 07-03-25. During the 21-day consultation periods 1 letter of support was received stating that the proposal would be of benefit to all the community. The comment is noted, and the benefits of the scheme have been discussed in detail within paragraphs 7.1 to 7.6 of this report.
- 6.2 Direct internal and external consultations were also issued. Representations received in response to those consultations are summarised in Tables 1 and 2

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

Table 1: Summary of External Representations Received

| Representations | Summary of Issues Raised | Planning Officer Response |
|------------------------|--|---|
| Environmental Agency | No objection subject to the submission of a materials report relating to earthworks and topographical alterations. | Discussed at paragraphs 7.36 – 7.37 of this report. The suggested condition has been added to the list of recommended conditions. |
| Historic England | <p>Having considered the proposals with reference to information held in the Greater London Historic Environment Record and/or made available in connection with this application, I conclude that the proposal is unlikely to have a significant effect on heritage assets of archaeological interest.</p> <p>The planning application is not in an Archaeological Priority Area.</p> <p>Records suggest the site has low archaeological potential considering the local topography, historical mapping and results of previous investigations in the vicinity.</p> <p>No further assessment or conditions are therefore necessary.</p> | Discussed at paragraph 7.51 of this report. |
| Sports England | The proposal would reinstate/create playing field/pitches that would not be interfered with by the proposed planting. Since a need for more playing pitches was highlighted in its comments dated 6th | Discussed at paragraphs 7.1 to 7.6 |

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| | | |
|---|--|-----------------|
| | January 2025, Sport England now considers that the proposal would be beneficial to sport thus broadly aligning with Exception 5 of its Playing Fields Policy (see Annex below for details) and the National Planning Policy Framework, paragraph 104. As a result, Sport England does not wish to object to the application. | of this report. |
| Cadent Gas | After receiving the details of your planning application at Club House Middlesex Stadium Breakspear Road Ruislip HA4 as we have completed our assessment. We have no objection to your proposal from a planning perspective. | Noted. |
| Ruislip Residents Association | No response received. | Noted. |
| Ruislip Village Conservation Area Panel | No response received. | Noted. |

Table 2: Summary of Internal Consultee Responses

| Consultee and Summary of Comments | Planning Officer Response |
|--|---|
| <p>Air Quality Officer:</p> <p>I have evaluated the Transport Assessment and there is no requirement for an air quality contribution, the application site is outside the Air Quality Management Area and not within a Focus Area.</p> | Discussed at paragraphs 7.38 – 7.40 of this report. |
| <p>Contaminated Land Officer:</p> <p>No objection subject to conditions requiring that imported soils are kept free of contamination and appropriate measures are in place if contamination is found on site.</p> | Discussed at paragraphs 7.36 – 7.37 of this report. |
| <p>Access Officer:</p> <p>The detail of this planning application has been considered and no accessibility issues have been raised by the proposal. However, the following informative should be attached to any grant of planning permission: The Equality Act 2010 aims to safeguard individuals accessing goods, facilities, and</p> | Discussed at paragraph 7.43 of this report. |

| | |
|---|--|
| <p>services from discrimination based on a 'protected characteristic', including disability. In accordance with the Act, service providers must enhance access to and within their premises, especially when reasonable adjustments are feasible and straightforward to implement. The Act mandates that service providers proactively identify and eliminate barriers hindering disabled people.</p> | |
| <p>Highways Officer:</p> <p>The site is positioned off Breakspear Road and already incorporates two full size football pitches and an events venue available for hire. There are some 100 available on-plot parking spaces and it is proposed to provide enhanced sports provisions facilitating three '5-a-side' and two '7-a-side' football pitches. Weekday usage is anticipated to occur between the hours of 5pm & 10pm whilst during the weekend, up to four matches would occur between 10am & 4pm with a maximum of two matches occurring at any one time. Cumulative parking demand related to the proposal equating to a maximum 40 cars per match is anticipated. An established vehicular/pedestrian access serving the site envelope is to remain unaltered.</p> <p>The locality is comprehensively covered extensively by parking restrictions incorporating an all-day 'weekend only' controlled parking zone (CPZ) active - May to the end of August. The address exhibits a public transport accessibility level (PTAL) rating of 1b which is considered as very poor and therefore encourages private car travel to and from the address.</p> <p>There are no prescriptive local or regional parking standards that can be applied to this proposal and therefore it is assessed on its own merits.</p> <p>It is clear that this application would attract additional patronage to the establishment and the applicant has satisfactorily demonstrated that the added attendance linked to the new pitches can be satisfactorily contained within the site during weekday & weekend activities. The Highway Authority (HA) therefore considers that the established parking provision of 100 spaces is sufficient to cater for this proposal (and existing</p> | <p>Discussed at paragraphs 7.28 – 7.35 of this report.</p> |

| | |
|---|---|
| <p>uses) as it would not in itself impose undue stress in terms of parking accumulation/stress on the available on- plot parking provision. Nor would it be expected to create measurable traffic generation to and from the address during the most sensitive and therefore crucial peak morning and late afternoon/evening traffic hours. Additionally, any general off-peak uplift would be considered marginal in generation terms and therefore can be absorbed within the local road network without notable detriment to traffic congestion and road safety.</p> <p>The only requirement recommended by the HA is for the provision and placement of 1 secure and accessible space for staff with 1 space per 20 new patrons. This aspect can be secured by way of planning condition.</p> <p>Construction Management Plan (CMP)</p> <p>The applicant has submitted the above inclusive of anticipated daily vehicle related frequency during the 4-6 construction month which has satisfactorily demonstrated that the level of activity to and from site with less than 15 hourly HGV movements during morning and late afternoon/evening peak traffic periods - Monday to Friday is containable within the existing level of base-line traffic activity in the area thereby minimising potential detriment to the public realm. The CMP is therefore considered broadly fit for purpose thereby negating the necessity for securement via planning condition.</p> <p>Conclusion</p> <p>The application has been reviewed by the Highway Authority who are satisfied that the proposal would not discernibly exacerbate congestion or parking stress, and would not raise any measurable highway safety concerns, in accordance with Local Plan: Part 2 Development Management Plan (2020) - Policies DMT 1, DMT 2 & DMT 6 and Policies T4 and T6 of the London Plan (2021).</p> | |
| <p>Planning Policy Officer:</p> <p>No objection subject to confirmation of existing and proposed site levels.</p> | <p>Final site levels are proposed to be secured by condition.</p> |

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| <p>Noise Officer:</p> <p>Given the nature and context of the proposed development apparent from the information provided I do not consider noise and vibration to be a material planning issue.</p> | <p>Discussed at paragraphs 7.25 – 7.26 of this report.</p> |
| <p>Waste Management Officer:</p> <p>No comment/no objection.</p> | <p>Noted.</p> |
| <p>Design Officer:</p> <p>The levelling of the pitch, warm up area, mini soccer will raise the ground level by approximately 5m along the western side of the site and between approximately 2m and 3m along the southern boundary. This will make the earthworks prominent in the winter months when boundary planting is visually permeable. Accordingly, the surrounding shrub and wildflower mix is welcomed and supported.</p> <p>It is recommended that the proposed shrubs mix includes native trees to further bio-diversify the site and reduce the visual prominence of the earthworks from surrounding roads in the winter months. A landscape Condition is sought to ensure tree are included. Trees could be planted as whips similar to the shrubs. A maintenance and management plan should also be Conditioned to ensure the shrub and tree mix is thinned appropriately over the coming years.</p> <p>No objection.</p> | <p>Discussed at paragraphs 7.16 – 7.22 of this report.</p> |
| <p>Metis (on behalf of London Borough of Hillingdon as Local Lead Flood Authority (LLFA)):</p> <p>No objection subject to a condition requiring the submission of details relating to sustainable drainage and long-term management and maintenance of the drainage system.</p> | <p>Noted, matters relating to flood risk and drainage are addressed in paragraphs 7.42 - 7.48 of the report. The suggested conditions are included in the list of conditions attached to this report.</p> |

7 Planning Assessment

Principle of Development

Provision of New Football Pitches

- 7.1 Paragraph 96 (C) of the NPPF (2024) advises that planning policies and decisions should aim to achieve healthy, inclusive and safe places which: enable and support healthy lives, through both promoting good health and preventing ill-health, especially where this would address identified local health and well-being needs and reduce health inequalities between the most and least deprived communities – for example through the provision of sports facilities.
- 7.2 Paragraph 104 of the NPPF (2024) states that existing open space, sports and recreational buildings and land, including playing fields and formal play spaces, should not be built on unless an assessment has been undertaken which has clearly shown the open space, buildings or land to be surplus to requirements; or the loss resulting from the proposed development would be replaced by equivalent or better provision in terms of quantity and quality in a suitable location; or the development is for alternative sports and recreational provision, the benefits of which clearly outweigh the loss of the current or former use.
- 7.3 Policy S5 of the London Plan supports the provision and retention of sports and recreation facilities. Part B of the policy states: Development proposals for sports and recreation facilities should:
- 1) increase or enhance the provision of facilities in accessible locations, well-connected to public transport and link to networks for walking and cycling;
 - 2) maximise the multiple use of facilities, and encourage the co-location of services between sports providers, schools, colleges, universities and other community facilities;
 - 3) support the provision of sports lighting within reasonable hours, where there is an identified need for sports facilities, and lighting is required to increase their potential usage, unless the lighting gives rise to demonstrable harm to the local community or biodiversity.
- 7.4 Part D of Local Plan: Part 2 Policy DMCI 3 states ‘development of private open space is not permitted where there would be a significant individual or cumulative loss of open space/open aspect and/or where there would be a significant impact on amenity, character and appearance, biodiversity, ecological connectivity, cooling effect and/or flood alleviation effect.
- 7.5 Having regard for the above policies it is clear that there is significant support at national, regional and local level for the provision of new sports facilities, especially where they would support communities.

- 7.6 The development includes no loss or removal of open space. Conversely existing grassland would be appropriately filled, levelled, and restored with topsoil returned to create football pitches. Taking into consideration these points as well as the fact that Sport England were consulted on the proposal and confirmed that they have no objection to the scheme as the provision of the new pitches would fall under Exception 5 of their guidance, the provision of new football pitches is acceptable.

Provision of Football Pitches within the Green Belt

- 7.7 The proposed development site is located entirely within the Green Belt.
- 7.8 Policy DMEI 4 of the Hillingdon Local Plan: Part 2 and Policy G2 (A) of the London Plan (2021) advise that the Green Belt should be protected from inappropriate development and proposals that would harm the Green Belt should be refused except where very special circumstances exist. Developments which conflict with the purposes of the Green Belt are also not supported.
- 7.9 Paragraph 154 of The NPPF (2024) outlines appropriate and exceptional forms of development within the Green Belt.
- 7.10 Paragraphs 154 (h)(ii) and (h)(v) advise that engineering operations and the change of use of land to outdoor sports will be considered as appropriate development within the Green Belt, so long as the proposed works preserve its openness and do not conflict with its purposes.
- 7.11 The proposed development involves the importation of soil to create football pitches. This element of the proposal is considered to be an engineering operation which will alter current site levels from 45m - 50m AOD to 46m - 52m AOD. The most significant increase in land elevation, approximately 5m, will occur at the western portion of the site, away from public viewpoints and nearby properties. Along Breakspear Road, height increases will be more modest, ranging from 2m to 3m. All height increases will be screened by the site's heavily landscaped borders, and the proposed pitches would be located upon the regraded land.
- 7.12 As stated above the proposed use for outdoor sports is considered appropriate development in the Green Belt. The engineering works to alter the site levels in order to create the pitches would have a minimal impact on the openness of the Green Belt. However, the new pitches will be surrounded by extensive planting and greenery and therefore the site's appearance from the road and other vantage points is expected to remain largely unchanged. The impact on the openness of the Green Belt is considered to likely only be noticeable to a significant degree to those within the site itself. Therefore, the public benefits resulting from the provision of additional outdoor recreation facilities are considered in this case to constitute very special circumstances that outweigh the minimal impact on the openness of the Green Belt. The proposed development is therefore considered to be acceptable in this location.

- 7.13 Paragraph 143 of The NPPF (2024) states that the purposes of the Green Belt are to check the unrestricted sprawl of large built-up areas; to prevent neighbouring towns merging into one another; to assist in safeguarding the countryside from encroachment; to preserve the setting and special character of historic towns; and to assist in urban regeneration, by encouraging the recycling of derelict and other urban land.
- 7.14 The proposed development involves utilising unused land to create additional pitches within a wider site (Middlesex Stadium) which is already used for outdoor sports. The development is therefore considered not to conflict with any of the purposes of the Green Belt.
- 7.15 Taking into consideration the above, the proposed development is considered to be appropriate development within the Green Belt and ultimately acceptable in principle.

Design / Impact on the Character and Appearance of the Area

- 7.16 The development site is located on the northern side of Breakspear Road and comprises an unused field within the grounds of The Middlesex Stadium. The northern portion of the wider site comprises established football pitches. The centre and eastern parts of the wider site comprise the Club House, parking and walkways. The surrounding area is predominantly residential.
- 7.17 At present, the field subject to this application comprises grassland and is bound by trees, shrubbery and other soft landscaping. The resulting site would have additional grass pitches, shrubbery planting and wildflower planting which would be in keeping with the character and appearance of the existing field and wider site (described above).
- 7.18 The proposed development will alter the current site levels, which range from 45m AOD to 50m AOD. The new pitches will be situated on a re-graded site with levels varying between 46m AOD and 52m AOD. The most significant increase in elevation, approximately 5m, will occur at the western portion of the site, away from public viewpoints and adjacent properties. Along Breakspear Road, height increases will be more modest, ranging from 2m to 3m, and will be screened by the site's landscaped borders.
- 7.19 Given that the new pitches will be surrounded by extensive planting and greenery that integrates with the existing boundary treatments, the site's appearance from the road is expected to remain largely unchanged. Consequently, the proposed changes to the site levels are not considered to have a significant adverse impact on the visual amenity of the site or the surrounding area.
- 7.20 A walkway exists through the middle of the site, which would be further formalised by the proposed development. Subject to the use of appropriate materials the walkway would have no adverse visual impact.

- 7.21 A condition has been added requiring the submission of a detailed landscaping plan to ensure that the proposed landscaping and walkway visually integrate with the wider site. Furthermore, conditions have been added to ensure the retention and protection of the sites existing tree lined boundaries.
- 7.22 Overall, the proposed development is considered to cause no harm to character and appearance of the area subject to conditions.

Residential Amenity

- 7.23 At present site levels vary from 45m AOD (lowest) to 50m AOD (highest). To facilitate the creation of the new pitches, the proposed development would result in site levels of 46m AOD (lowest) to 52m AOD (highest), with the largest increase being approximately 5m at the western portion of the site (away from neighbouring properties). Adjacent to Breakspear Road, height increases would be 2m-3m and hidden behind the sites landscaped borders.
- 7.24 Due to the careful position of the height increases, nature of the proposed development (construction of football pitches through soil importation and other landscaping alterations) and its separation distance from the residential properties on Breakspear Road, the proposed development is not considered to cause any harmful loss of light, outlook or privacy to nearby residents.
- 7.25 When considering the sites existing use and capacity, the additional trips generated by the development are not considered to be significant enough to cause disturbance or nuisance to the detriment of neighbouring amenities. The site is already used for sports purposes throughout the week and weekend as such it generates noise, this would continue to be the case post development. Should the application be recommended for approval a condition has been recommended restricting usage hours for the pitches to align with existing usage hours, this is to ensure that that their usage causes no adverse noise impact on neighbouring amenities. It is also worth noting that use of the pitches would in part be controlled by the seasons and nightfall (further limiting noise impacts associated with their use).
- 7.26 Noise, vibration, dust and odour would be carefully managed during the construction phase by restricted working hours, designated transport routes and other measures as set out within the submitted transport statement with final details to be set out within a Construction Environmental Management and Logistics Plan which is recommended to be secured by condition.
- 7.27 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) and paragraph 135 of the NPPF (2024).

Highways and Parking

- 7.28 As mentioned by the Highways Officer, there are no specific parking requirements for the proposed development set out within the London or Local Plan, as such the developments highways impacts must be assessed on their individual merits. A Transport Assessment (T001, Rev 2, dated 13/08/24) has been submitted in support of the proposal to assist this assessment.
- 7.29 The existing access to the site from Breakspear Road will be retained and used for the proposed development. The access serves circa 100 parking spaces and this would continue to be the case post development, as the proposal includes no additional parking spaces. Use of the existing access is therefore considered to be acceptable.

Parking

- 7.30 At present the wider site provides circa 100 parking spaces, which serve existing patrons. The proposed development would result in the provision of 4 extra pitches of varied size and a warmup area, all for the purposes of youth football.
- 7.31 Sports pitches on the wider site are already operating and therefore, already generate a level of traffic. With the proposed facilities in place, peak usage times will be anticipated to be Saturday and Sunday where youth football matches will be played. The busiest scenario is considered to be where there will be 2 matches at a time with 4 matches in total occurring between 10:00-16:00. A maximum of 40 parked cars per match is anticipated. There is no record of a lack of parking being an issue at the site, therefore, it is anticipated that the parking provision would be sufficient to accommodate the likely demand.
- 7.32 Taking into consideration the parking provision as well as the fact that only two of the new pitches will be active at any one time it is considered that sufficient parking space would be provided for the proposed development alongside the sites existing use.

Traffic Generation

- 7.33 The applicant has advised that a maximum of 4 matches would be played between 10:00-16:00 on the weekend with a max of 40 cars parked per match. In terms of trip generation, the development would therefore result in a maximum of 320 additional trips (4 x 40 x 2 - accounting for arrival and departure). The trips would be outside of peak hours and on the weekend and are therefore considered to be acceptable. Due to the aforementioned restrictions on pitch usage, the development is not considered to cause any harmful increase in traffic generation.

Construction

- 7.34 In terms of construction, the submitted Construction Management Plan suggests that during the 4-6 month construction period vehicle movements would be limited to less than 15 hourly HGV movements during morning and late afternoon/evening

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peak traffic periods (Monday to Friday). The Highways Officer has considered that the level of movement would be comfortably absorbed by the road network. Furthermore a condition has been recommended requiring a further more detailed Construction Management Plan, with the aim of protecting the road, neighbouring amenities and the local highways network.

Conclusion

- 7.35 Subject to conditions, the proposal would not discernibly exacerbate congestion or parking stress, and would not raise any measurable highway safety concerns, in accordance with Local Plan: Part 2 Development Management Plan (2020) - Policies DMT 1, DMT 2 & DMT 6 and Policies T4 and T6 of the London Plan (2021).

Contamination

- 7.36 The proposed development involves importing soils to create football pitches. Some concerns have been by the Environment Agency (EA) during the course of the application regarding the where the imported soil will come from. In order to resolve this concern and to ensure that the imported soils are clean from contamination, appropriate for their intended use and have no adverse related impacts, pre-commencement conditions recommended by the EA and council's Contaminated Land Officer have been recommended to be attached to the decision notice, should the Committee be minded to approve the development.
- 7.37 An additional condition is also recommended that should any contamination be found on site then appropriate measures, including their verification of completion be submitted and approved by the LPA. It is therefore considered that subject to the compliance with the conditions the development would pose no adverse contamination related impacts, 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 and Paragraph 187 of the National Planning Policy Framework (NPPF).

Air Quality

- 7.38 The proposed development would utilise existing car parking spaces and therefore the minor increase in trip generation is considered to comparable to trip generation if the site were used at its full capacity. Taking into consideration these points, as well as the fact that no additional parking space is to be provided the council's Air Quality Officer has confirmed that no contribution to mitigate any detrimental impact on air quality is required.
- 7.39 A condition has been added to ensure that trees within the site are protected. The retention of such trees assists with carbon capture.
- 7.40 For the reasons outlined above, the development is considered to have no adverse air quality related impacts and the Borough's Air Quality Officer who was consulted on the application concurs. The development is therefore considered to

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comply with Policy S1 of the London Plan and Policy DMEI 14 of Hillingdon Council's Local Plan Part 2.

Accessibility

- 7.41 The proposed pitches would be accessible via the path running through the middle of the site, as well as from the site's car parking areas and Club House. The council's Access Officer has reviewed the submitted details and confirmed that the development poses no accessibility related concerns. An informative is however recommended to be attached providing details of the Equalities Act 2010.

Flooding and Drainage

- 7.42 The proposed pitches and site are located within Flood Zone 1, however it is worth noting that the western border of the site abuts Flood Zone 3.
- 7.43 A Flood Risk Assessment with preliminary drainage strategy have been submitted in support of the application.
- 7.44 Annexe 3 of the NPPF (2024) advises that outdoor sports and recreation uses are classified as water compatible development and are appropriate within Flood Zones 1, 2 or 3. The proposal is therefore considered to be acceptable in this location.
- 7.45 Taking into consideration that the new pitches do not include the provision of impermeable surfaces, or works that would impede flood waters or put additional people at risk from flooding the proposal is considered to have no adverse flooding related impacts. A rainwater harvesting scheme is proposed which is welcomed and condition has been recommended to ensure that it is installed and appropriate SuDS are provided. Subject to the implementation of these conditions the development would comply with Policy DMHB 14 of the Local Plan Part 2 and Policy G7 of the London Plan.

