



# Hillingdon Planning Committee

## Councillors on the Committee

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

**Date:** WEDNESDAY, 14  
JANUARY 2026

**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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Published: Tuesday, 06 January 2026

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# Agenda

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## Chairman's Announcements

- 1 Apologies for absence
- 2 Declarations of Interest in matters coming before this meeting
- 3 To receive the minutes of the previous meeting 1 - 10
- 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 11-18

### Applications with a Petition

|   |  |                    |   |                          |
|---|--|--------------------|---|--------------------------|
| 6 | 47 Sweetcroft -<br>15756/APP/2024/3112 | Hillingdon<br>East | Demolition of existing house and erection of a two storey, new build house consisting of 6no. bedrooms with a basement (Amended plans and description).<br><br><b>Recommendations: Approval</b> | 19 – 62<br><br>230 – 246 |
|---|--|--------------------|---|--------------------------|

### Applications without a Petition

|   |  |                      |  |                           |
|---|--|----------------------|--|---------------------------|
| 7 | Ariel Hotel, 118 Bath Road -<br>1126/APP/2023/3671 | Heathrow<br>Villages | Reconfiguration, alteration, and extension of existing hotel (providing additional hotel rooms) (Use Class C1), together with erection of a new apart-hotel building (Use Class C1) on car park land to the north (AMENDED PLANS)<br><br><b>Recommendations: Approve + Sec 106</b> | 63 – 116<br><br>247 – 276 |
|---|--|----------------------|--|---------------------------|



## Minutes

### HILLINGDON PLANNING COMMITTEE

16 December 2025

Meeting held at Council Chamber - Civic Centre,  
High Street, Uxbridge UB8 1UW



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|      | <p><b>Committee Members Present:</b><br/>Councillors Henry Higgins (Chair)<br/>Roy Chamdal<br/>Elizabeth Garelick<br/>Tony Gill<br/>Ekta Gohil</p> <p><b>LBH Officers Present:</b><br/>Eoin Concannon, Planning Team Leader<br/>Natalie Fairclough, Deputy Principal Planning Lawyer<br/>Roz Johnson, Head of Development Management and Building Control<br/>Ed Laughton, Area Planning Service Manager<br/>Sally Robbins, Senior Planning Officer<br/>Ian Thynne, Head of Environmental Specialists<br/>Dr Alan Tilly, Transport Planning and Development Team Manager</p> |
| 106. | <p><b>APOLOGIES FOR ABSENCE</b> (<i>Agenda Item 1</i>)</p> <p>Apologies for absence were received from Councillor Adam Bennett, Councillor Keith Burrows and from Councillor Raju Sansarpuri with Councillor Tony Gill substituting for the latter.</p>  |
| 107. | <p><b>DECLARATIONS OF INTEREST IN MATTERS COMING BEFORE THIS MEETING</b> (<i>Agenda Item 2</i>)</p> <p>There were no declarations of interest.</p>   |
| 108. | <p><b>TO RECEIVE THE MINUTES OF THE PREVIOUS MEETING</b> (<i>Agenda Item 3</i>)</p> <p><b>RESOLVED:</b> That the minutes of the meeting dated 5 November 2025 be agreed as an accurate record.</p>   |
| 109. | <p><b>MATTERS THAT HAVE BEEN NOTIFIED IN ADVANCE OR URGENT</b> (<i>Agenda Item 4</i>)</p> <p>None.</p>   |
| 110. | <p><b>TO CONFIRM THAT THE ITEMS OF BUSINESS MARKED PART I WILL BE CONSIDERED IN PUBLIC AND THE ITEMS MARKED PART II WILL BE CONSIDERED IN PRIVATE</b> (<i>Agenda Item 5</i>)</p> <p>It was confirmed that all items of business were marked Part I and would be considered in public.</p>  |