Ecology

- 7.46 A preliminary ecological impact assessment has been submitted in support of the proposed development. The report concludes that 'A desk-based study and a field study were conducted in order to identify habitats and determine the suitability for any 'protected and notable' species to occur on site. The habitats present on site are common and widespread and are not of significant ecological value. Notwithstanding this, they are suitable to support a number of protected species. Further surveys maybe required for species including birds, bats and badgers.
- 7.47 Taking into consideration the findings of the report and to ensure that protected species are not harmed during the construction of the proposed development a condition has been recommended requiring a full ecological impact assessment prior to the commencement of works, which includes bird, bat and badger surveys.

- 7.48 Subject to compliance with the condition the development would have an acceptable ecological impact.

Biodiversity Net Gain

- 7.49 A BNG assessment has been submitted in support of the application. The report concludes that 'Provided that the recommendations for creation and management of habitats can be adhered to, it is predicted that the proposed development will achieve a net gain of 16.81% (2.07 Units) with a 118.34% (0.12 Units) hedgerow net gain.
- 7.50 This being the case the scheme would provide a net gain in excess of 10%. To ensure that the net gains are implemented and appropriately managed throughout the lifetime of the development a condition has been added requiring a habitat management plan. officers consider that the stated net gain in biodiversity is achievable, and the development would comply with the requirements set out within Schedule 7A of the Town and Country Planning Act 1990.

Archaeology

- 7.51 Historic England have advised that the proposal is unlikely to have a significant effect on heritage assets of archaeological interest as the site is not in an Archaeological Priority Area. Their records suggest the site has low archaeological potential considering the local topography, historical mapping and results of previous investigations in the vicinity.

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 development seeks to infill and repurpose underutilised grassland to create football pitches. The proposed use for outdoor sports is considered appropriate development in the Green Belt. The engineering works to alter the site levels in order to create the pitches would have a minimal impact on the openness of the Green Belt.
- 9.2 However, the new pitches will be surrounded by extensive planting and greenery and therefore the site's appearance from the road and other vantage points is expected to remain largely unchanged. The impact on the openness of the Green Belt is considered to likely only be noticeable to a significant degree to those within the site itself. Therefore, the public benefits resulting from the provision of additional outdoor recreation facilities are considered in this case to constitute very special circumstances that outweigh the minimal impact on the openness of the Green Belt. The proposed development is therefore considered to be acceptable in this location, without causing harm to neighbouring amenities, the local highways network or character of the area. Conditions have been added to ensure that the imported soils are free from contamination.
- 9.3 Taking into consideration the above, 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

17942/APP/2024/2874

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 plan numbers:

820.02 Rev A - Application Boundary Plan
820.03 Rev B - Proposed Layout and Grading Plan
820.06 Rev B - Tree Protection Plan
820.07 Rev A - Contractors Work Plan
820.05 Rev B - Proposed Cross Sections
820.04 Rev B - Landscape Plan
820.01 Rev B - Existing Site Details
820.08 Rev B - Proposed Layout of Youth Pitches
820.09 Rev A - Proposed Layout Of Senior Pitch
820.04S - Landscape Plan With Senior Pitch Illustrated

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:

Transport Statement
Biodiversity Net Gain (BNG) Report
Preliminary Ecological Appraisal
New Practice Pitches at Middlessex Stadium - CONSTRUCTION SPECIFICATION & DETAIL
Westbury Environmental - LT01

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. NONSC Sustainable Drainage and Water Management

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

a) Sustainable Drainage features:

i. Surface water discharge - the submitted drainage strategy must identify the proposed method and location of discharging collected surface water from the site in accordance with the hierarchy set out in Policy SI 13 of the London Plan (2021). Where the proposal does not utilise the most sustainable solution, justification must be provided.

ii. SuDS - the submitted drainage strategy should incorporate Sustainable Drainage System (SuDS) elements that are embedded, where practicable, within the landscaping plan for the development. Preference should be given to above-ground SuDS elements that control water at source and provide wider biodiversity, water quality and amenity benefits.

iii. Runoff rates - provide the greenfield and proposed runoff rates for a variety of return periods including 1 in 1 year, 1 in 30, 1 in 100, and 1 in 100 plus 40% climate change.

Developments should aim to meet greenfield runoff rates unless a suitable justification can be provided.

iv. Exceedance routes - provide a plan showing the route surface water will take through the development for rainfall events exceeding the 1 in 100 year event. Where it is intended to store water on the ground surface, the maximum extent of overland flooding should be mapped and the depth of the flooding confirmed. Safe access and egress for the site must be demonstrated.

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

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

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

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

REASON

To ensure that surface water run off is controlled and to ensure the development does not increase flood risk, in compliance with Policy EM6 of the Hillingdon Local Plan: Part 1 (2012), Policy DME1 9 and DME1 10 of the Hillingdon Local Plan Part 2 (2020), Policies SI 12 and SI 13 of the London Plan (2021), the National Planning Policy Framework (2021); and Planning Practice Guidance (Flood Risk and Coastal Change March 2014).

5. OM19 Construction Management Plan

No development (hereby approved) shall take place until a full Construction Environmental Management and Logistics Plan for the development shall be submitted to and approved in writing by the Local Planning Authority. 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:
 - Routing;
 - Signage;
 - Vehicle types and sizes;
 - Hours of arrivals and departures of staff and deliveries (avoiding peaks times of day);
 - Frequency of visits;
 - Parking of site operative vehicles;
 - On-site loading/unloading arrangements; and
 - Use of an onsite banksman (if applicable).
 - Wheel washing
- (viii) The arrangement for monitoring and responding to complaints relating to demolition and construction;
- (ix) Measures to avoid and mitigate impacts to the water course at the western end of the site
- (x) full details of the expected number of construction related staff to be working on the site, as well as where they would park;
- (xi) Soil Delivery times details; and

(xii) the maximum number of HGV vehicle movements

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 related equipment (including the details of obstacle lighting).

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

REASON

To ensure the development causes no harm to the local highways network or pedestrian and road user safety and to safeguard the amenity of surrounding areas in accordance with Policies DMT 2 and DMT 6 of the Hillingdon Local Plan Part 2 (2020), as well as Policies D3, T6 and T7 of the London Plan (2021).

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

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

The scheme shall include:

1. Details of Soft Landscaping

1.a Planting plans (at not less than a scale of 1:100), which include the provision of pollution absorbing planting

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

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

2. Details of Hard Landscaping

2.a Means of enclosure/boundary treatments

2.b Hard Surfacing Materials

2.c Car parking layout (showing all existing car parking spaces as well as the provision of 1 accessible parking space for staff and 1 accessible parking space per 20 new patrons)

3. Details of Landscape Maintenance

3.a Landscape Maintenance Schedule for a minimum period of 5 years (including swale management details)

4. Schedule for Implementation

5. Finished ground levels

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 2 and DMT 6 of the Hillingdon Local Plan Part 2 (2020), as well as policies D3 and T6 of the London Plan (2021).

7. NONSC Operating hours

Prior to first use of the hereby approved football pitches, the operating/usage hours for the pitches shall be submitted to and approved in writing by the local planning authority. This shall include details of when the hereby approved pitches are proposed to be used alongside existing facilities. Thereafter the pitches shall be used during the approved times for the lifetime of the development unless otherwise specified in writing by the Local Planning Authority.

REASON

To protect the amenities of neighbours from unacceptable levels of noise and activity during anti-social hours and to protect the local highways network from excessive traffic generation and overspill parking, in accordance with Hillingdon Local Plan: Part 2 (January 2020) Policies - DMHB 11, DMT 2, DMT 6, paragraph D3, T4 and T6 of the London Plan (2021) and paragraphs 116 and 135 (f) of the NPPF (2024).

8. NONSC EA Clean Soil Requirements

Unless otherwise agreed in writing by the Environment Agency and Local Planning Authority, no development approved by this planning permission shall be commenced until a materials report is submitted to, and approved in writing, by the local planning authority. All imported soils shall be tested for chemical contamination.

The report shall include:

1. The source (donor site) for all earthworks, topographical enhancements and other soil forming material to be imported.
2. The precise volume to the nearest cubic metre for each of the sources in (1)
3. The background for these materials to confirm previous use and current status (e.g. has it been excavated).
4. The results of testing for chemical contamination.

No part of the development which is comprised of earthworks, topographical enhancements or other soil forming material shall be carried out except using materials which are set out in the approved materials report.

REASON

To ensure that the occupants or users of the development are not subject to any risks from soil contamination 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 and Paragraph 187 of the National Planning Policy Framework (NPPF).

9. NONSC Contamination

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.

A) An investigation and risk assessment must be undertaken, and where remediation is necessary a remediation scheme must be prepared subject to the approval in writing of the Local Planning Authority.

B) 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 the occupants or users of the development are not subject to any risks from soil contamination 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.

10. NONSC External Lighting Restriction

No floodlighting or any other form of external lighting shall be installed around, near to, or on the approved pitches, unless first agreed in writing by the Local Planning Authority.

REASON

To protect the amenities of neighbours from unacceptable levels of light and associated noise and activity that would come with the usage of illuminated pitches during anti-social hours, in accordance with Hillingdon Local Plan: Part 2 (January 2020) Policies - DMHB 11, paragraph D3 of the London Plan (2021) and paragraph 135 (f) of the NPPF (2024).

11. COM10 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 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. COM8 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).

13. COM26 Ecology

No development shall commence (including site clearance or any intrusive works) until a detailed Ecological Impact Assessment (EcIA) has been submitted to and approved in writing by the Local Planning Authority (LPA).

The EcIA must:

- a) Be informed by the specific bat, bird, and badger surveys recommended in the Preliminary Ecological Appraisal (PEA) submitted with this application.
- b) Where necessary, detail all mitigation, compensation, and enhancement measures required to ensure the protection and retention of existing ecological features found
- c) Include a detailed site-specific implementation and management plan for all approved measures, including a timetable for their delivery.

Thereafter, the approved EcIA, and all measures contained within it, shall be implemented in full and maintained throughout the lifetime of the development unless otherwise agreed in writing by the LPA.

REASON

In order to protect and encourage a wide diversity of wildlife on the site in accordance with Policy DME1 7 of the Hillingdon Local Plan Part 2 (2020) and London Plan (2021) Policies G5 and G6.

14. NONSC BNG Management Plan

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.

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 Policy 15 of the National Planning Policy Framework, Policy G6 of The London Plan, and Policy DMEI 7 (Biodiversity Protection and Enhancement) of Hillingdon Council's Local Plan Part 2 Development Management Policies.

15. NONSC Pitch Completion

Prior to the importation of any soil to the site, the Local Planning Authority shall be notified in writing of the proposed start date for soil delivery. The construction and groundworks necessary to create the approved football pitches, including all final levelling and seeding, shall thereafter be fully completed no later than the third planting season following that notified start date.

REASON

To ensure that the development is carried out in a timely and acceptable manner, thereby preventing the unacceptable long-term deposition of unworked soil that would harm the openness of the Green Belt and visual amenities of the locality, in accordance with policies DMHB 11 and DMHB 12 of the Hillingdon Local Plan Part 2 (2020), policies G2 and S5 of the London Plan (2021), and the relevant provisions of 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.

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

3. I15 Control of Environmental Nuisance from Construction Work

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

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

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

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

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

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

I53 Compulsory Informative (2)

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

| | |
|------------|---|
| DMEI 10 | Water Management, Efficiency and Quality |
| DMEI 11 | Protection of Ground Water Resources |
| DMEI 12 | Development of Land Affected by Contamination |
| DMEI 4 | Development on the Green Belt or Metropolitan Open Land |
| DMEI 5 | Development in Green Chains |
| DMEI 6 | Development in Green Edge Locations |
| 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 14 | Trees and Landscaping |
| DMHB 7 | Archaeological Priority Areas and archaeological Priority Zones |
| DMT 1 | Managing Transport Impacts |
| DMT 2 | Highways Impacts |
| DMT 6 | Vehicle Parking |
| LLP D1 | (2021) London's form character and capacity for growth |
| LPP D3 | (2021) Optimising site capacity through the design-led approach |
| LPP G2 | (2021) London's Green Belt |
| LPP G5 | (2021) Urban greening |
| LPP G6 | (2021) Biodiversity and access to nature |
| LPP G7 | (2021) Trees and woodlands |
| LPP S5 | (2021) Sports and recreation facilities |
| LPP SI12 | (2021) Flood risk management |
| LPP SI13 | (2021) Sustainable drainage |
| LPP T6 | (2021) Car parking |
| LPP T7 | (2021) Deliveries, servicing and construction |
| NPPF12 -24 | NPPF12 2024 - Achieving well-designed places |
| NPPF13 -24 | NPPF13 2024 - Protecting Green Belt land |
| NPPF14 -24 | NPPF14 2024 - Meeting the challenge of climate change, flood and coastal change |
| NPPF8 -24 | NPPF8 2024 - Promoting healthy and safe communities |

Appendix 2: Relevant Planning History

17942/APP/2000/2290 Hillingdon Borough Football Club, Breakspear Road Ruislip
RENEWAL OF PLANNING PERMISSION REF. 17942R/94/984 DATED 23/06/98;
RETENTION OF PORTABLE BUILDING FOR USE AS CHANGING ROOMS

Decision: 09-05-2001 Approve Limited
Time

17942/APP/2001/990 Hillingdon Borough Football Club, Breakspear Road Ruislip
INSTALLATION OF 3 MICRO DISHES ON EXISTING MAST STRUCTURE AND
REPLACEMENT EQUIPMENT CABIN OF LIKE SIZE TO EXISTING (CONSULTATION
UNDER SCHEDULE 2, PART 24 OF THE TOWN AND COUNTRY PLANNING (GENERAL
PERMITTED DEVELOPMENT) ORDER 1995)(AS AMENDED)

Decision: 15-01-2002 No Further
Action(P)

17942/APP/2002/2402 Hillingdon Borough Football Club, Breakspear Road Ruislip
INSTALLATION OF TELECOMMUNICATIONS STATION INCLUDING 5 METRE HIGH
EXTENSION TO EXISTING 15 METRE HIGH TOWER, ADDITIONAL ANTENNA AND
DISH WITH GROUND BASED EQUIPMENT

Decision: 13-06-2003 Approved

17942/APP/2003/646 Hillingdon Borough Football Club, Breakspear Road Ruislip
EXTENSION TO CLUBHOUSE, ERECTION OF A NEW TOILET BLOCK, LAYING OUT OF
TWO ARTIFICIAL PLAYING FIELDS AND FIVE TURF PLAYING FIELDS, LANDSCAPING
AND ASSOCIATED CAR PARKING AND VEHICULAR ACCESS

Decision: 05-09-2005 Approved

17942/APP/2004/2083 Hillingdon Borough Football Club, Breakspear Road Ruislip
INCREASE IN HEIGHT OF 6 FLOODLIGHTING MASTS TO ALL-WEATHER PITCH FROM
8 METRES TO 15 METRES

Decision: 25-01-2005 Approved

17942/APP/2006/2295 Hillingdon Borough Football Club, Breakspear Road Ruislip
VARIATION OF CONDITION 2 OF PLANNING PERMISSION REFERENCE
17942/APP/2004/2083, DATED 03/02/2005, TO ALLOW FOR USE OF ASTROTURF
PITCH FLOODLIGHTS BETWEEN 0800 HOURS AND 2200 HOURS MONDAYS TO

SATURDAYS; AND BETWEEN 0900 HOURS AND 2200 HOURS ON SUNDAYS/BANK HOLIDAYS

Decision: 27-01-2009 Approved

17942/APP/2007/2036 Hillingdon Borough Football Club, Breakspear Road Ruislip
Alterations to the north and south elevations of the clubhouse including the installation of 3 doors to the north elevation and 1 door to the south elevation.

Decision: 17-02-2012 No Further
Action(P)

17942/APP/2016/3158 Hillingdon Borough Football Club, Breakspear Road Ruislip
Installation of 3 x temporary changing room cabins.

Decision: 01-02-2017 Approved

17942/APP/2017/2084 Club House, Middlesex Stadium Breakspear Road Ruislip
Single storey building for use as changing rooms, involving demolition of existing outbuilding.

Decision: 23-08-2017 Approved

17942/APP/2017/2983 Club House, Middlesex Stadium Breakspear Road Ruislip
Variation of condition 4 (Approved Plans) of planning permission ref: 17942/APP/2003/646 dated 05/09/2005 to permit an extension to create habitable roofspace (Extension to clubhouse, erection of a new toilet block, laying out of two artificial playing fields and five turf playing fields, landscaping and associated car parking and vehicular access).

Decision: 16-10-2017 No Further **Appeal:** 30-05-2018 Withdrawn
Action(P)

17942/APP/2018/249 Club House, Middlesex Stadium Breakspear Road Ruislip
Creation of first floor level and raising of roof.

Decision: 23-05-2018 Refused **Appeal:** 10-09-2018 Dismissed

17942/APP/2022/1251 Club House, Middlesex Stadium Breakspear Road Ruislip
Single storey building for use as changing rooms, involving demolition of existing outbuilding.

Decision: 16-06-2022 Approved

Appendix 3: List of Relevant Planning Policies

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

Part 1 Policies:

PT1.BE1 (2012) Built Environment

Part 2 Policies:

| | |
|----------|---|
| DMHB 11 | Design of New Development |
| DMHB 12 | Streets and Public Realm |
| DMT 1 | Managing Transport Impacts |
| DMT 2 | Highways Impacts |
| DMEI 4 | Development on the Green Belt or Metropolitan Open Land |
| DMEI 5 | Development in Green Chains |
| LPP S5 | (2021) Sports and recreation facilities |
| DMEI 6 | Development in Green Edge Locations |
| LPP G2 | (2021) London's Green Belt |
| LPP G5 | (2021) Urban greening |
| DMEI 9 | Management of Flood Risk |
| LPP SI12 | (2021) Flood risk management |
| LPP SI13 | (2021) Sustainable drainage |
| LLP D1 | (2021) London's form character and capacity for growth |
| LPP D3 | (2021) Optimising site capacity through the design-led approach |
| LPP T6 | (2021) Car parking |
| LPP T7 | (2021) Deliveries, servicing and construction |
| DMT 6 | Vehicle Parking |

| | |
|------------|---|
| DMEI 10 | Water Management, Efficiency and Quality |
| DMEI 11 | Protection of Ground Water Resources |
| DMEI 7 | Biodiversity Protection and Enhancement |
| DMHB 14 | Trees and Landscaping |
| LPP G6 | (2021) Biodiversity and access to nature |
| LPP G7 | (2021) Trees and woodlands |
| DMEI 12 | Development of Land Affected by Contamination |
| DMHB 7 | Archaeological Priority Areas and archaeological Priority Zones |
| NPPF12 -24 | NPPF12 2024 - Achieving well-designed places |
| NPPF13 -24 | NPPF13 2024 - Protecting Green Belt land |
| NPPF14 -24 | NPPF14 2024 - Meeting the challenge of climate change, flood and coastal change |
| NPPF8 -24 | NPPF8 2024 - Promoting healthy and safe communities |

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

| | |
|------------------------------------|----------------------------|
| Case Officer: Alan Corcoran | 43510/APP/2024/3336 |
|------------------------------------|----------------------------|

| | | | |
|-------------------------|-------------------|--|----------------------|
| Date Application Valid: | 03.04.2025 | Statutory / Agreed Determination Deadline: | 12.11.2025 |
| Application Type: | Full | Ward: | South Ruislip |

Applicant: **NEXT PLC**

Site Address: **Unit 2, Ruislip Retail Park, Victoria Road, Ruislip**

Proposal: **Installation of an internal mezzanine floor that can be used for Use Class E(a) retail purposes and use of floorspace for an ancillary cafe and back-of-house storage space.**

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

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



Summary of Recommendation:

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

S106 Legal Agreement Heads of Terms

It is recommended that delegated powers be given to the Director of Planning 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 £40,396.
- ii. A Construction Employment Training Scheme secured in accordance with the Council's Planning Obligations SPD.
- iii. An End-User Employment Scheme secured in accordance with the Council's Planning Obligations SPD.
- iv. 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, 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).'

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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 Site (Unit 2) is located within Ruislip Retail Park to the southwest of the junction of Victoria Road and Field End Road in South Ruislip. It is a vacant 1,442 sq. m. retail unit (formerly 'Carpetright') in a purpose-built parade of four large format retail units consisting of Furniture Village (Unit 1), TK Maxx (Unit 3), and Halfords (Unit 4). The Site is within Potentially Contaminated Land and a Critical Drainage Area. It is not Listed or located within a Conservation Area or Area of Special Local Character.
- 1.2 The Applicant proposes to construct a 1,332 sq. m. mezzanine floor within the existing building's envelope, in the void space above the existing 1,442 sq. m. of commercial ground floor space. The resulting structure would have a total floor area of 2,774 sq. m. The net sales area of the store would be 1,417 sq. m. and there would be a further 139 sq. m. for an ancillary cafe. Of the net sales area, 1,285 sq. m. would be for the sale of clothing, footwear, and accessories. The remaining 132 sq. m. would be used for the sale of furniture and furnishings. The established, lawful use class of the Site (Use Class E(a)) would not change, but, if granted, the new permission would supersede a planning condition which currently limits the sale of specific goods within Unit 2, including clothing and footwear (unless the clothing is connected with building and construction, DIY, motorcycling, cycling, or vehicle repair and maintenance activities).
- 1.3 This application is submitted in association with application reference 43510/APP/2024/3337, which seeks permission to refurbish Unit 2 for its use within Use Class E(a) to include the sale of clothing, footwear, furniture and homewares, and ancillary items, back-of-house storage space, a new shop front, and a new fire exit door. This associated application is to be determined under delegated authority concurrent with this committee application. This application for a mezzanine floor being considered by the Planning Committee, therefore includes a condition requiring the additional floorspace to be used only in association with Unit 2 and its lawful use, which should planning permission be granted, would be for the sale of the specified items with an ancillary café and storage space. These are the terms of the submitted application that have been assessed.
- 1.4 Given the Site's planning history (planning consent to operate as a large format retail store), and on review of the submitted Sequential Test and Retail Impact Assessment, the principle of constructing a mezzanine floor for retail use in an out-of-centre location is acceptable in this circumstance. There would be no

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external extensions or alterations of the building's exterior, and thus, no design or character impacts. Given the nature of the internal works to an established retail unit and its separation from residential land uses, the proposal would not harm residential amenity. There are no objections from the Council's Urban Design Officer, Landscape Officer, or Highways Officers. Though located on Potentially Contaminated Land and within a Critical Drainage Area, no ground works or increase in building footprint is proposed, with the proposed mezzanine to be installed above the established ground floor retail space within an existing building. Therefore, there would be no increased risk of contamination or flooding.

- 1.5 The Council has not received any representations from the public during the public consultation period.
- 1.6 The proposal is acceptable and would be consistent with the relevant development plan policies.
- 1.7 The planning application is therefore recommended for approval subject to the conditions contained in Appendix 1 and Section 106 Heads of Terms detailed in the 'Summary of Recommendation' section of this report.

2 The Site and Locality

- 2.1 Unit 2 – the Application Site – is a vacant retail unit in a purpose-built terrace of four large format retail units located to the southwest of the junction of Victoria Road and Field End Road in South Ruislip. Unit 2 has been vacant for one year since 'Carpetright' closed in the Summer of 2024. It has an existing gross internal floor area of 1,442 sq. m. at ground floor level.
- 2.2 The Site is within Potentially Contaminated Land and a Critical Drainage Area. It is not Listed or located within a Conservation Area or Area of Special Local Character.
- 2.3 Vehicular access to the Site is via Victoria Road, with egress onto Field End Road. Car parking is to the north of the Site, with 304 spaces within the wider retail park. There are 36 cycle parking spaces adjacent the eastern boundary of the Site for retail park visitors. Site access, cycle parking, and car parking are shared between the retail park units. A separate shared service access is from Stonefield Way to the west. The Site has a Public Transport Access Level (PTAL) of 1b, where a score of 0 indicates very poor access to public transport and 6b indicates excellent access. Bus stops for the 114 and 282 adjoin the retail park.
- 2.4 The three neighbouring retail units within the parade are occupied by Furniture Village (Unit 1), TK Maxx (Unit 3), and Halfords (Unit 4). Separate Wickes and Lidl

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stores are to the west of the shopping parade and retail park. Further west, along Victoria Road, is the Victoria Retail Park that has retail park units within three separate blocks. These are occupied by Curry's, Homebase, DFS, Tapi Carpets, and PureGym. Large industrial units within The Stonefield Way Preferred Industrial Location (PIL) adjoin the Site to the south. To the north of the Site, beyond the retail park's car park and on the opposite side of Victoria Road are residential homes (approximately 95 metres from the Site). East of the retail park, on the opposite side of Field End Road, are more residential homes (approximately 115 metres from the Site). The Site and surrounding retail parks form part of a well-established local retail hub that predominantly serves car-borne shoppers drawn from a wide catchment.

Figure 1: Location Plan (application site edged red)

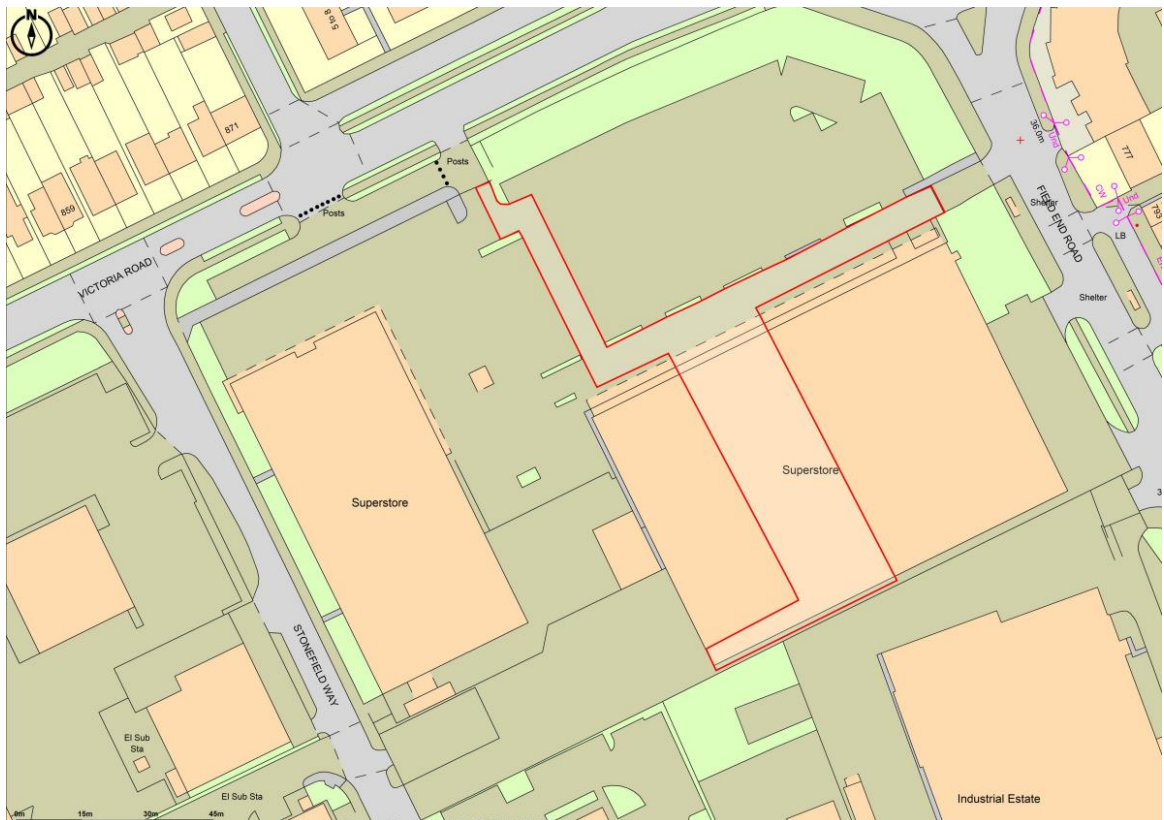


Figure 2: Aerial View of the Application Site

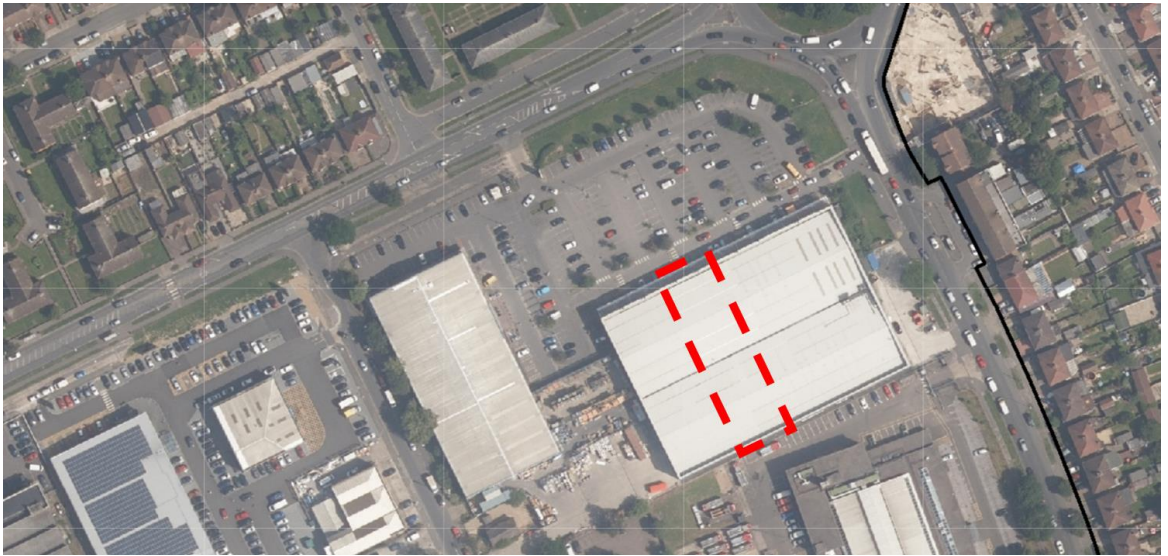


Figure 3: Aerial View of Wider Retail Park Setting



Figure 4: Site Image



Figure 5: Site Image



3 Proposal

3.1 The Applicant proposes to construct a 1,332 sq. m. mezzanine floor within the existing building envelope, in the void above the existing 1,442 sq. m. of

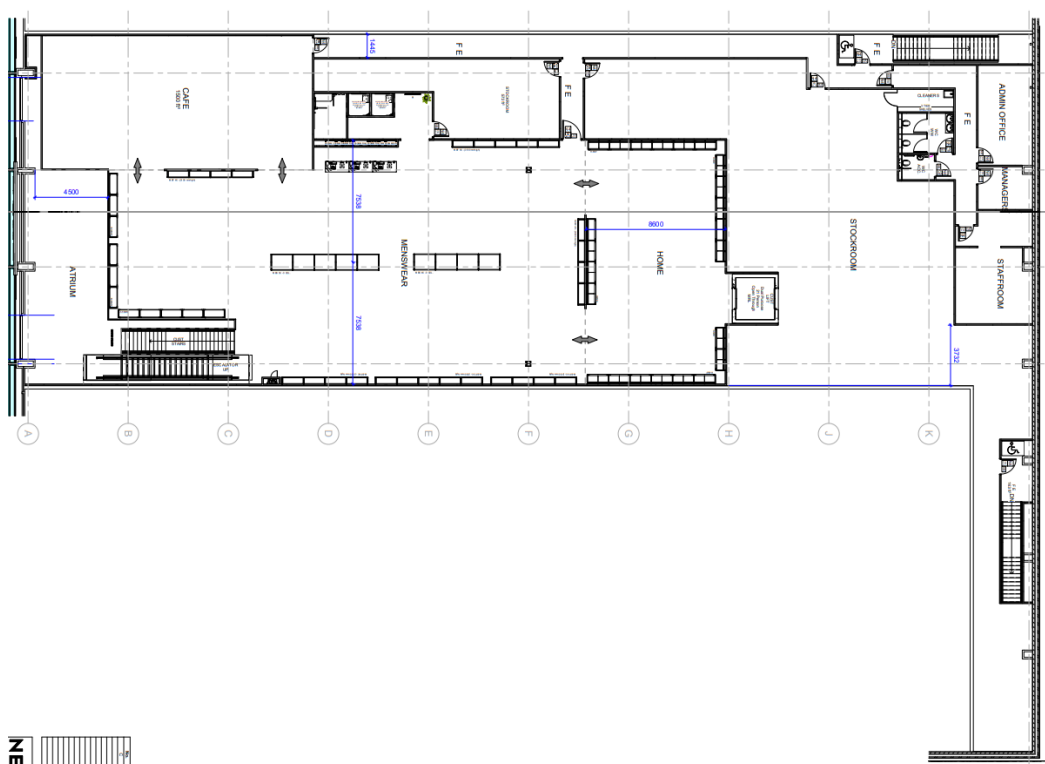
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commercial ground floor space. The resulting building would have two storeys (ground floor and mezzanine level), with a total floor area of 2,774 sq. m. The net sales area of the store would be 1,417 sq. m. and there would be a further 139 sq. m. for an ancillary cafe. Of the net sales area, 1,285 sq. m. would be for the sale of clothing, footwear, and accessories. The remaining 132 sq. m. would be used for the sale of furniture and furnishings. The lawful use class of the Site (Use Class E(a)) would not change, however, if approved, the planning permission would supersede the previous approval (permission reference 43510/APP/2012/3176) that restricted – through Condition 12 – the sale of certain goods within Unit 2, including clothing and footwear.

- 3.2 The Applicant has submitted this application alongside planning application reference 43510/APP/2024/3337, which seeks permission for 'Refurbishment of the existing retail unit (Unit 2) for its use within Use Class E(a) to include the sale of clothing, footwear, furniture and homewares, and ancillary items, back-of-house storage space, a new shopfront and new fire exit door.' This associated application is to be determined under delegated authority concurrent with this committee application. This application for a mezzanine floor being considered by the Planning Committee, therefore includes a condition requiring the additional floorspace to be used only in association with Unit 2 and its lawful use, which should planning permission be granted, would be for the sale of the specified items with an ancillary café and storage space. These are the terms of the submitted application that have been assessed.
- 3.3 Vehicle and pedestrian access would remain unaltered, as would the landscaping, cycle parking, and car parking that are outside of the application red lined (location plan) boundary within the wider retail park.

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



4 Relevant Planning History

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

5 Planning Policy

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

6 Consultations and Representations

- 6.1 The Local Planning Authority (LPA) sent consultation letters to 49 neighbouring properties on 29.04.25. The Council also advertised the application with a site notice and press notice on 21.05.25. The consultation period expired on 04.06.25.
- 6.2 The LPA has not received any comments or representations in response to the public consultation. Consultee responses received are summarised in Table 2 (below). Full copies of the responses have also separately been made available to Members.

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PART 1 – Members, Public & Press

Table 1: Summary of Representations Received

| Representations | Summary of Issues Raised | Planning Officer Response |
|------------------------|---------------------------------|----------------------------------|
| N/A | N/A | N/A |

Table 2: Summary of Consultee Responses

| Consultee and Summary of Comments | Planning Officer Response |
|--|--|
| External Consultation | |
| London Borough of Harrow: No objection. | Noted. |
| London Fire Brigade: No objection. | Noted. |
| Internal Consultation | |
| Retail Consultant (MAPanning): No objection. | Noted. |
| Urban Design Officer: No objection. | Noted. |
| Landscape Officer: No objection. | Noted. |
| 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. Informative recommended. | An informative has been recommended in line with the Accessibility Officer's recommendation. |

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| Refuse and Recycling Officer: No objection. | Noted. |
| Planning Policy Officer: No objection. | Noted. |
| Highways Officer: No objection subject to conditions regarding a Travel Plan and Construction Management Plan. | Conditions have been recommended in line with the Highways Officer's recommendations. |
| Air Quality Officer: No objection, subject to a Construction Management Plan condition, and £40,396 air quality mitigation contribution secured through a Section 106 Agreement. | A legal Heads of Terms and a condition have been recommended in line with the Air Quality Officer's recommendations. |
| Noise Pollution Officer: No objection. | Noted. |
| Environmental Specialist (Energy and Biodiversity): No comments. | Noted. |

7 Planning Assessment

Principle of Development

- 7.1 Unit 2 of the retail park has been vacant for one year, following the closure of 'Carpetright'. The proposed development would bring the vacant retail unit back into use, enabling an international retailer to operate in Unit 2. It would improve retail choice for residents and provide an additional 50 to 60 local jobs within the store, including administration, management, and a range of full and part-time positions, as well as construction jobs associated with the store's fit-out and

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mezzanine floor construction. Notwithstanding, there is a restrictive planning condition attached to Unit 2, which currently restricts the range of goods that can be sold on the Site. Furthermore, the National Planning Policy Framework (NPPF) defines retail uses – the proposed use – as a ‘main town centre use’. The application Site is outside of a defined ‘town centre’, and as such, is an out-of-centre location. Accordingly, the Applicant must justify why the retail floor space in this location is appropriate in this instance.

Out-of-Centre Retail

- 7.2 Paragraph 91 of the NPPF requires Local Planning Authorities (LPA) to apply a Sequential Test to planning applications for main town centre uses that are not in an existing centre or not in accordance with an up-to-date development plan. It confirms that such uses should be in town centres, then in edge-of-centre locations, and only if suitable sites are not available (or expected to become available within a reasonable period) should out-of-centre sites be considered appropriate. Paragraph 92 of the NPPF provides further clarification, confirming that preference should be given to accessible sites well connected to town centres, and that Applicants and LPAs should demonstrate flexibility on format and scale when applying the Sequential Test. Paragraph 95 explains that applications should be refused if they fail the Sequential Test.
- 7.3 Policy SD6 of The London Plan seeks to ensure town centres are the primary locations for commercial activity. Policy SD7 of The London Plan expects development to adopt a sequential approach to town centre uses. It explains that such uses should be focused on town centres, discouraging out-of-centre development of main town centre uses. Out-of-centre sites should only be considered if it is demonstrated that no suitable sites are (or are expected to become) available within town centre or edge of centre locations.
- 7.4 As per Policy DMTC 1 of Hillingdon’s Local Plan Part 2, since the Site is in an out-of-centre location, the Applicant must demonstrate that there are no available or suitable sites in a town centre using a sequential approach.
- 7.5 Accordingly, the Applicant has submitted a Sequential Test and Retail Impact Assessment (Planning and Retail Statement, prepared by Q+A Planning, dated December 2024). During the application’s assessment, the Applicant submitted a further Addendum to the Planning and Retail Statement (prepared by Q+A Planning, dated July 2025) to bolster the initial Sequential Test and Retail Impact Assessment and ensure robustness.
- 7.6 The Applicant’s Sequential Test assessment confirms that a drivetime-based catchment area has been used to guide the scope of the appraisal. Specifically, the Applicant has adopted a 15-minute peak hour drivetime catchment as an appropriate basis for identifying potential alternative sites within sequentially preferable locations. The assessment confirms that flexibility has been applied by considering sites of between 1,500 sq. m. and 3,000 sq. m. This amounts to a flexibility of between approximately ten per cent and 40 per cent either side of the proposed 2,774 sq. m. floor area. This catchment area is greater than the typical

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approach and, therefore, is a robust, proportionate, and appropriate approach to identifying potential sequentially preferable sites for a large-format retail unit. The Council's Retail Consultant is satisfied with the flexibility applied in relation to floor area and alternative site searches. The submission details that the search for available sites was based on a combination of desk-based research and a review of current property listings, using appropriate and up-to-date data sources. This is acceptable.

- 7.7 The Council's Retail Consultant concluded that the Sequential Test demonstrates that there are no sequentially preferable, available, or suitable sites within the defined catchment that could accommodate the proposal in a format that would meet the retailer's operational requirements. The proposal, therefore, passes the Sequential Test.
- 7.8 Paragraph 94 of the NPPF states that 'When assessing applications for retail and leisure development outside town centres, which are not in accordance with an up-to-date plan, local planning authorities should require an impact assessment.' Paragraph 95 explains that applications should be refused if it is likely to have a significant adverse impact. Some diversion of trade from a centre does not automatically result in a policy conflict. The impact must be 'significantly adverse' and likely to occur to warrant a refusal. The NPPG explains that 'a judgement as to whether the likely adverse impacts are significant can only be reached in light of local circumstances.'
- 7.9 Policy DMTC 1 of the Local Plan Part 2 states that the Council will 'consider the effect of the proposal, either individually or cumulatively, on the vitality and viability of existing town centres. Development proposals in out-of-centre and edge-of-centre locations, which exceed 200 sq. m. of gross retail floorspace, or 1,000 sq. m. of combined main town centres uses, will require an impact assessment.'
- 7.10 Accordingly, the Applicant's submission includes a Retail Impact Assessment (RIA) detailing the proposal's potential impacts on:
- (1) on existing, committed and planned public and private investment in a centre or centres in the catchment area of the proposal; and
 - (2) on town centre vitality and viability, including local consumer choice and trade in the town centre and the broader retail catchment (as applicable to the scale and nature of the scheme).
- 7.11 The Council's Retail Consultant has reviewed the submitted assessment and concluded that the RIA demonstrates that the proposal would result in low levels of trade diversion limited to centres that are well placed to absorb these modest impacts without notable harm. The consultant further stated that 'There is no credible risk of significant adverse impacts on either vitality and viability or planned investment.' As such, the retail impact is acceptable in this instance, and the principle of an out-of-centre retail development is acceptable.

Restrictive Planning Condition

7.12 The goods that can be sold within Unit 2 are currently restricted by condition 12 attached to planning permission reference 43510/APP/2012/3176, granted on 07.05.2014. Condition 12 contains an exhaustive list of goods that cannot be sold from Units 1, 2, and 4, including 'clothing and footwear'. This restriction does not apply to Unit 3. An identical restriction is contained within the Section 106 Agreement associated with planning permission reference 43510/APP/2012/3176.

7.13 Condition 12 of planning permission 43510/APP/2012/3176 states:

'Notwithstanding the provisions of the Town and Country Planning (Use Classes) Order 1987 (as amended) or any order revoking and re-enacting that Order with or without modification or the Town and Country Planning (General Permitted Development) Order 1995 (as amended) or any order revoking and re-enacting that Order with or without modification units 1, 2 and 4 shall not be used for the retail sale of food (other than refreshments restricted for consumption on the premises by customers), clothing and footwear (other than clothing, footwear and accessories intended for use in connection with building and construction, DIY, motor cycling, cycling or vehicle repair and maintenance activities), cosmetics, toiletries, pharmaceutical products, photographic equipment, newspapers, magazines and books (other than those related to DIY goods, vehicle repair and maintenance), stationery, jewellery, toys, luggage and sports goods.

Unit 3 may be used for any purpose within Use Class A1 of the Town and Country Planning (Use Classes) Order 1987 (as amended).'

7.14 The Council attached Condition 12 at the time 'To accord with existing restrictions on the sale of goods from the premises, to protect the vitality and viability of town and local centres and to encourage retail activity on sites which are more readily accessible by private motor vehicles in accordance with Policy E5 of the Hillingdon Local Plan Part One: Strategic Policies (November 2012), Policy LE2 of the Hillingdon Local Plan: Part Two Saved UDP Policies (November 2012), and Policies 2.15 and 4.7 of the London Plan (July 2011) and the National Planning Policy Framework.'

7.15 If granted, this planning permission would supersede this condition on the 2014 consent. Since the mezzanine floor would be used in association with the remainder of Unit 2, the mezzanine floor (subject to this application) would be able to be used within the lawful use of Unit 2. As referenced elsewhere in this report, this application is submitted in association with application reference 43510/APP/2024/3337, which seeks permission to refurbish Unit 2 for its use within Use Class E(a) to include the sale of clothing, footwear, furniture and homewares, and ancillary items, back-of-house storage space, a new shop front, and a new fire exit door. This associated application is to be determined under delegated authority concurrent with this committee application. This application for a mezzanine floor being considered by the Planning Committee, therefore includes a condition requiring the additional floorspace to be used only in

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association with Unit 2 and its lawful use, which should planning permission be granted, would be for the sale of clothing, footwear, furniture and homewares, and ancillary items within Use Class E(a) with an ancillary cafe and ancillary storage.

- 7.16 As discussed, the Applicant has submitted a robust justification in the submitted Sequential Test to demonstrate that there are no available or suitable sites within or on the edge of defined town centres. Therefore, the application passes the Sequential Test. The submitted Retail Impact Assessment demonstrates that the proposal would not unduly impact the vitality and viability of existing town centres. The proposal would create jobs and bring a large vacant commercial property back into productive use within its existing, previously approved use class. As such, officers raise no concerns with this permission superseding Condition 12 of planning permission reference 43510/APP/2012/3176.
- 7.17 The application is acceptable in principle and complies with the aims of Chapter 7 of the NPPF, Policies SD6 and SD7 of The London Plan, and Policy DMTC 1 of the Local Plan Part 2.

Design / Impact on the Character and Appearance of the Area

- 7.18 The proposed development regards the construction of a 1,332 sq. m. mezzanine floor within the existing building's envelope. The Applicant does not propose any external building extensions or exterior alterations as part of this application. Therefore, there are no design or character, and appearance impacts to consider.

Residential Amenity

- 7.19 The adjoining properties are similar, large-format retail units within the purpose-built retail park. The nearest residential homes are approximately 95 metres north of the Site, beyond the retail park's car park and on the opposite side of Victoria Road. There would be no undue impacts upon residential amenity (outlook, privacy, daylight, sunlight, noise, odour) given the notable separation distance between residential land uses and the Site, the nature of the proposal, and noting that the building would not be extended and the commercial Use Class (Use Class E) would remain unchanged.
- 7.20 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

- 7.21 The Applicant has submitted a Transport Statement (Revision 01, project number 415.064851.00001, prepared by SLR Consulting Limited, dated 20.12.2024).
- 7.22 The Site is accessed via Victoria Road (entry-only for vehicles) to the north and Field End Road (exit-only) to the east, with pedestrians being able to use both entrances. Six publicly available Sheffield cycle parking stands for storing 12 bicycles are provided towards the entrance to Unit 1. A further 12 stands for 24 bicycles are available towards Unit 5. The existing car park has 304 parking bays,

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including 15 designated disabled person bays. The cycle and car parking spaces are shared amongst the retail park businesses and their visitors. The Site has a Public Transport Access Level (PTAL) of 1b, where a score of 0 indicates very poor access to public transport and 6b indicates excellent access. Bus stops for the 114 and 282 adjoin the retail park.

- 7.23 No changes to the access, servicing, cycle parking, or car parking arrangements are proposed. These are not within the application red line boundary and therefore do not form part of the application. The building would remain within Use Class E(a), allowing for the display or retail sale of goods, other than hot food, principally to visiting members of the public, albeit with an enlarged floor area resulting from the addition of the proposed mezzanine floor.
- 7.24 The Transport Statement states that the proposed mezzanine floor at Unit 2 would only generate 12 extra two-way vehicular trips during the PM peak hour and an additional 23 trips during the Saturday peak hour.
- 7.25 The Council's Highways Team has reviewed the submission. They are satisfied that the existing level of car and cycle parking would readily accommodate the modest number of anticipated additional trips. They further stated that there would be no notable detrimental impacts on traffic congestion or road safety. The Council's Highways Team raise no objection to the proposed development, subject to conditions regarding a Construction Management Plan and Staff Travel Plan. Appropriate highways conditions are recommended in this recommendation.
- 7.26 Subject to the recommended conditions, 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

- 7.27 The proposed development is located outside the London Borough of Hillingdon (LBH) Air Quality Management Area (AQMA) and within the catchment area of two LBH Focus areas, namely A40/ South Ruislip Focus Area (1220m) and Ruislip Town Centre Focus Area (1990m), inevitably bringing additional traffic emissions into these sensitive locations which would contribute to the detriment of local air quality.
- 7.28 As per the London Plan, developments need to be air quality neutral as minimum and LBH requires development proposals located in Focus Areas (or that are likely to affect such sensitive areas) to apply a more stringent air quality neutral approach and be air quality positive (LBH Air Quality Local Action Plan 2019-2024), contributing to the reduction of emissions in these sensitive areas.
- 7.29 According to LBH Local Action Plan, proposed development with pollutant emissions within Focus Areas (development does not necessarily need to be within the physical boundary of the Focus Areas, what matters is the emissions released by the development in FAs) require more stringent air quality neutral

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procedures and needs to be Air Quality positive, with a total emission mitigation approach.

- 7.30 LBH requires developments to incorporate air quality positive design measures from the outset and suitable mitigation measures to reduce pollution, especially with impacts in areas where the air quality is already poor (LBH Air Quality Local Action Plan 2019-2024), namely Focus Areas. Furthermore, policy DMEI 14 of the London Borough of Hillingdon Local Plan (part 2), requires active contribution towards the continued improvement of air quality, especially if there are any impacts foreseen within the Air Quality Management Area. Whereas the application site is outside the LBH Air Quality Management Area, traffic associated with the operation of the proposed development will inevitably affect the road network of the AQMA.
- 7.31 The proposed development is not considered Air Quality Neutral (or positive as required by policy DMEI 14) for transport emissions. The proposed development, which involves a retail NEXT store, has a total gross area of 2,774 m² and is not considered a superstore given its relatively smaller area than the examples provided in the TRICS database for superstores (which are used as a reference to support the respective Transport Assessment studies). Therefore, the total emissions associated with these activities need to be mitigated.
- 7.32 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 GLA's Air Quality Air Quality Neutral Approach. The mitigation measures proposed were 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.
- 7.33 To mitigate the air quality impacts of the proposal, the Council's Air Quality Officer has recommended an air quality mitigation contribution of £40,396. This has been discounted to account for the Travel Plan, Area Adjustment, and Green Sustainable Measures. An air quality mitigation contribution of £40,396 is included in the recommended Heads of Terms. Further, air quality measures are included in the recommended Construction Management Plan condition to limit emissions during construction works. The Council's Air Quality Officer has been consulted and raised no objection subject to a condition and Section 106 Legal Agreement.
- 7.34 Subject to compliance with the legal agreement and the recommended condition, 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

- 7.35 The Applicant has submitted a Noise Assessment (prepared by SLR, dated 18.03.2025).

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- 7.36 The proposal has the potential to alter noise levels near the affected highways network. The submitted report details that there is no anticipated increase in noise levels on all roads, except for Victoria Road. At Victoria Road, the predicted noise level increase is 0.1 dB(A) – ‘negligible impact’. The report concludes that ‘the increased traffic levels associated with the Proposed Development will have no significant noise impacts.’
- 7.37 The Council's Noise Officer has reviewed the submission and raised no objection or concerns about noise and vibration given the nature and context of the proposed development.
- 7.38 A Construction Management Plan condition is recommended to mitigate and manage potential noise disturbances with respect to construction hours.
- 7.39 The proposal therefore complies with Policies D13 and D14 of The London Plan.

Accessibility

- 7.40 The submitted Accessibility Statement (prepared by Q+A Planning Ltd) and plans demonstrate inclusive access. Internally, the retail unit provides level access from the car park, and there are existing disabled person car parking spaces directly outside the retail unit's door. The submitted plans include a 21-person mid-rise lift to access the proposed mezzanine floor.
- 7.41 The Council's Accessibility Officer has reviewed the proposal and raised no concerns or objections regarding the proposal. The officer has recommended the inclusion of an accessibility informative, which officers have included as a part of the planning recommendation.
- 7.42 The proposed development complies with Policy D5 of The London Plan.

Urban Greening, Landscaping, and Public Realm

- 7.43 The existing Site suffers from an evident lack of greening. It consists of a large-format retail unit and hardstanding.
- 7.44 Whilst Policy G5 of The London Plan requires major development proposals to contribute to urban greening; the existing retail store is a middle unit within a parade of large-format retail units at Ruislip Retail Park. Given the application's red lined (location plan) boundary, there are no opportunities to provide urban greening within the scope of this application to install a mezzanine floor.
- 7.45 Policy DMEI 1 of the Local Plan Part 2 requires all major development to incorporate living roofs and/or walls. The Applicant has stated that it is not viable to retrofit a green roof on the existing retail unit. This is accepted in this instance.
- 7.46 The Council's Landscape Officer has reviewed the proposal and raised no objection to the proposed development.

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- 7.47 The proposal would generally be consistent with the aims of Policy G5 of The London Plan and Policy DMHB 14 of the Local Plan Part 2.

Biodiversity

- 7.48 The Applicant has submitted a Biodiversity Net Gain (BNG) Exemption Statement (prepared by Q+A Planning Ltd).
- 7.49 The Planning Practice Guidance details certain types of development where the BNG condition does not apply. Developments that do not impact a priority habitat and impacts less than 25 square metres of onsite habitat, and five metres of linear habitats, such as hedgerows, are deemed to be de minimis and exempt from BNG requirements. The existing retail store is a middle unit of a terrace of four retail units at Ruislip Retail Park. There are no priority habitats within the application Site, and the proposed construction of a mezzanine floor would occur within the existing building's envelope. Therefore, the de minimis exemption applies.
- 7.50 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

- 7.51 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 a large-format retail unit and hardstanding. As such, there are no natural forms of attenuation within the Site boundary. It is fully impermeable. Furthermore, the application pertains to the addition of a mezzanine floor to an existing building within the same use class as the permitted use. Although the proposal would be a 'major' development, increasing the floor area by 1,332 sq. m., it would not increase the risk of flooding, given the nature of the internal mezzanine floor development. As such, the proposal would be consistent with the aims of 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

- 7.52 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.
- 7.53 Subject to the recommended condition, the proposal complies with Policy SI 5 of The London Plan.

Energy and Sustainability

- 7.54 The Applicant has submitted an Energy Statement (prepared by Quality Engineering Design Consultants Ltd, dated 20.12.2024).
- 7.55 The application Site contains an existing large-format retail unit in the middle of a parade of four shops. The proposal would introduce a mezzanine floor within the existing building's envelope. The proposal would utilise energy-efficient LED lighting. Heating and cooling would be provided by an energy-efficient R32 reverse cycle heat pump, which is a Low Zero Carbon Technology design solution. Unit 2 shall receive mechanical supply and extract ventilation provision from an energy efficient Mechanical Ventilation Heat Recovery Unit. It would benefit from a thermal wheel heat recuperator device (efficiency in excess of 80 per cent) and internal inverter driven variable speed fans with low Specific Fan Power (to meet the Non-Domestic Compliance Guide) regulated to optimum performance via CO2 sensors with ductwork being extended within the unit to serve the internal spaces in accordance with Approved Document Part F (Ventilation) of the Building Regulations. Fresh air supplies to permanently occupied spaces would either be delivered directly to the space intended or terminated at the rear of the proposed ducted fan coil unit. Hot water supplies would be generated via local instantaneous electric water heaters, located close to the source, with thermally insulated pipework to minimise heat loss from the pipework. These energy and sustainability measures are appropriate and proportionate to the scale and nature of the proposal to install a mezzanine floor to an existing commercial building.
- 7.56 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 the building exists and the proposal is to install a mezzanine floor in the void space above its ground floor, it would be overly onerous to require the proposed development to connect to or future proof a connection to a District Energy Network in this instance.
- 7.57 The proposal would broadly comply with the aims of 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

- 7.58 The Applicant has submitted a Deliveries and Waste Strategy Note (prepared by Q+A Planning Ltd).
- 7.59 There would be three bins (general waste, food, and glass) stored within the service yard. Cardboard and plastic recycling would be returned in the store's delivery lorries to their local Responsible Supply Chain. A private waste collection company would collect the waste weekly, like the previous retail use.
- 7.60 The Council's Waste Services Team has reviewed the submitted documents and raised no objection to the proposed development.

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- 7.61 The proposal would comply with Policy SI 7 of The London Plan and DMHB 11 of the Local Plan Part 2.

Fire Safety

- 7.62 The Applicant has submitted a Fire Statement (Issue-1, prepared by D. W. Pointer (Fire Consultants) Ltd, dated 16.12.2024), prepared by a qualified fire consultant, detailing the key fire safety features of the building. There would be three stairs serving the proposed first floor mezzanine. One would be an open staircase at the front of the sales floor, while the other two would be protected escape routes. There would also be a passenger lift and escalator.
- 7.63 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.
- 7.64 London Fire Brigade has reviewed the submission and raised no objection to the proposal.
- 7.65 The proposal complies with the aims of Policy D12 of The London Plan.

Land Contamination

- 7.66 The Site is within a Potentially Contaminated Land area. Notwithstanding, the proposal does not include any ground disturbance, with the proposed mezzanine floor above the established ground floor retail space within the existing building. Therefore, there would be no increased risk from contamination. A land contamination informative is recommended.

Planning Obligations

- 7.67 The Section 106 Heads of Terms are as follows:
- i. Air Quality Mitigation contribution of £40,396.
 - ii. A Construction Employment Training Scheme secured in accordance with the Council's Planning Obligations SPD.

- iii. An End-User Employment Scheme secured in accordance with the Council's Planning Obligations SPD.
- iv. 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 Community Infrastructure Levies (CIL)

- 8.6 The proposed development consists of the installation of a 1,332 sq. m. mezzanine floor within a large format retail unit outside of a designated town centre within Use Class E(a).
- 8.7 Mezzanine floors, inserted into an existing building, are not liable for the levy unless they form part of a wider planning permission that seeks to provide other works as well. The application is not considered liable for CIL.
- 8.8 Notwithstanding, the liability and final amount will be reviewed post-determination by the Council's Planning Obligations Team and if applicable, sent to the liable party in accordance with the CIL Regulations.

9 Conclusion / Planning Balance

- 9.1 The proposal would create 50 to 60 local jobs and bring a vacant retail unit back into retail use. The principle of development is supported in this instance. No external extensions or alterations are proposed. The development would not have any detrimental impact on the street scene or upon residential amenity. The Applicant does not propose any modifications to the site access, cycle parking, or car parking. There are no objections from the Council's Urban Design Officer,

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Landscape Officer, or Highways Officers. Whilst located on Potentially Contaminated Land and within a Critical Drainage Area, ground works are not proposed as the proposal seeks to install a mezzanine floor above an existing ground floor retail unit within the existing building envelope. The increased retail floor space would generate a modest uplift in vehicle trips and associated vehicle emissions. An Air Quality Mitigation contribution is recommended to offset this impact.

- 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 in paragraph 7.67.

10 Background Papers

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

APPENDICES

Planning Application

43510/APP/2024/3336

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:

241054

0TBC0-000-030-006-Rev-E

0TBC0-000-030-007-Rev-E

0TBC0-000-030-008-Rev-E

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

3. COM5 General compliance with supporting documentation

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

Planning and Retail Statement (incorporating Design and Access Statement), prepared by Q+A Planning Ltd, dated December 2024

Addendum to Planning and Retail Statement, prepared by Q+A Planning, dated July 2025

Fire Statement-Issue-1, prepared by D. W. Pointer (Fire Consultants) Ltd, dated 16.12.2024

Travel Plan-Rev-01, project number 415.064851.00001, prepared by SLR Consulting Limited, dated 20.12.2024

Transport Statement-Revision 01, project number 415.064851.00001, prepared by SLR Consulting Limited, dated 20.12.2024

Energy Statement, prepared by Quality Engineering Design Consultants Ltd, dated 20.12.2024

Urban Greening Factor Statement, prepared by Q+A Planning Ltd

Noise Assessment, prepared by SLR Consulting Limited, dated 18.03.2025

Deliveries and Waste Strategy Note, prepared by Q+A Planning Ltd
Construction Environmental Management Plan-Rev-1, prepared by Central Shopfitters Ltd,
dated 06.03.2025
Accessibility Statement, prepared by Q+A Planning Ltd

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 London Plan (2021) and Hillingdon Local Plan Parts 1 (2012) and 2 (2020).

4. 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/>.

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 in compliance with Policies T7, GG3, and SI 1 of The London Plan (2021) and The GLA's Control of Dust and Emissions during Construction and Demolition SPG.

5. NONSC BREEAM Water Consumption

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).

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 mezzanine floor hereby approved shall be used only in association with Unit 2 Ruislip Retail Park for retail purposes involving the sale of clothing, footwear, furniture, homewares and ancillary items only, with an ancillary cafe and ancillary storage. The development shall not be used for any other purpose including any other purpose within Use Class E(a) or E of the Town and Country Planning Use Classes Order 1987. For the avoidance of doubt the mezzanine floor shall not be subdivided to create separate units.

REASON

To comply with the assessed terms of the planning application and to enable the Local Planning Authority to retain control over the use so as to ensure that it complies with the policies of the National Planning Policy Framework (2024), the London Plan (2021) and Hillingdon's Local Plan Part 1 (2012) and 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. 170 LBH worked applicant in a positive & proactive (Granting)

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

3.

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

4.

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 mezzanine extension should be connected to any existing surface water sewer, other than as an overflow. Water run off from any roof or hard paving associated with the development should be directed to a soakaway, or tank or made permeable. This includes any work to front gardens not part of the planning application, which must be permeable or be collected and directed to a permeable area, otherwise it would need an additional permission. A water butt should be incorporated.

5.

There is a possibility that there may be some contaminating substances in the ground at the site. Our contaminated land record shows the site to be on a former contaminated land use identified as Works (Various). We would advise persons working on site to take basic precautions in relation to any contamination they may find. You are advised that this development is on a former contaminated land use identified as Works (Various). Therefore, the above advice is 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 ground work once such works are complete to minimise risk to the occupants of the site.

153 Compulsory Informative (2)

The decision to GRANT planning permission has been taken having regard to the policies

and proposals in the National Planning Policy Framework (2024), The London Plan (2021), and the Hillingdon Local Plan Part 1 (2012) and Part 2 (2020) and Supplementary Planning Guidance.

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| DMCI 7 | Planning Obligations and Community Infrastructure Levy |
| 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 3 | Decentralised Energy |
| 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 13 | Shopfronts |
| DMHB 13A | Advertisements and Shop Signage |
| DMHB 14 | Trees and Landscaping |
| DMHB 15 | Planning for Safer Places |
| DMIN 4 | Re-use and Recycling of Aggregates |
| DMT 1 | Managing Transport Impacts |
| DMT 2 | Highways Impacts |
| DMT 4 | Public Transport |
| DMT 5 | Pedestrians and Cyclists |
| DMT 6 | Vehicle Parking |
| DMTC 1 | Town Centre Development |
| 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 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 E11 | (2021) Skills and opportunities for all |
| LPP E2 | (2021) Providing suitable business space |

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| LPP E9 | (2021) Retail, markets and hot food takeaways |
| 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 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 SD6 | (2021) Town centres and high streets |
| 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 T6.3 | (2021) Retail parking |
| LPP T6.5 | (2021) Non-residential disabled persons parking |
| LPP T7 | (2021) Deliveries, servicing and construction |
| 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 |
| NPPF2 -24 | NPPF2 2024 - Achieving sustainable development |
| NPPF4 -24 | NPPF4 2024 - Decision making |
| NPPF6 -24 | NPPF6 2024 - Building a strong, competitive economy |

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| 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

43510/89/3560 Mfi Victoria Road Ruislip

Retention of a non-illuminated sign

Decision: 13-11-1989 Approved

43510/ADV/2001/33 Mfi Victoria Road Ruislip

INSTALLATION OF THREE NON-ILLUMINATED FASCIA SIGNS WITH INTERNALLY ILLUMINATED LETTERING APPLIED AND TWO EXTERNALLY ILLUMINATED STANDING SIGNS

Decision: 02-08-2001 Approved

43510/ADV/2003/7 Mfi Victoria Road Ruislip

INSTALLATION OF INTERNALLY ILLUMINATED ELEVATION SIGNS AND EXTERNALLY ILLUMINATED FREE STANDING SIGNS

Decision: 31-03-2003 Approved

43510/ADV/2007/147 Unit 1, Ruislip Retail Park Victoria Road Ruislip

INSTALLATION OF ONE INTERNALLY ILLUMINATED FASCIA SIGN.

Decision: 27-12-2007 Approved

43510/ADV/2014/55 Unit 3, Ruislip Retail Park Victoria Road Ruislip

Installation of 3 internally illuminated fascia signs, 1 non-illuminated fascia sign and 2 totem signs

Decision: 28-10-2014 Approved

43510/APP/2000/2485 Mfi, Carpetright And Halfords Victoria Road Ruislip

REFURBISHMENT OF EXISTING RETAIL UNITS, WITH NEW CLADDING ON ALL ELEVATIONS, NEW COVERED WALKWAY ON NORTHERN FRONTAGE (FACING VICTORIA ROAD) AND CHANGES TO SERVICE ARRANGEMENTS AND CAR PARKING WITH ENHANCED FRONTAGE LANDSCAPING, INCORPORATING DISUSED SERVICE ROAD

Decision: 14-03-2003 Approved

43510/APP/2003/1279 Ruislip Retail Park (Mfi/Carpetright/Halfords) Victoria Road Ruislip

ERECTION OF A TEMPORARY CABIN TO ACCOMMODATE TEMPORARY

SHOWROOM DURING REFURBISHMENT OF MAIN STORE

Decision: 17-07-2003 Approved

43510/APP/2003/1447 Unit 1, Ruislip Retail Park Victoria Road Ruislip

VARIATION OF CONDITION 10 (TO ALLOW FOR INSTALLATION OF MEZZANINE FLOOR TO PROVIDE ADDITIONAL 1,170M² OF FLOORSPACE) TOGETHER WITH DETAILS OF ACCESS TO MEZZANINE AS REQUIRED BY CONDITION 8 OF THE SAME CONSENT OF PLANNING PERMISSION REF.43510/APP/2000/ 2485 DATED 14/03/2003; REFURBISHMENT OF EXISTING RETAIL UNITS, CLADDING ON ALL ELEVATIONS, NEW COVERED WALKWAY ON NORTHERN FRONTAGE

Decision: 10-09-2003 Approved

43510/APP/2003/1601 Unit 4 Victoria Road Ruislip

VARIATION OF CONDITION 10 (TO ALLOW INSTALLATION OF ADDITIONAL 158 SQUARE METRES OF FLOORSPACE AGAINST THE APPROVED) OF PLANNING PERMISSION REF. 43510/APP/2000/2485 DATED 14/03/2003; REFURBISHMENT OF EXISTING RETAIL UNITS, CLADDING ON ALL ELEVATIONS, NEW COVERED WALKWAY ON NORTHERN FRONTAGE

Decision: 11-09-2003 Approved

43510/APP/2003/797 Mfi, Carpetright And Halfords Victoria Road Ruislip

DETAILS OF LANDSCAPING SCHEME, LANDSCAPING MAINTENANCE, TREE PROTECTION, MATERIALS AND ACCESS IN COMPLIANCE WITH CONDITIONS 2, 3, 4, 7 AND 8 OF PLANNING PERMISSION REF. 43510/APP/2000/2485 DATED 14/03/2003; REFURBISHMENT OF EXISTING RETAIL UNITS, WITH NEW CLADDING ON ALL ELEVATIONS, NEW COVERED WALKWAY ON NORTHERN FRONTAGE (FACING VICTORIA ROAD) AND CHANGES TO SERVICE ARRANGEMENTS AND CAR PARKING WITH ENHANCED FRONTAGE LANDSCAPING, INCORPORATING DISUSED SERVICE ROAD

Decision: 29-10-2003 Approved

43510/APP/2004/232 Unit 1, Ruislip Retail Park Victoria Road Ruislip

DETAILS OF THE LOCATION AND DIMENSIONS OF THE LIFT TO THE MEZZANINE FLOOR IN COMPLIANCE WITH CONDITION 3 OF PLANNING PERMISSION REF: 43510/APP/2003/1447 DATED 10/09/2003 'VARIATION OF CONDITION 10 (TO ALLOW INSTALLATION OF MEZZANINE FLOOR) OF PLANNING PERMISSION REF: 43510/APP/2000/2485 DATED 14/03/2003 REFURBISHMENT OF EXISTING RETAIL UNITS'

Decision: 31-03-2004 Approved

43510/APP/2010/1977 Unit 3, Ruislip Retail Park Victoria Road Ruislip

Variation of condition 11 (restricted sale of goods) of planning permission ref: 43510/APP/2000/2485 dated 14/03/2003: Refurbishment of existing retail units, with new cladding on all elevations, new covered walkway on northern frontage (facing Victoria Road) and changes to service arrangements and car parking with enhanced frontage landscaping, incorporating disused service road.

Decision: 27-01-2011 Withdrawn

43510/APP/2010/1979 Unit 3, Ruislip Retail Park Victoria Road Ruislip

Construction of a 1,810 sq.m mezzanine within Unit 3, Ruislip Retail Park.

Decision: 10-02-2011 Approved

43510/APP/2011/1343 Unit 3, Ruislip Retail Park Victoria Road Ruislip

Variation of condition 6, (to remove restrictions on the sales of goods), of planning permission ref. 43510/APP/2010/1979 dated 10/02/2011: Construction of a 1,810 sq.m mezzanine within Unit 3, Ruislip Retail Park.

Decision: 25-10-2011 Approved

43510/APP/2011/1344 Unit 3, Ruislip Retail Park Victoria Road Ruislip

Variation of condition 11 (to remove restrictions on the sales of fancy goods) of planning permission Ref: 43510/APP/2000/2485 dated 14/03/2003: (Refurbishment of existing retail units, with new cladding on all elevations, new covered walkway on northern frontage (facing Victoria Road) and changes to service arrangements and car parking with enhanced frontage landscaping, incorporating disused service road.

Decision: 25-10-2011 Approved

43510/APP/2012/3176 Units 1-4, Ruislip Retail Park Victoria Road Ruislip

Variation of Condition 11 of planning permission ref: 43510/APP/2000/2485 dated 14/03/2003 to remove the restrictions on the sale of goods that can be sold from Unit 3 and vary restrictions on the goods that can be sold from Units 1, 2 and 4.

Decision: 07-01-2014 Approved

43510/APP/2012/3179 Unit 3, Ruislip Retail Park Victoria Road Ruislip

Removal of Condition 6 of planning permission ref: 43510/APP/2010/1979 dated 10/02/2011 to allow the sale of any goods within Use Class A1 from Unit 3.

Decision: 07-01-2014 Approved

43510/APP/2013/1373 Carpetright, Ruislip Retail Park Victoria Road Ruislip

Installation of new shopfront.

Decision: 09-08-2013 Approved

43510/APP/2014/1699 Unit 3, Ruislip Retail Park Victoria Road Ruislip

Installation of new shop front, alterations to doors to side and rear elevations and installation of 2 louvres to rear

Decision: 16-07-2014 Approved

43510/APP/2014/2678 Unit 3, Ruislip Retail Park Victoria Road Ruislip

Installation of 12 HVAC plant condensers and 2 louvres to rear with associated fencing and alterations to rear

Decision: 02-10-2014 Approved

43510/APP/2014/3034 Unit 3, Ruislip Retail Park Victoria Road Ruislip

Non-material amendment following a grant of planning permission Ref: 43510/APP/2014/1699 dated 16/07/2014 to allow the relocation of the approved louvres (Installation of new shop front, alterations to doors to side and rear elevations and installation of 2 louvres to rear)

Decision: 23-09-2014 Approved

43510/APP/2021/2377 Units 1-4 Ruislip Retail Park Victoria Road Ruislip

Variation of Condition 12 of planning permission ref: 43510/APP/2012/3176 dated 7th May 2014 to vary the restrictions on the sale of goods that can be sold from particular units (S73 application).

43510/APP/2024/3337 Unit 2 Ruislip Retail Park Victoria Road Ruislip

Refurbishment of the existing retail unit (Unit 2) for its use within Use Class E(a) to include the sale of clothing, footwear, furniture and homewares, and ancillary items, back-of-house storage space, a new shopfront, and new fire exit door.

43510/B/91/1535 Mfi Victoria Road Ruislip

Installation of new door on south elevation facing Victoria Road

Decision: 04-11-1991 Approved

43510/C/91/3600 Mfi Victoria Road Ruislip

Installation of freestanding internally and externally illuminated sign, seven internally

illuminated fascia signs and one non-illuminated fascia sign

Decision: 10-01-1992 Approved

43510/E/97/3047 Mfi Victoria Road Ruislip

Installation of one externally illuminated totem sign, one non-illuminated free standing direction sign, one externally illuminated rear and front fascia sign, two non-illuminated opening hour signs and one non-illuminated customer collection sign

Decision: 09-09-1997 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.E5 | (2012) Town and Local Centres |
| PT1.E7 | (2012) Raising Skills |
| PT1.EM1 | (2012) Climate Change Adaptation and Mitigation |
| 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 |

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 |
| NPPF7 -24 | NPPF7 2024 - Ensuring the vitality of town centres |
| NPPF8 -24 | NPPF8 2024 - Promoting healthy and safe communities |
| NPPF9 -24 | NPPF9 2024 - Promoting sustainable transport |
| NPPF11 -24 | NPPF11 2024 - Making effective use of land |
| NPPF12 -24 | NPPF12 2024 - Achieving well-designed places |
| NPPF14 -24 | NPPF14 2024 - Meeting the challenge of climate change, flood and coastal change |
| DMT 1 | Managing Transport Impacts |
| DMT 2 | Highways Impacts |

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| DMT 4 | Public Transport |
| DMT 5 | Pedestrians and Cyclists |
| DMT 6 | Vehicle Parking |
| DMTC 1 | Town Centre Development |
| 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 12 | Development of Land Affected by Contamination |
| DMEI 14 | Air Quality |
| DMIN 4 | Re-use and Recycling of Aggregates |
| DMHB 11 | Design of New Development |
| DMHB 12 | Streets and Public Realm |
| DMHB 13 | Shopfronts |
| DMHB 13A | Advertisements and Shop Signage |
| DMHB 14 | Trees and Landscaping |
| DMHB 15 | Planning for Safer Places |
| LPP D1 | (2021) London's form, character and capacity for growth |
| LPP D4 | (2021) Delivering good design |
| LPP D5 | (2021) Inclusive design |
| LPP D8 | (2021) Public realm |
| LPP D11 | (2021) Safety, security and resilience to emergency |

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| LPP D12 | (2021) Fire safety |
| LPP D13 | (2021) Agent of change |
| LPP D14 | (2021) Noise |
| LPP E2 | (2021) Providing suitable business space |
| LPP E9 | (2021) Retail, markets and hot food takeaways |
| LPP E11 | (2021) Skills and opportunities for all |
| 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 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 SD6 | (2021) Town centres and high streets |
| 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 |

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| 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 T6.3 | (2021) Retail parking |
| LPP T6.5 | (2021) Non-residential disabled persons parking |
| LPP T7 | (2021) Deliveries, servicing and construction |
| LPP DF1 | (2021) Delivery of the Plan and Planning Obligations |

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. |
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| | 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 |

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| | LP2 DMHB 2: Listed Buildings | 22 |
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| | LP2 DMHB 4: Conservation Areas | 23 |
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| | 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 |
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| | LP1 EM6: Flood Risk Management | 29 |
| | LP1 EM8: Land, Water, Air and Noise | 29 |
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| | 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 development proposals will provide an integrated approach to surface water run-off attenuation, water collection, recycling and reuse. Water and Wastewater Infrastructure

J) All new development proposals will be required to demonstrate that there is sufficient capacity in the water and wastewater infrastructure network to support the proposed development. Where there is a capacity constraint the local planning authority will require the developer to provide a detailed water and/or drainage strategy to inform what infrastructure is required, where, when and how it will be delivered.

LP2 DMEI 12: Development of Land Affected by Contamination

A) Proposals for development on potentially contaminated sites will be expected to be accompanied by at least an initial study of the likely contaminants. The Council will support planning permission for any development of land which is affected by contamination where it can be demonstrated that contamination issues have been adequately assessed and the site can be safely remediated so that the development can be made suitable for the proposed use.

B) Conditions will be imposed where planning permission is given for development on land affected by contamination to ensure all the necessary remedial works are implemented, prior to commencement of development.

C) Where initial studies reveal potentially harmful levels of contamination, either to human health or controlled waters and other environmental features, full intrusive ground investigations and remediation proposals will be expected prior to any approvals.

D) In some instances, where remedial works relate to an agreed set of measures such as the management of ongoing remedial systems, or remediation of adjoining or other affected land, a S106 planning obligation will be sought.

LP2 DMEI 14: Air Quality

A) Development proposals should demonstrate appropriate reductions in emissions to sustain compliance with and contribute towards meeting EU limit values and national air quality objectives for pollutants.

B) Development proposals should, as a minimum:

- i) be at least “air quality neutral”;
- ii) include sufficient mitigation to ensure there is no unacceptable risk from air pollution to sensitive receptors, both existing and new; and
- iii) actively contribute towards the improvement of air quality, especially within the Air Quality Management Area.

TP T4: Assessing and Mitigating Transport Impacts

A) Development Plans and development proposals should reflect and be integrated with current and planned transport access, capacity and connectivity.

B) When required in accordance with national or local guidance, transport assessments/statements should be submitted with development proposals to ensure that impacts on the capacity of the transport network (including impacts on pedestrians and the cycle network), at the local, network-wide and strategic level, are fully assessed. Transport assessments should focus on embedding the Healthy Streets Approach within, and in the vicinity of, new development. Travel Plans,

Parking Design and Management Plans, Construction Logistics Plans and Delivery and Servicing Plans will be required having regard to Transport for London guidance.

C) Where appropriate, mitigation, either through direct provision of public transport, walking and cycling facilities and highways improvements or through financial contributions, will be required to address adverse transport impacts that are identified.

D) Where the ability to absorb increased travel demand through active travel modes has been exhausted, existing public transport capacity is insufficient to allow for the travel generated by proposed developments, and no firm plans and funding exist for an increase in capacity to cater for the increased demand, planning permission will be contingent on the provision of necessary public transport and active travel infrastructure.

E) The cumulative impacts of development on public transport and the road network capacity including walking and cycling, as well as associated effects on public health, should be taken into account and mitigated.

F) Development proposals should not increase road danger.

LP T5: Cycling

A) Development Plans and development proposals should help remove barriers to cycling and create a healthy environment in which people choose to cycle. This will be achieved through:

1. supporting the delivery of a London-wide network of cycle routes, with new routes and improved infrastructure
2. securing the provision of appropriate levels of cycle parking which should be fit for purpose, secure and well-located. Developments should provide cycle parking at least in accordance with the minimum standards set out in Table 10.2 and Figure 10.3, ensuring that a minimum of two short-stay and two long-stay cycle parking spaces are provided where the application of the minimum standards would result in a lower provision.

B) Cycle parking should be designed and laid out in accordance with the guidance contained in the London Cycling Design Standards. Development proposals should demonstrate how cycle parking facilities will cater for larger cycles, including adapted cycles for disabled people.

C) Development Plans requiring more generous provision of cycle parking based on local evidence will be supported.

D) Where it is not possible to provide suitable short-stay cycle parking off the public highway, the borough should work with stakeholders to identify an appropriate on-street location for the required provision. This may mean the reallocation of space

from other uses such as on-street car parking. Alternatively, in town centres, adding the required provision to general town centre cycle parking is also acceptable. In such cases, a commuted sum should be paid to the local authority to secure provision.

E) Where it is not possible to provide adequate cycle parking within residential developments, boroughs must work with developers to propose alternative solutions which meet the objectives of the standards. These may include options such as providing spaces in secure, conveniently-located, on-street parking facilities such as bicycle hangers.

F) Where the use class of a development is not fixed at the point of application, the highest potential applicable cycle parking standard should be applied.

LP T6: Car Parking

A) Car parking should be restricted in line with levels of existing and future public transport accessibility and connectivity.

B) Car-free development should be the starting point for all development proposals in places that are (or are planned to be) well-connected by public transport, with developments elsewhere designed to provide the minimum necessary parking ('car-lite'). Car-free development has no general parking but should still provide disabled persons parking in line with Part E of this policy.

C) An absence of local on-street parking controls should not be a barrier to new development, and boroughs should look to implement these controls wherever necessary to allow existing residents to maintain safe and efficient use of their streets.

D) The maximum car parking standards set out in Policy T6 .1 Residential parking to Policy T6 .5 Non-residential disabled persons parking should be applied to development proposals and used to set local standards within Development Plans.

E) Appropriate disabled persons parking for Blue Badge holders should be provided as set out in Policy T6 .1 Residential parking to Policy T6 .5 Non-residential disabled persons parking.

F) Where provided, each motorcycle parking space should count towards the maximum for car parking spaces at all use classes.

G) Where car parking is provided in new developments, provision should be made for infrastructure for electric or other Ultra-Low Emission vehicles in line with Policy T6 .1 Residential parking, Policy T6 .2 Office Parking, Policy T6 .3 Retail parking, and Policy T6 .4 Hotel and leisure uses parking.

All operational parking should make this provision, including offering rapid charging. New or re-provided petrol filling stations should provide rapid charging hubs and/or hydrogen refuelling facilities.

H) Where electric vehicle charging points are provided on-street, physical infrastructure should not negatively affect pedestrian amenity and should ideally be located off the footway. Where charging points are located on the footway, it must remain accessible to all those using it including disabled people.

I) Adequate provision should be made for efficient deliveries and servicing and emergency access.

J) A Parking Design and Management Plan should be submitted alongside all applications which include car parking provision, indicating how the car parking will be designed and managed, with reference to Transport for London guidance on parking management and parking design.

K) Boroughs that have adopted or wish to adopt more restrictive general or operational parking policies are supported, including borough-wide or other area-based car-free policies. Outer London boroughs wishing to adopt minimum residential parking standards through a Development Plan Document (within the maximum standards set out in Policy T6 .1 Residential parking) must only do so for parts of London that are PTAL 0-1. Inner London boroughs should not adopt minimum standards. Minimum standards are not appropriate for non-residential use classes in any part of London.

L) Where sites are redeveloped, parking provision should reflect the current approach and not be re-provided at previous levels where this exceeds the standards set out in this policy. Some flexibility may be applied where retail sites are redeveloped outside of town centres in areas which are not well served by public transport, particularly in outer London.

LP T6.1: Residential Parking

A) New residential development should not exceed the maximum parking standards set out in Table 10.3. These standards are a hierarchy with the more restrictive standard applying when a site falls into more than one category.

B) Parking spaces within communal car parking facilities (including basements) should be leased rather than sold.

C) All residential car parking spaces must provide infrastructure for electric or Ultra-Low Emission vehicles. At least 20 per cent of spaces should have active charging facilities, with passive provision for all remaining spaces.

D) Outside of the CAZ, and to cater for infrequent trips, car club spaces may be considered appropriate in lieu of private parking. Any car club spaces should have active charging facilities.

E) Large-scale purpose-built shared living, student accommodation and other sui generis residential uses should be car-free.

F) The provision of car parking should not be a reason for reducing the level of affordable housing in a proposed development.

G) Disabled persons parking should be provided for new residential developments. Residential development proposals delivering ten or more units must, as a minimum:

1. ensure that for three per cent of dwellings, at least one designated disabled persons parking bay per dwelling is available from the outset
2. demonstrate as part of the Parking Design and Management Plan, how an additional seven per cent of dwellings could be provided with one designated disabled persons parking space per dwelling in future upon request as soon as existing provision is insufficient. This should be secured at the planning stage.

H) All disabled persons parking bays associated with residential development must:

1. be for residents' use only (whether M4(2) or M4(3) dwellings)
2. not be allocated to specific dwellings, unless provided within the curtilage of the dwelling
3. be funded by the payment of a commuted sum by the applicant, if provided on-street (this includes a requirement to fund provision of electric vehicle charging infrastructure)
4. count towards the maximum parking provision for the development
5. be designed in accordance with the design guidance in BS8300vol.1
6. be located to minimise the distance between disabled persons parking bays and the dwelling or the relevant block entrance or lift core, and the route should be preferably level or where this is not possible, should be gently sloping (1:60-1:20) on a suitable firm ground surface.

LP2 DMT 1: Managing Transport Impacts

A) Development proposals will be required to meet the transport needs of the development and address its transport impacts in a sustainable manner. In order for developments to be acceptable they are required to:

- i) be accessible by public transport, walking and cycling either from the catchment area that it is likely to draw its employees, customers or visitors from and/or the services and facilities necessary to support the development;
- ii) maximise safe, convenient and inclusive accessibility to, and from within developments for pedestrians, cyclists and public transport users;
- iii) provide equal access for all people, including inclusive access for disabled people;
- iv) adequately address delivery, servicing and drop-off requirements; and

v) have no significant adverse transport or associated air quality and noise impacts on the local and wider environment, particularly on the strategic road network.

B) Development proposals will be required to undertake a satisfactory Transport Assessment and Travel Plan if they meet or exceed the appropriate thresholds. All major developments¹¹ that fall below these thresholds will be required to produce a satisfactory Transport Statement and Local Level Travel Plan. All these plans should demonstrate how any potential impacts will be mitigated and how such measures will be implemented.

LP2 DMT 2: Highways Impacts

Development proposals must ensure that:

- i) safe and efficient vehicular access to the highway network is provided to the Council's standards;
- ii) they do not contribute to the deterioration of air quality, noise or local amenity or safety of all road users and residents;
- iii) safe, secure and convenient access and facilities for cyclists and pedestrian are satisfactorily accommodated in the design of highway and traffic management schemes;
- iv) impacts on local amenity and congestion are minimised by routing through traffic by the most direct means to the strategic road network, avoiding local distributor and access roads; and
- v) there are suitable mitigation measures to address any traffic impacts in terms of capacity and functions of existing and committed roads, including along roads or through junctions which are at capacity.

LP2 Policy DMT 5: Pedestrians and Cyclists

A) Development proposals will be required to ensure that safe, direct and inclusive access for pedestrians and cyclists is provided on the site connecting it to the wider network, including:

- i) the retention and, where appropriate, enhancement of any existing pedestrian and cycle routes;
- ii) the provision of a high quality and safe public realm or interface with the public realm, which facilitates convenient and direct access to the site for pedestrian and cyclists;
- iii) the provision of well signposted, attractive pedestrian and cycle routes separated from vehicular traffic where possible; and
- iv) the provision of cycle parking and changing facilities in accordance with Appendix C, Table 1 or, in agreement with Council.

B) Development proposals located next to or along the Blue Ribbon Network will be required to enhance and facilitate inclusive, safe and secure pedestrian and cycle access to the network. Development proposals, by virtue of their design, will be

required to complement and enhance local amenity and include passive surveillance to the network.

LP2 DMT 6: Vehicle Parking

A) Development proposals must comply with the parking standards outlined in Appendix C Table 1 in order to facilitate sustainable development and address issues relating to congestion and amenity. The Council may agree to vary these requirements when:

- i) the variance would not lead to a deleterious impact on street parking provision, congestion or local amenity; and/or
- ii) a transport appraisal and travel plan has been approved and parking provision is in accordance with its recommendations.

B) All car parks provided for new development will be required to contain conveniently located reserved spaces for wheelchair users and those with restricted mobility in accordance with the Council's Accessible Hillingdon SPD.

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Hillingdon Planning Committee

Wednesday 5th November 2025



HILLINGDON
LONDON

www.hillingdon.gov.uk

Report of the Head of Development Management and Building Control

Address:

LAND TO REAR OF 18 MOOR PARK ROAD

Development:

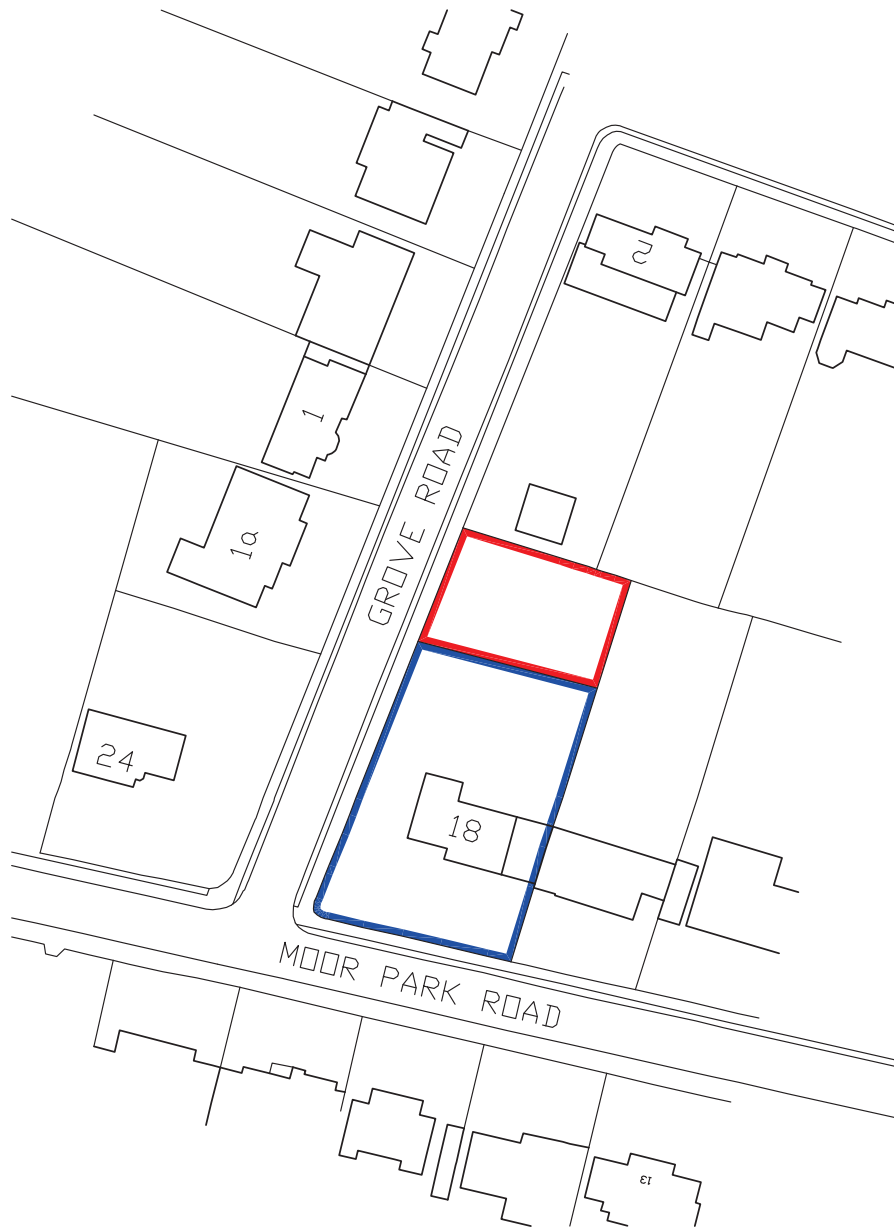
Erection of 1no. detached bungalow, with associated parking (including installation of new vehicular crossover), landscaping, cycle parking and refuse storage.

LBH Ref Nos:

74971/APP/2025/780



- 1 Check All Dimensions On Site
- 2 For Construction Purposes Do Not Scale
- 3 All Dimensions in Millimetres



| | | |
|------|--------|----------------------------|
| A | Mar 25 | Red boundary line adjusted |
| Rev. | Date | Description |



Aubrey Technical Services[®]
Architectural Design Consultants

The Loft 61A Belswains Lane
Hemel Hempstead
Hertfordshire
HP3 9PP

Tel: 01442 247935
info@aubreytechnicalservices.co.uk
www.aubreytechnicalservices.co.uk

Project:

Land rear of 18 Moor Park Road
Northwood, Middlesex,
HA6 2DN

Drawing Title:

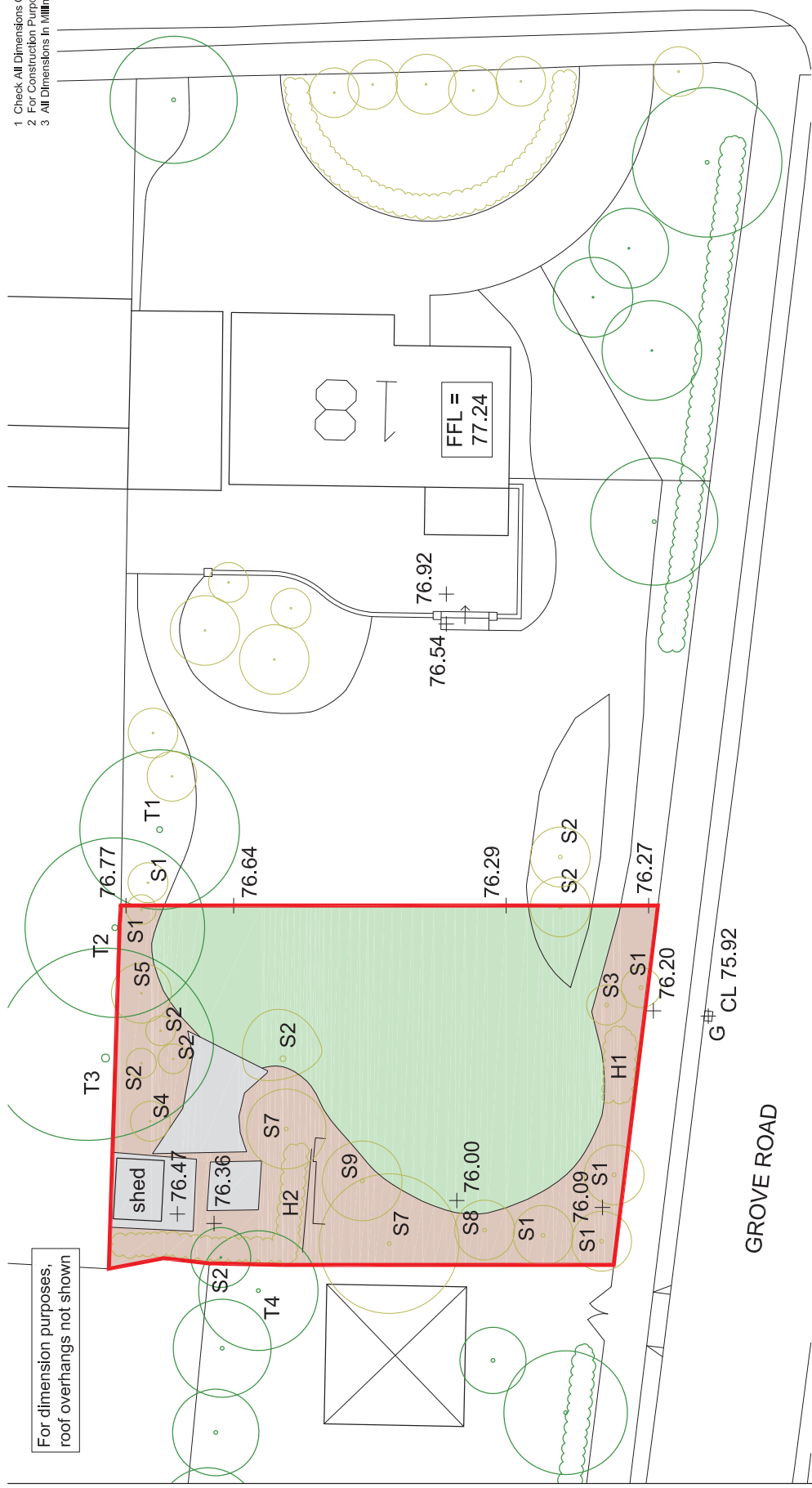
Location Plan
Based on OS map with permission

0 20 40 50 m @ 1:1250
0 20 40 50 mm
this line should be 50mm long at A4

| | | | |
|-----------------|-----------------------|-------------------------|---------------------|
| Date: May 24 | Scale: 1:1000 @ A4 | Drawing No: L1233/LP | Revision: Rev. A |
|-----------------|-----------------------|-------------------------|---------------------|

1. Check All Dimensions On Site
2. For Construction Purposes Do Not Scale
3. All Dimensions In Millimetres

MOOR PARK ROAD



For dimension purposes,
roof overhangs not shown

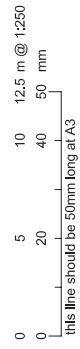
| Rev. | Date | Description |
|------|------------|-----------------------------|
| 1 | 25/03/2025 | Initial Design Consultation |
| 2 | 26/03/2025 | Revised Design Consultation |
| 3 | 27/03/2025 | Final Design Consultation |

Aubrey Technical Services
Architectural Design Consultants
The Old Mill, 111, 112, 113, 114, 115, 116, 117, 118, 119, 120, 121, 122, 123, 124, 125, 126, 127, 128, 129, 130, 131, 132, 133, 134, 135, 136, 137, 138, 139, 140, 141, 142, 143, 144, 145, 146, 147, 148, 149, 150, 151, 152, 153, 154, 155, 156, 157, 158, 159, 160, 161, 162, 163, 164, 165, 166, 167, 168, 169, 170, 171, 172, 173, 174, 175, 176, 177, 178, 179, 180, 181, 182, 183, 184, 185, 186, 187, 188, 189, 190, 191, 192, 193, 194, 195, 196, 197, 198, 199, 200, 201, 202, 203, 204, 205, 206, 207, 208, 209, 210, 211, 212, 213, 214, 215, 216, 217, 218, 219, 220, 221, 222, 223, 224, 225, 226, 227, 228, 229, 230, 231, 232, 233, 234, 235, 236, 237, 238, 239, 240, 241, 242, 243, 244, 245, 246, 247, 248, 249, 250, 251, 252, 253, 254, 255, 256, 257, 258, 259, 260, 261, 262, 263, 264, 265, 266, 267, 268, 269, 270, 271, 272, 273, 274, 275, 276, 277, 278, 279, 280, 281, 282, 283, 284, 285, 286, 287, 288, 289, 290, 291, 292, 293, 294, 295, 296, 297, 298, 299, 300, 301, 302, 303, 304, 305, 306, 307, 308, 309, 310, 311, 312, 313, 314, 315, 316, 317, 318, 319, 320, 321, 322, 323, 324, 325, 326, 327, 328, 329, 330, 331, 332, 333, 334, 335, 336, 337, 338, 339, 340, 341, 342, 343, 344, 345, 346, 347, 348, 349, 350, 351, 352, 353, 354, 355, 356, 357, 358, 359, 360, 361, 362, 363, 364, 365, 366, 367, 368, 369, 370, 371, 372, 373, 374, 375, 376, 377, 378, 379, 380, 381, 382, 383, 384, 385, 386, 387, 388, 389, 390, 391, 392, 393, 394, 395, 396, 397, 398, 399, 400, 401, 402, 403, 404, 405, 406, 407, 408, 409, 410, 411, 412, 413, 414, 415, 416, 417, 418, 419, 420, 421, 422, 423, 424, 425, 426, 427, 428, 429, 430, 431, 432, 433, 434, 435, 436, 437, 438, 439, 440, 441, 442, 443, 444, 445, 446, 447, 448, 449, 450, 451, 452, 453, 454, 455, 456, 457, 458, 459, 460, 461, 462, 463, 464, 465, 466, 467, 468, 469, 470, 471, 472, 473, 474, 475, 476, 477, 478, 479, 480, 481, 482, 483, 484, 485, 486, 487, 488, 489, 490, 491, 492, 493, 494, 495, 496, 497, 498, 499, 500, 501, 502, 503, 504, 505, 506, 507, 508, 509, 510, 511, 512, 513, 514, 515, 516, 517, 518, 519, 520, 521, 522, 523, 524, 525, 526, 527, 528, 529, 530, 531, 532, 533, 534, 535, 536, 537, 538, 539, 540, 541, 542, 543, 544, 545, 546, 547, 548, 549, 550, 551, 552, 553, 554, 555, 556, 557, 558, 559, 560, 561, 562, 563, 564, 565, 566, 567, 568, 569, 570, 571, 572, 573, 574, 575, 576, 577, 578, 579, 580, 581, 582, 583, 584, 585, 586, 587, 588, 589, 590, 591, 592, 593, 594, 595, 596, 597, 598, 599, 600, 601, 602, 603, 604, 605, 606, 607, 608, 609, 610, 611, 612, 613, 614, 615, 616, 617, 618, 619, 620, 621, 622, 623, 624, 625, 626, 627, 628, 629, 630, 631, 632, 633, 634, 635, 636, 637, 638, 639, 640, 641, 642, 643, 644, 645, 646, 647, 648, 649, 650, 651, 652, 653, 654, 655, 656, 657, 658, 659, 660, 661, 662, 663, 664, 665, 666, 667, 668, 669, 670, 671, 672, 673, 674, 675, 676, 677, 678, 679, 680, 681, 682, 683, 684, 685, 686, 687, 688, 689, 690, 691, 692, 693, 694, 695, 696, 697, 698, 699, 700, 701, 702, 703, 704, 705, 706, 707, 708, 709, 710, 711, 712, 713, 714, 715, 716, 717, 718, 719, 720, 721, 722, 723, 724, 725, 726, 727, 728, 729, 730, 731, 732, 733, 734, 735, 736, 737, 738, 739, 740, 741, 742, 743, 744, 745, 746, 747, 748, 749, 750, 751, 752, 753, 754, 755, 756, 757, 758, 759, 760, 761, 762, 763, 764, 765, 766, 767, 768, 769, 770, 771, 772, 773, 774, 775, 776, 777, 778, 779, 780, 781, 782, 783, 784, 785, 786, 787, 788, 789, 790, 791, 792, 793, 794, 795, 796, 797, 798, 799, 800, 801, 802, 803, 804, 805, 806, 807, 808, 809, 810, 811, 812, 813, 814, 815, 816, 817, 818, 819, 820, 821, 822, 823, 824, 825, 826, 827, 828, 829, 830, 831, 832, 833, 834, 835, 836, 837, 838, 839, 840, 841, 842, 843, 844, 845, 846, 847, 848, 849, 850, 851, 852, 853, 854, 855, 856, 857, 858, 859, 860, 861, 862, 863, 864, 865, 866, 867, 868, 869, 870, 871, 872, 873, 874, 875, 876, 877, 878, 879, 880, 881, 882, 883, 884, 885, 886, 887, 888, 889, 890, 891, 892, 893, 894, 895, 896, 897, 898, 899, 900, 901, 902, 903, 904, 905, 906, 907, 908, 909, 910, 911, 912, 913, 914, 915, 916, 917, 918, 919, 920, 921, 922, 923, 924, 925, 926, 927, 928, 929, 930, 931, 932, 933, 934, 935, 936, 937, 938, 939, 940, 941, 942, 943, 944, 945, 946, 947, 948, 949, 950, 951, 952, 953, 954, 955, 956, 957, 958, 959, 960, 961, 962, 963, 964, 965, 966, 967, 968, 969, 970, 971, 972, 973, 974, 975, 976, 977, 978, 979, 980, 981, 982, 983, 984, 985, 986, 987, 988, 989, 990, 991, 992, 993, 994, 995, 996, 997, 998, 999, 1000.



LEGEND

| | |
|---------------------------|--------------------|
| S1 = Unidentified | Vegetated garden |
| S2 = Privet | Introduced shrub |
| S3 = Cherry Laurel | Unvegetated garden |
| S4 = Dogwood | Developed land |
| S5 = Laurel | |
| S7 = Elderflower | |
| S8 = Pampas Grass | |
| S9 = Japonica | |
| T1 = Cedar | |
| T2 = Common Ash | |
| T3 = Prunus | |
| T4 = West Himalayan Birch | |
| H1 = Mixed native hedging | |
| H2 = Privet hedge | |



Drawing Title:
Site/Block Plan as Existing
Biodiversity Masterplan

| | | | | | | | |
|-------|--------|--------|------------|-------------|----------|-----------|--------|
| Date: | Mar 25 | Scale: | 1:250 @ A3 | Drawing No: | L1233/09 | Revision: | Rev. - |
|-------|--------|--------|------------|-------------|----------|-----------|--------|

- 1 Check All Dimensions On Site
- 2 For Construction Purposes Do Not Scale
- 3 All Dimensions in Millimetres

2 Grove Road

18 Moor Park Road

Street Elevation
Scale - 1:250

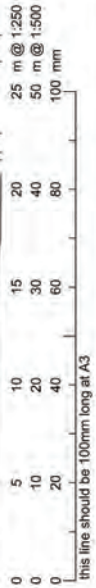
For dimension purposes,
roof overhangs not shown

MOOR PARK ROAD

GROVE ROAD

GROVE ROAD

Block Plan
Scale - 1:500



A Dec 24 Minor updates and detail added following site survey

Rev. Date Description



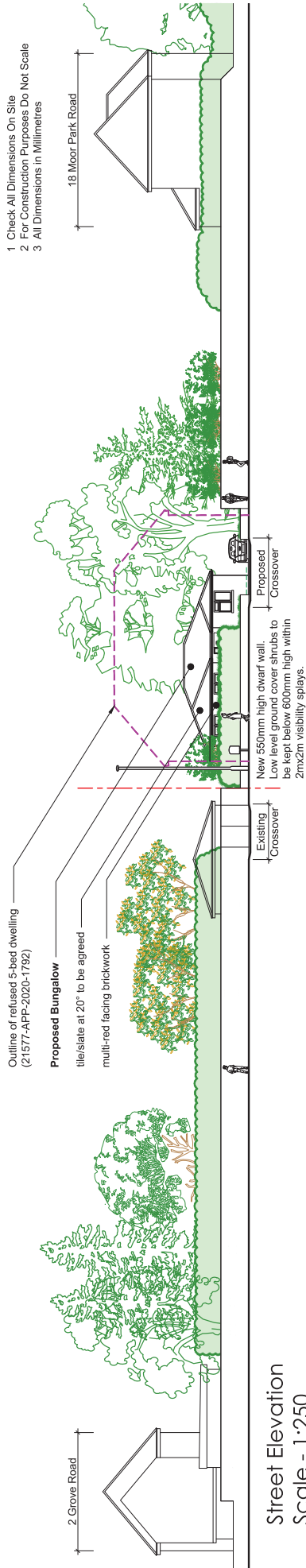
Project:
Land rear of 18 Moor Park Road
Northwood, Middlesex,
HA6 2DN

Drawing Title:
Block Plan and Street Elevation as Existing

| Drawn | Scale | Drawing No. | Revision |
|--------|-----------------|-------------|----------|
| May 24 | 1:250, 500 @ A3 | L1233/01 | Rev. A |

EXISTING

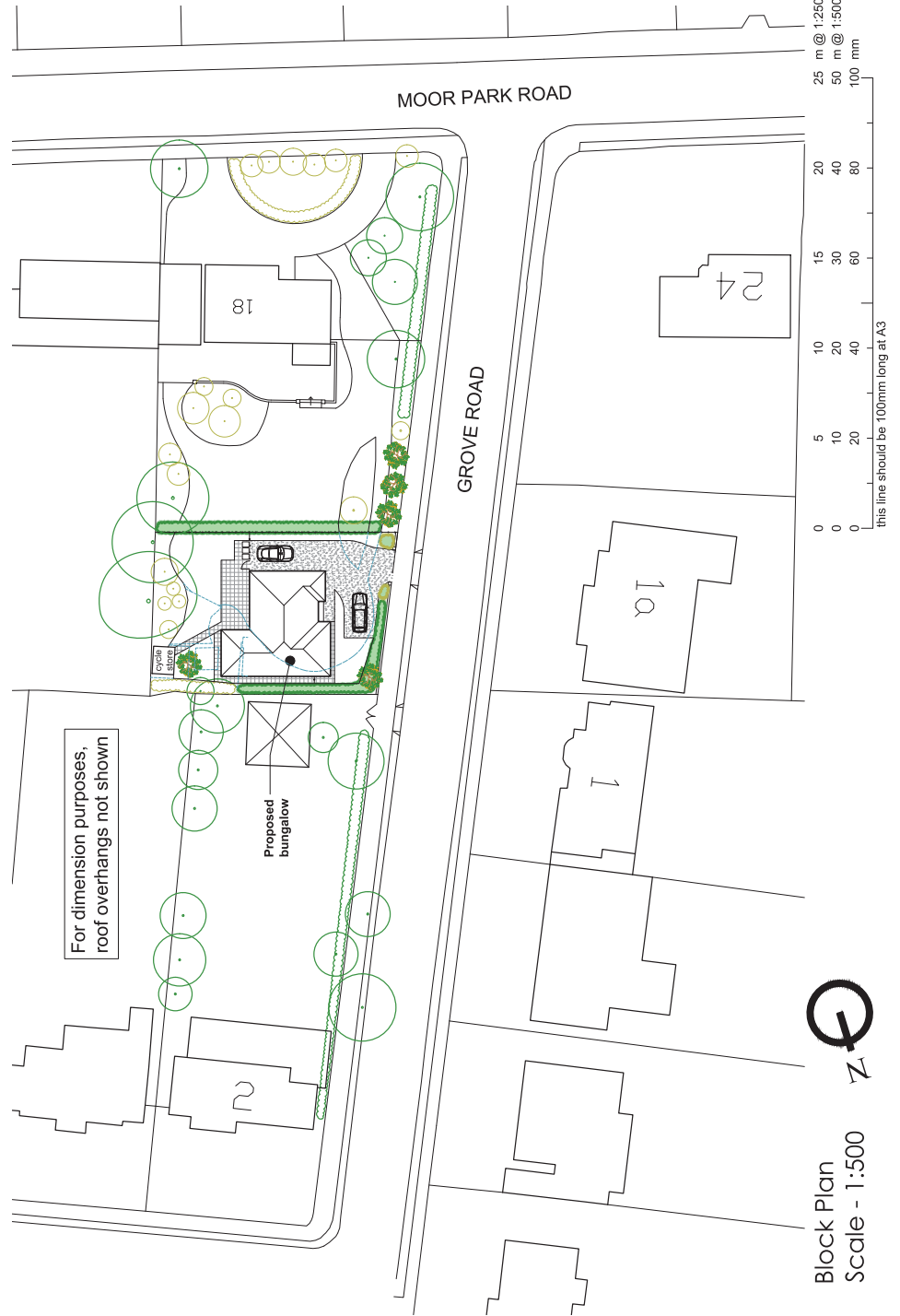
- 1 Check All Dimensions On Site
- 2 For Construction Purposes Do Not Scale
- 3 All Dimensions in Millimetres



For dimension purposes,
roof overhangs not shown

Proposed bungalow

New Dwelling
GIFA = 99.9m²
GEFA = 116.6m²



Block Plan
Scale - 1:500



| A | Oct 25 | Roof pitch reduced to 20° |
|------|--------|---------------------------|
| Rev. | Date | Description |



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Project:

Project:
Land rear of 18 Moor Park Road
Northwood, Middlesex,
HA6 2DN

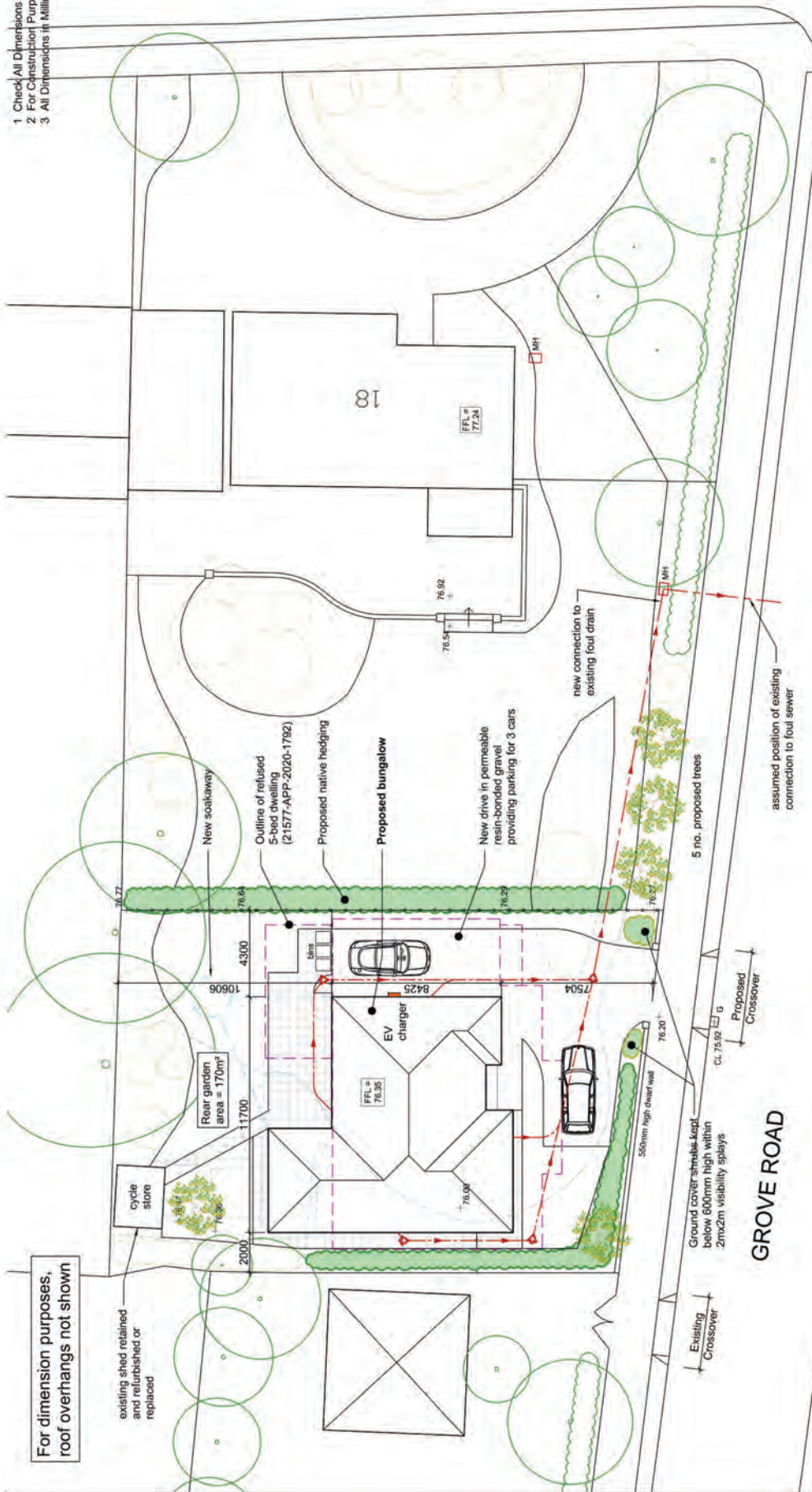
Drawing Title:

Block Plan and Street Elevation as Proposed

| | | | |
|------------------------|----------------------------------|--------------------------------|----------------------------|
| Date: May 24 | Scale: 1:250, 500 @ A3 | Drawing No: L1233/11 | Revision: Rev. A |
|------------------------|----------------------------------|--------------------------------|----------------------------|

- 1 Check All Dimensions On Site
- 2 For Construction Purposes Do Not Scale
- 3 All Dimensions in Millimetres

MOOR PARK ROAD



For dimension purposes,
roof overhangs not shown

existing shed retained
and refurbished or
replaced

Rear garden
area = 170m²

New soakaway

Outline of refused
5-bed dwelling
(21577-APP-2020-1782)

Proposed native hedging

Proposed bungalow

New drive in permeable
resin-bonded gravel
providing parking for 3 cars

new connection to
existing foul drain

assumed position of existing
connection to foul sewer

Proposed
Crossover

Ground cover shrubs kept
below 600mm high within
2mx2m visibility splays

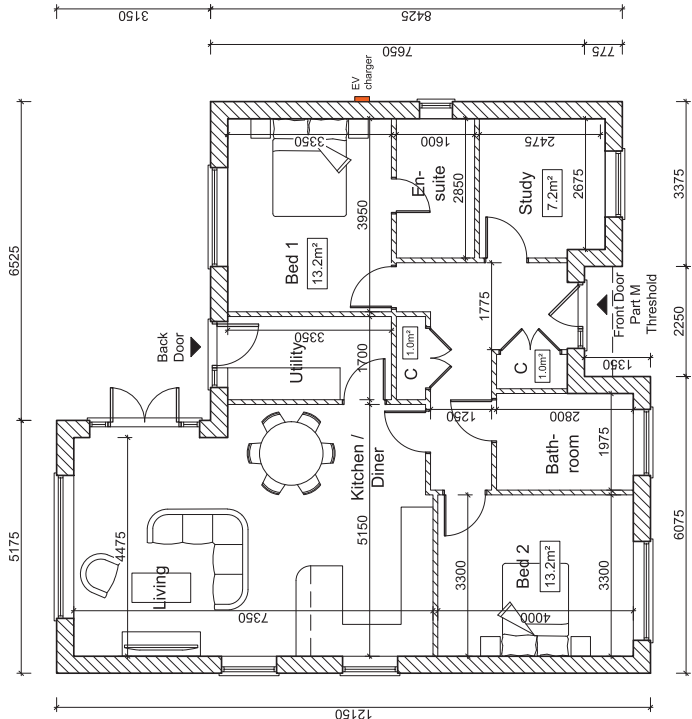
GROVE ROAD

Existing
Crossover

| Rev. | Date | Description |
|------|------|-------------|
| 1 | | |

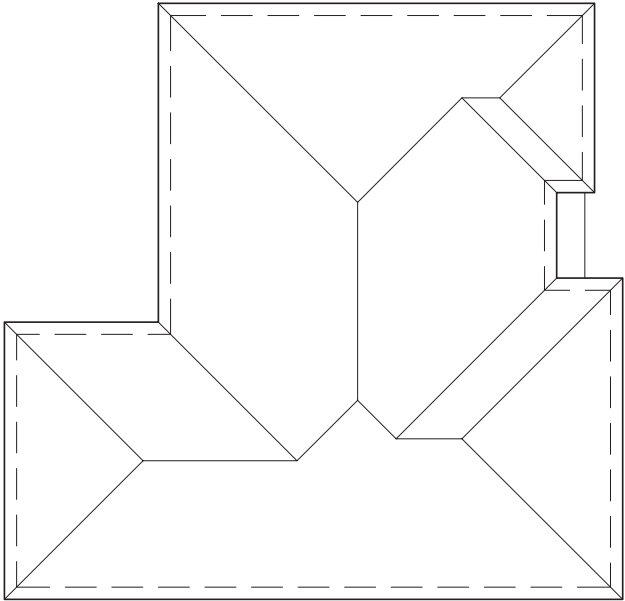
Aubrey Technical Services
Architectural Design Consultants
Plot 14/15, 16, 17, 18, 19, 20, 21, 22, 23, 24, 25, 26, 27, 28, 29, 30, 31, 32, 33, 34, 35, 36, 37, 38, 39, 40, 41, 42, 43, 44, 45, 46, 47, 48, 49, 50, 51, 52, 53, 54, 55, 56, 57, 58, 59, 60, 61, 62, 63, 64, 65, 66, 67, 68, 69, 70, 71, 72, 73, 74, 75, 76, 77, 78, 79, 80, 81, 82, 83, 84, 85, 86, 87, 88, 89, 90, 91, 92, 93, 94, 95, 96, 97, 98, 99, 100, 101, 102, 103, 104, 105, 106, 107, 108, 109, 110, 111, 112, 113, 114, 115, 116, 117, 118, 119, 120, 121, 122, 123, 124, 125, 126, 127, 128, 129, 130, 131, 132, 133, 134, 135, 136, 137, 138, 139, 140, 141, 142, 143, 144, 145, 146, 147, 148, 149, 150, 151, 152, 153, 154, 155, 156, 157, 158, 159, 160, 161, 162, 163, 164, 165, 166, 167, 168, 169, 170, 171, 172, 173, 174, 175, 176, 177, 178, 179, 180, 181, 182, 183, 184, 185, 186, 187, 188, 189, 190, 191, 192, 193, 194, 195, 196, 197, 198, 199, 200, 201, 202, 203, 204, 205, 206, 207, 208, 209, 210, 211, 212, 213, 214, 215, 216, 217, 218, 219, 220, 221, 222, 223, 224, 225, 226, 227, 228, 229, 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2021, 2022, 2023, 2024, 2025, 2026, 2027, 2028, 2029, 2030, 2031, 2032, 2033, 2034, 2035, 2036, 2037, 2038, 2039, 2040, 2041, 2042, 2043, 2044, 2045, 2046, 2047, 2048, 2049, 2050, 2051, 2052, 2053, 2054, 2055, 2056, 2057, 2058, 2059, 2060, 2061, 2062, 2063, 2064, 2065, 2066, 2067, 2068, 2069, 2070,

- 1. Check All Dimensions On Site
- 2. For Construction Purposes Do Not Scale
- 3. All Dimensions in Millimetres



Ground Floor Plan
Scale - 1:100

New Dwelling
GIFA = 99.9m²
GEFA = 116.6m²



Roof Plan
Scale - 1:100

| A | Oct 25 | ASHP removed |
|------|--------|--------------|
| Rev. | Date | Description |



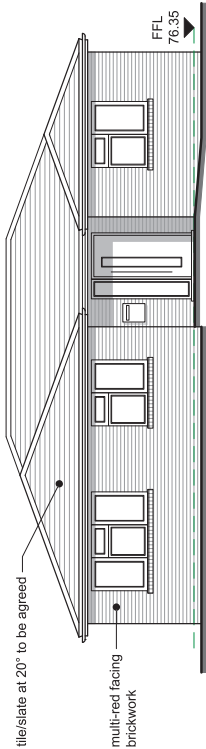
Aubrey Technical Services
Architectural Design Consultants
The Loft 414 Beaumont's Lane
Hemel Hempstead
Herts SG9 6PP
Tel: 01462 247935
info@aubreytechnical.co.uk
www.aubreytechnical.co.uk

Project:
Land rear of 18 Moor Park Road
Northwood, Middlesex,
HA6 2DN

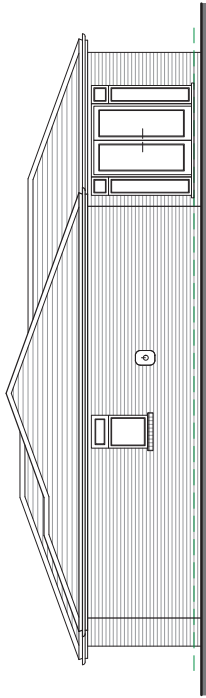
Drawing Title:
Floor Plans as Proposed

| | | | | | | | |
|-------|--------|--------|------------|-------------|----------|----------|--------|
| Date: | Jan 25 | Scale: | 1:100 @ A3 | Drawing No: | L1233/13 | Revised: | Rev. A |
|-------|--------|--------|------------|-------------|----------|----------|--------|

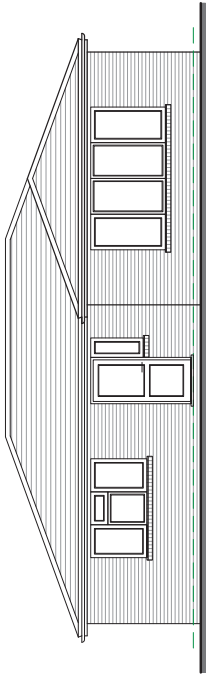
- 1. Check All Dimensions On Site
- 2. For Construction Purposes Do Not Scale
- 3. All Dimensions in Millimetres



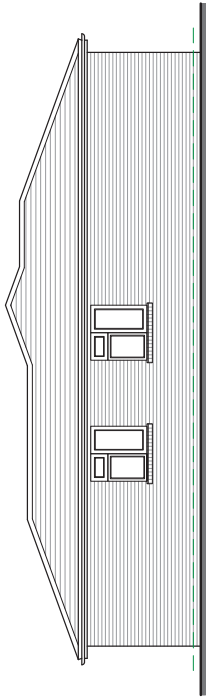
Front Elevation
Scale - 1:100



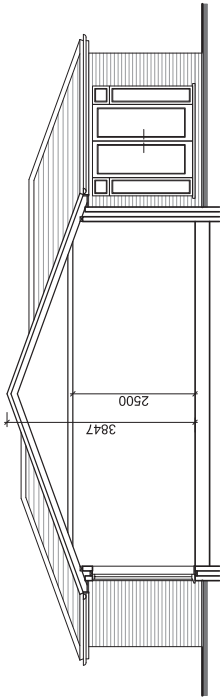
Side Elevation (facing no. 18 Moor Park Road)
Scale - 1:100



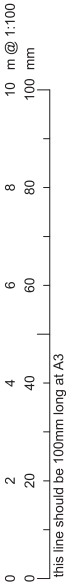
Rear Elevation
Scale - 1:100



Side Elevation (facing no. 2 Grove Road)
Scale - 1:100



Typical Section
Scale - 1:100



| | | |
|---|--------|--|
| B | Oct 25 | ASHP removed |
| A | Oct 25 | Roof pitch reduced to 20° and roof material changed. |

Rev. Date Description



Aubrey Technical Services
Architectural Design Consultants
The Loft 414 Beaumonts Lane
Hemel Hempstead
Herts SG9 6PH
Tel: 01462 247935
info@aubreytechnicalservices.co.uk
www.aubreytechnicalservices.co.uk

Project:
Land rear of 18 Moor Park Road
Northwood, Middlesex,
HA6 2DN

Drawing Title:
Elevations and Section as Proposed

| | | | |
|--------|------------|-------------|-----------|
| Date: | Scale: | Drawing No: | Revision: |
| Jan 25 | 1:100 @ A3 | L1233/14 | Rev. B |

- 1 Check All Dimensions On Site
- 2 For Construction Purposes Do Not Scale
- 3 All Dimensions in Millimetres

MOOR PARK ROAD

18

Proposed bungalow

cycle store

For dimension purposes,
roof overhangs not shown

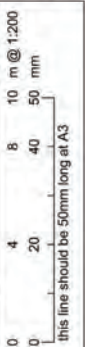
GROVE ROAD

LEGEND

- T1 = Cedar
T2 = Common Ash
T3 = Prunus
T4 = West Himalayan Birch
T5 = Prunus 'Asano' Upright Flowering Cherry (x2 new)
T6 = Malus 'Butterball' Crabtree (x3 new)
H1 = Mixed native hedging (removed)
H2 = Privet hedge
H3 = Mixed native hedging (2x new)

- S1 = Unidentified
S2 = Privet
S3 = Cherry Laurel (repositioned)
S4 = Dogwood
S5 = Laurel
S7 = Elderflower (removed)
S8 = Pampas Grass (removed)
S9 = Japonica (removed)
S10 = Ground cover shrubs (new)

- Vegetated garden
Introduced shrub
Unvegetated garden
Developed land



| Rev. | Date | Description |
|------|------|-------------|
| | | |

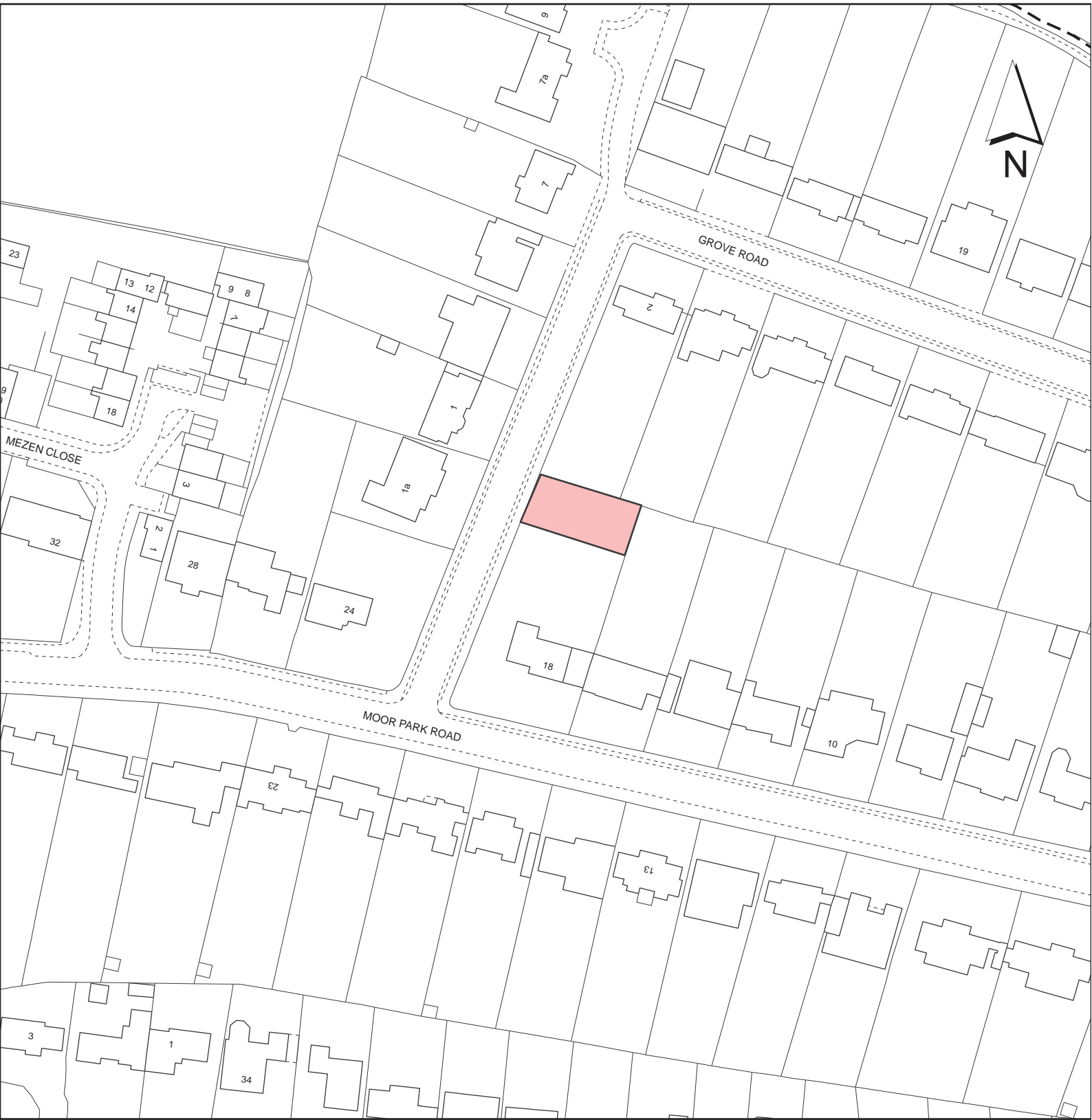
Aubrey Technical Services
Architectural Design Consultants
Plot 14/15, The Millers Farm
Northwood, Middlesex, HA6 2DN
Tel: 01442 347954
a@aubreytechnicalservices.co.uk
www.aubreytechnicalservices.co.uk


Project:
Land rear of 18 Moor Park Road
Northwood, Middlesex,
HA6 2DN

Drawing title:
Site/Block Plan as Proposed
Biodiversity Masterplan

| Date: | Scale: | Drawing No: | Revisions: |
|--------|------------|-------------|------------|
| Mar 25 | 1:200 @ A3 | L1233/19 | Rev. - |

PROPOSED



| | | | | | |
|---|--|---|-----------------------------|---|--|
| KEY : <div><div></div> Site Boundary</div> | | ADDRESS : LAND TO THE REAR OF 18 MOOR PARK ROAD | | LONDON BOROUGH OF HILLINGDON RESIDENTS SERVICES PLANNING SECTION | |
| DISCLAIMER : <div>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</div> | | PLANNING APPLICATION REFERENCE : 74971/APP/2025/780 | SCALE : 1:1,250 | CIVIC CENTRE, UXBRIDGE, UB8 1UW | |
| | | PLANNING COMMITTEE : | DATE : November 2025 |  | |
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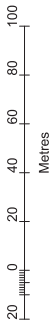
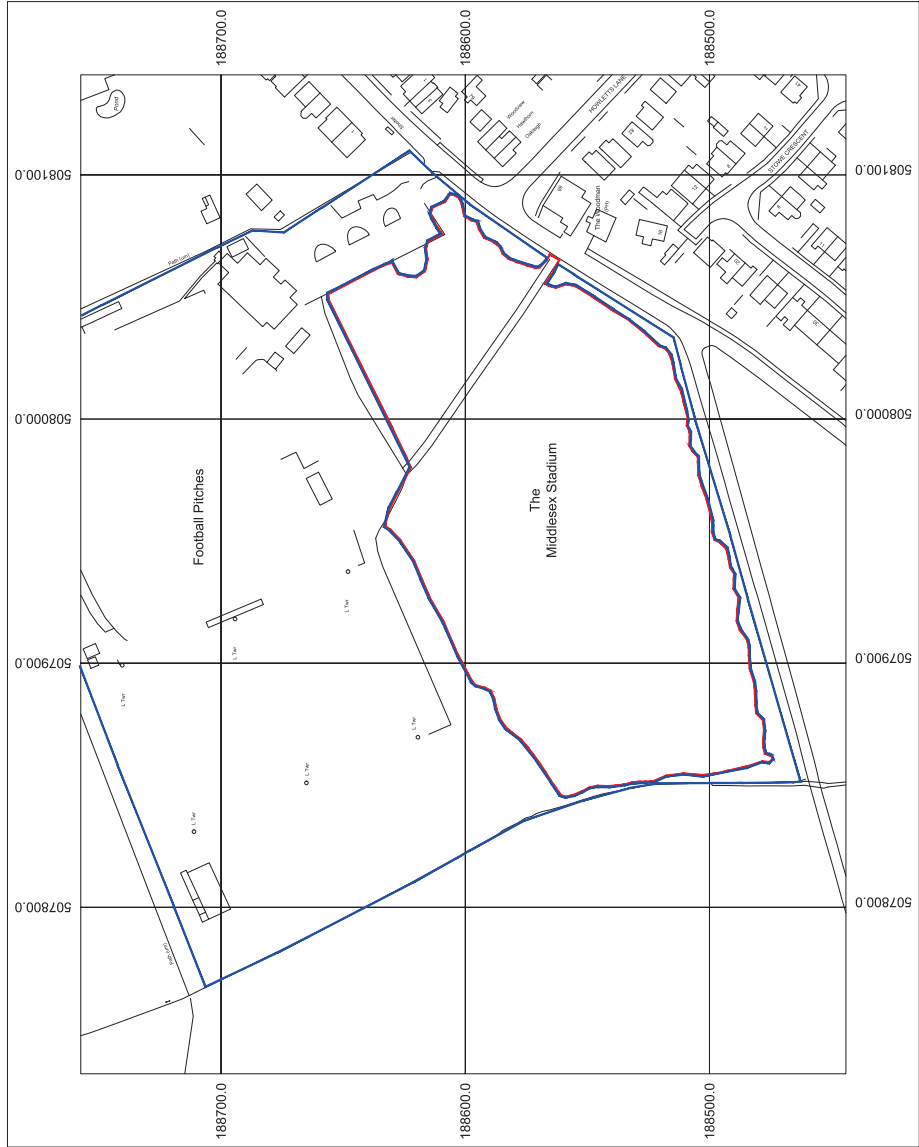
Report of the Head of Development Management and Building Control

Address: CLUB HOUSE, MIDDLESEX STADIUM BREAKSPEAR ROAD

Development: Construction of natural grass football pitches using imported soils approved for use by the Environment Agency. Proposals include rainwater harvesting scheme, extensive planting and habitat creation.

LBH Ref Nos: 17942/APP/2024/2874

Stanfords Planning Map Data



Application Boundary Line

Other Land Owned By The Applicant

Production Date: 04 January 2024
Top Left: 507731.802 188757.451 Bottom Right: 508140.967 188444.119
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| | | | | |
|---|--|--------------------|------------------|-------------|
| Project Name: Middlesex Stadium (Formerly Hillingdon Borough Football Club) | | Drawn By: DW | Approved By: BW | Revision: A |
| Drawing Name: Application Boundary Plan | | Scale: 1:1000 @ A1 | Date: 02/09/2024 | |
| Project No: 820 | | Drawing No: 820.02 | | |





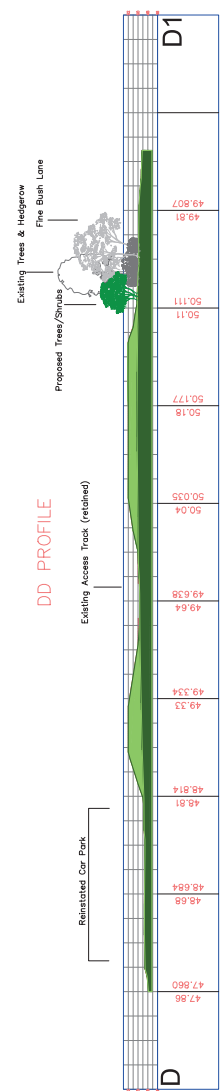
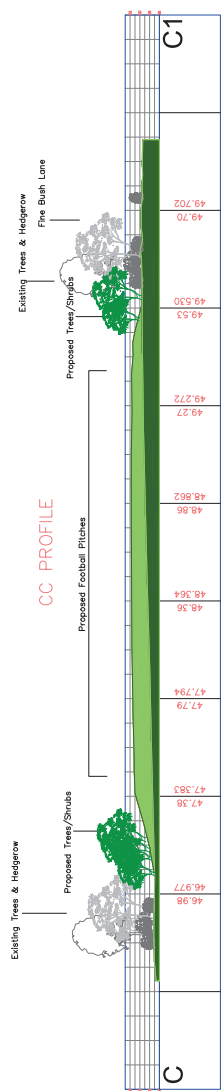
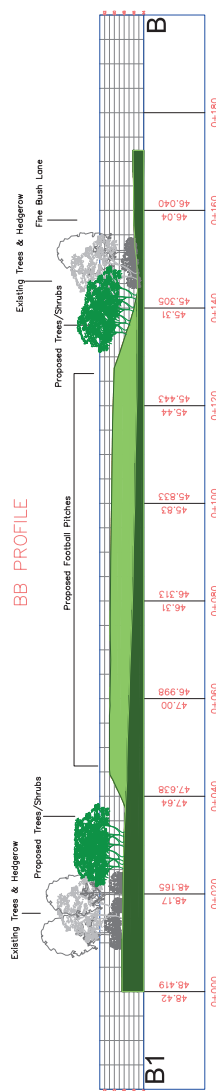
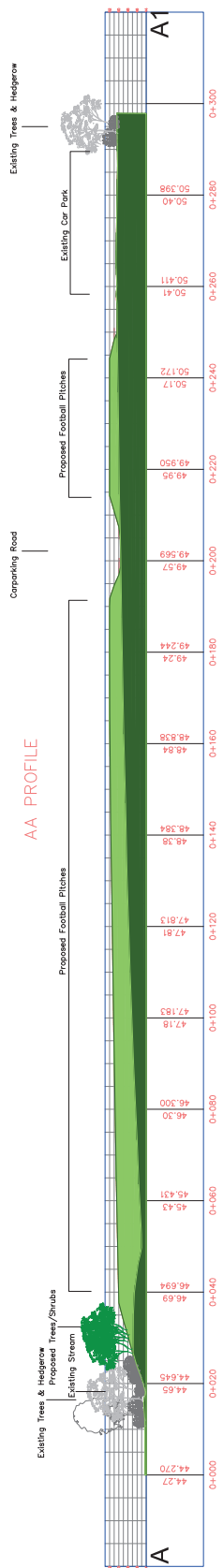
- Application Boundary Line
- Existing Contours (1m intervals)
- Boundary of Proposed Grass Youth Football Pitches
- 8m Buffer Zone From Stream
- Proposed Contours
- Proposed Drainage swale
- Retained vegetation
- Existing Car Park

| | | | |
|---|--------------------------|------------------|---|
| Project Name: Middlesex Stadium (Formally Hillingdon Borough Football Club) | Drawn By: DW | Approved By: BW | Revision: A |
| Drawing Name: Proposed Layout And Grading Plan | Scale: 1:500 @ A1 | Date: 16/04/2025 | Revision: B 16/04/2025 - Slight adjustment to contours in south west corner to remove from Flood zone 3 & stream buffer / Senior Pitch removed / Slight adjustment to pitch locations to allow for Respect zone / runoff strips illustrated |
| Project No: 820 | Drawing No: 820.03 Rev B | | |









Existing Ground Level Proposed Ground Level

| | | | |
|---|--------------------------|------------------|---|
| Project Name: Middlesex Stadium (Formerly Hillingdon Borough Football Club) | Drawn By: DW | Approved By: BW | Revision: A |
| Drawing Name: Proposed Cross Sections | Scale: 1:500 @ A1 | Date: 16/04/2025 | Revision B: 16/04/2025 - Slight adjustment to contours in south west corner to remove from Flood zone 3 & stream buffer / Senior Pitch removed / Pitch locations slightly adjusted to allow for 'Respect' zone/ runoff strips illustrated |
| Project No: 820 | Drawing No: 820.05 Rev B | | |





- Application Boundary Line
- Existing Contours (1m intervals)
- Amenity Grass
- Scrub Area
- Retained vegetation
- 8m Buffer Zone From Stream
- Flood Zone 3

| | | | |
|---|--------------------------|------------------|--|
| Project Name: Middlesex Stadium (Formerly Hillingdon Borough Football Club) | Drawn By: DW | Approved By: BW | Revision: Rev A |
| Drawing Name: Existing Site Details | Scale: 1:500 @ A1 | Date: 16/04/2025 | Revision: Rev B - 16/04/2025 Flood risk zone & stream buffer added |
| Project No: 820 | Drawing No: 820.01 Rev B | | |





- Application Boundary Line
- Existing Car Park
- Boundary of Proposed Grass Football Pitches
- Proposed Shrub Planting
- Retained vegetation
- Proposed Amenity Grassland
- Proposed Wildflower

| | | | | |
|---|--------------------|-------------------|------------------|--|
| Project Name: Middlesex Stadium (Formally Hillingdon Borough Football Club) | | Drawn By: DW | Approved By: BW | Revision: A |
| Drawing Name: Proposed Layout Of Youth Pitches | | Scale: 1:500 @ A1 | Date: 16/04/2025 | Revision: B 16/04/2025 - / Senior Pitch removed / Slight adjustment to pitch positions to allow 'Respect zone' / runoff strips illustrated |
| Project No: 820 | Drawing No: 820.08 | Rev B | | |

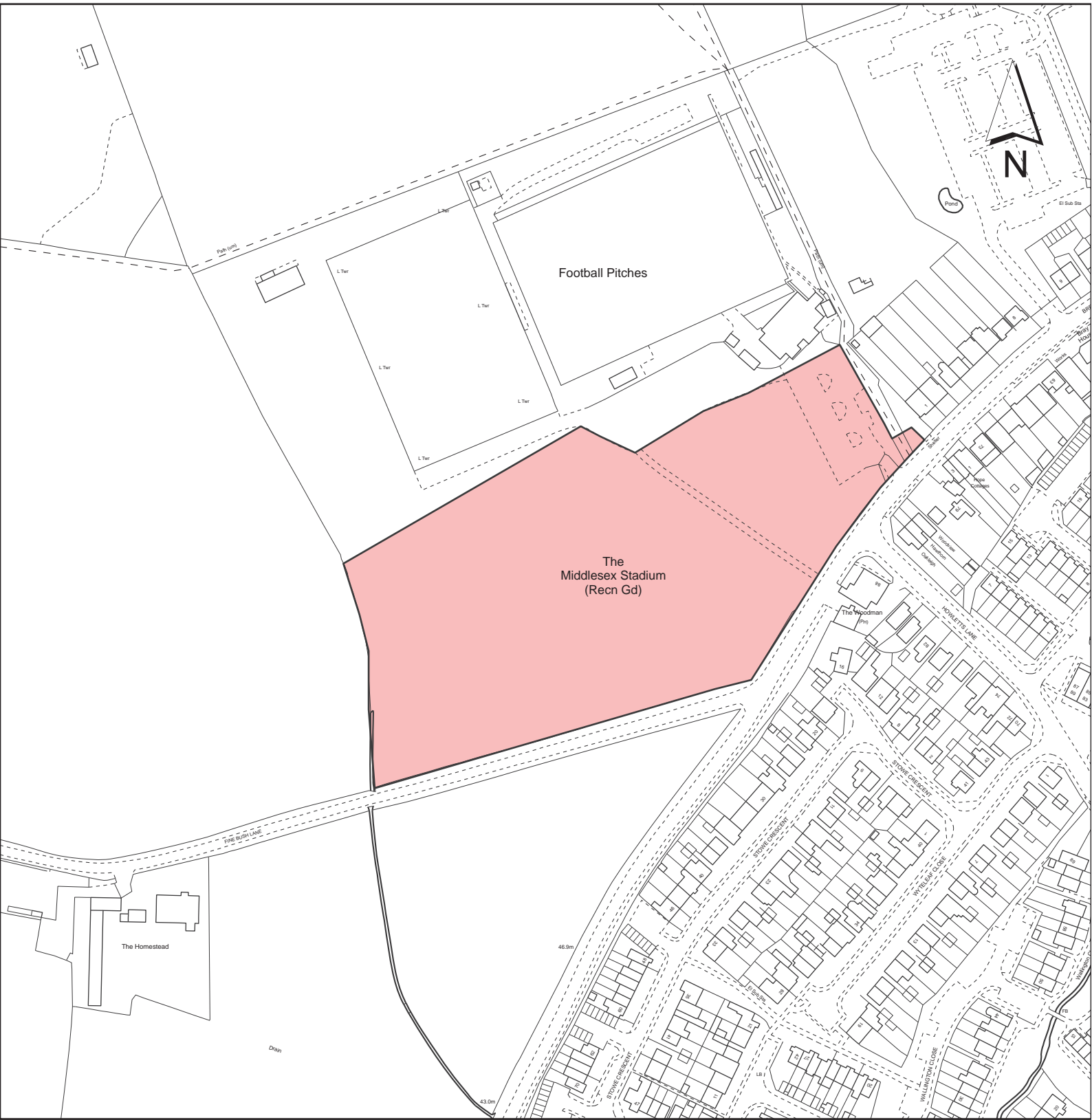





- Application Boundary Line
- Proposed Contours
- Retained vegetation
- Proposed Drainage swale
- Existing Car Park
- Existing Contours (1m intervals)
- Outline Of Senior Pitch

| | | | | |
|---|--|--------------------|------------------|-------------|
| Project Name: Middlesex Stadium (Formally Hillingdon Borough Football Club) | | Drawn By: DW | Approved By: BW | Revision: A |
| Drawing Name: Proposed Layout Of Senior Pitch | | Scale: 1:500 @ A1 | Date: 02/09/2024 | |
| Project No: 820 | | Drawing No: 820.09 | | |





| | | | | | |
|--|--|--|---------|--|--|
| KEY : | | ADDRESS : | | LONDON BOROUGH OF HILLINGDON | |
| <div></div> Site Boundary | | CLUB HOUSE, MIDDLESEX STADIUM, BREAKSPEAR ROAD | | RESIDENTS SERVICES PLANNING SECTION | |
| DISCLAIMER : | | PLANNING APPLICATION REFERENCE : | SCALE : | CIVIC CENTRE, UXBRIDGE, UB8 1UW | |
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| | | PLANNING COMMITTEE : | DATE : | | |
| | | November 2025 | | | |
| | | Page 209 | | | |

Report of the Head of Development Management and Building Control

Address:

UNIT 2 RUISLIP RETAIL PARK VICTORIA ROAD

Development:

Installation of an internal mezzanine floor that can be used for Use Class E(a) retail purposes and use of floorspace for an ancillary cafe and back-of-house storage space.

LBH Ref Nos:

43510/APP/2024/3336

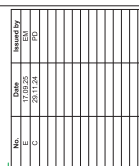




NEXT Shopfitting Department
Dexford Road
Enderby
LE19 4AT
Tel: +44 (0) 844 844 8888
Tel: +44 (0) 116 294 2111

ADDRESS:
RUSLIP RETAIL PARK
VICTORIA ROAD
RUSLIP
HIA DOE

| | | | |
|---|------------------|-------------------------------|------------|
| PROJECT: NEW STORE | | | |
| DRAWING TITLE: PROPOSED FIRST FLOOR PLAN | | | |
| DRAWING NUMBER: OTDCD - 000 - 030-008 | | | |
| PROJECT CODE | SECTION CODE | PROJECT CODE | STORE CODE |
| PROJECT: CD-ORDINATION: SUBHASH RATHATHA | | PROJECT MANAGER: PHIL DALE | |
| SCALE 1 : 100 @ A1 | DATE 14.11.24 | REVISION E | |



PROPOSED SECTION - AA Copy 1
1:100

| | | |
|-------------|----------|--|
| NEXT | ADDRESS: | 10000 14TH AVE VICTORIA ROAD HALL OF WATCHE |
| | CITY: | VICTORIA |
| | STATE: | BC |
| | ZIP: | V8N 2C6 |



| | | | |
|---|---|---|--|
| KEY :  Site Boundary | ADDRESS : UNIT 2 RUISLIP RETAIL PARK, VICTORIA ROAD | | LONDON BOROUGH OF HILLINGDON RESIDENTS SERVICES PLANNING SECTION CIVIC CENTRE, UXBIDGE, UBB 1 1UW |
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| | PLANNING COMMITTEE : | DATE : November 2025 |  HILLINGDON |

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