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| 111. | <p><b>HEATHROW AIRPORT - 41573/APP/2024/2838</b> (<i>Agenda Item 6</i>)</p> <p><b>Enabling works to allow implementation of full runway alternation during easterly operations at Heathrow Airport including the creation of a new 'hold area' at the western end of the northern runway, the construction of new access and exit taxiways, the construction of an acoustic noise barrier to the south of Longford Village and temporary construction compounds.</b></p> <p><b>The proposed development is subject to an Environment Impact Assessment (Notice under Article 19 of the Town and Country Planning (Environmental Impact Assessment) Regulations 2017).</b></p> <p>The Area Planning Service Manager and the Head of Environmental Specialists introduced the application which concerned an application at Heathrow Airport. It was noted that the application related to enabling works intended to implement full runway alternation during easterly operations. The proposals included the creation of a new holding area at the western end of the northern runway, construction of new access and exit taxiways, installation of an acoustic noise barrier south of Longford village, and establishment of temporary construction compounds. These works were subject to an Environmental Impact Assessment.</p> <p>Officers clarified that the application did not propose an increase in the air traffic movement cap set by the Terminal Five decision, nor did it enable airport expansion. The submission was standalone and unrelated to expansion proposals. Detailed plans and constraints maps were presented, highlighting conservation areas, listed buildings, and green belt land. Officers explained the operational context, including the historic Cranford Agreement, which had previously restricted departures over Cranford village. It was noted that the agreement had been formally ended to allow equitable noise distribution and predictable respite periods for affected communities.</p> <p>The proposed easterly alternation mirrored westerly operations, introducing runway alternation to provide relief from noise. Planning history indicated that a similar application had been refused in 2013 but subsequently approved on appeal in 2017, with consent later lapsing. The current application sought to secure appropriate mitigation measures, including the noise barrier and rapid access taxiways. Due to the significant environmental effects, permitted development rights had been removed, necessitating a full assessment.</p> <p>Members heard that an extended consultation process had been undertaken, involving 370 letters, public notices, advertisements in local and regional newspapers, and publication on the Council's website. It was noted that the London Borough of Hounslow had objected, citing insufficient engagement and technical detail regarding mitigation measures. Officers clarified that these concerns had been addressed in the Committee report and Heathrow's response, and recommended approval of the application with mitigation secured. Amendments to conditions and heads of terms were outlined, including sustainable water management and ultrafine particle considerations.</p> <p>A petition had been received in objection to the application, and the lead petitioner was in attendance to address the Committee Members. Key points highlighted included:</p> |
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- It was stated that the officer's recommendation was unsound because it relied on an incomplete environmental statement with key impacts either unassessed or assessed using flawed methodologies. Noise, vibration, and ultrafine particle impacts were identified as missing or uncertain, while mitigation measures were deferred, undefined, and ineffective. The proposed increase in departures from approximately 100 per year to over 56,000 was highlighted as a significant concern, exposing the Council to legal risk.
- It was stated that the application failed to comply with the Environmental Impact Assessment Regulations 2017, as Regulation 26 required a clear and reasoned conclusion on the significance of environmental effects. The environmental statement lacked baseline monitoring for ultrafine particles and vibration, and relied on uncertain modelling and future assessments, making a lawful conclusion impossible.
- The noise and vibration assessment was criticised for using LAQ averaging, which masked event-based disturbances, and for treating a 3 dB increase as minor despite its acoustic significance. Limited real-world data and absence of baseline vibration monitoring further undermined reliability. The claimed benefits for 62,100 people were deemed questionable due to flawed methodology.
- Mitigation measures were considered legally inadequate under CIL Regulation 122, as they were undefined, deferred, and disproportionate. Monitoring and compensation were deemed insufficient to make unacceptable impacts acceptable. Specific concerns included reliance on flawed noise contours, lack of low-frequency noise mitigation, and inadequate vibration measures.
- The lead petitioner requested that the Committee either refuse the application or defer determination until baseline monitoring, and a complete environmental statement were provided. This approach was presented as evidence-led and procedurally sound, rather than anti-development.

Representatives of Heathrow were also in attendance and addressed the Committee Members. Key points highlighted included:

- It was noted that the application involved no increase in flights or passenger numbers but required significant runway works and a noise barrier, representing substantial costs to Heathrow. It was confirmed that the application had been submitted to fulfil Heathrow's commitment to introduce easterly alternation following the government's decision to cancel the Cranford Agreement, which had created an inequitable situation since the 1950s by subjecting tens of thousands of households to continuous overflying during easterly operations.
- Heathrow reaffirmed its pledge to implement easterly alternation as soon as practicable, subject to planning consent, with completion targeted for 2028. This commitment was embedded in Heathrow's People and Planet Strategy and Noise Action Plan. It was noted that the environmental statement had been fully scoped with Borough officers and reviewed by legal and technical experts. It was stated that the application would deliver fairness and equity, providing 62,000 people with predictable respite from overflying for half of each day, regardless of wind direction.
- It was acknowledged that a smaller number of communities previously protected under the Cranford Agreement would experience change. To address this, noise insulation exceeding government policy requirements and additional mitigation measures for newly affected areas were being offered.
- Regarding Longford, it was stated that the impacts had been taken seriously, and that Heathrow had engaged with residents early, held meetings and public exhibitions, and conducted a postal survey regarding the noise barrier design.

The airfield works had been designed to minimise impacts on Longford, and the barrier would be installed first to reduce construction and operational noise. The barrier was expected to slightly reduce ground noise compared with current levels. On easterly operations, it was confirmed that Longford would experience take-offs for 50% of the day instead of landings, equating to approximately 15% of the year, with noise increasing by less than one decibel. Longford already qualified for full noise insulation, with 470 properties eligible and 70% completed.

- Air quality impacts were assessed as negligible, with no increase in flights and only a minimal change in ground emissions. However, Heathrow committed to installing a new ultrafine particle monitor in Longford—one of only six in the country—and to collaborate with officers on an air quality plan for the area

In response to the lead petitioner's submission, the Head of Environmental Specialists acknowledged residents' concerns regarding ultrafine particles (UFPs) and confirmed that the impact had been recognised. However, it was explained that no policy framework had previously existed to enable a comprehensive assessment, as the necessary policy backing had not yet been established. Proposals had been secured through the heads of terms, which required compliance and action linked to prevailing UK standards, forming part of an agreed action plan with Heathrow Airport Limited.

In relation to Regulation 26, officers believed that the Environmental Impact Assessment (EIA) satisfied the requirements, as it considered vibration and noise, including assessments based on LAeq, which was the standard metric for aviation noise and had been used in previous cases such as Gatwick and Luton. It was noted that the environmental statement contained a range of methodologies, providing sufficient information to assess noise impacts, and was therefore deemed appropriate and policy compliant.

Regarding mitigation, it was noted that Heathrow Airport Limited had been challenged, and a package of measures considered adequate had been agreed. For vibration, a monitoring process was required, as impacts varied depending on property structure and foundations. Consequently, mitigation was to be applied where impacts were identified. This approach was regarded as fair and reasonable. Concerning UFP monitoring, it was explained that deferring the application until comprehensive monitoring was in place would have caused significant delays, as long-term controls and evidence were needed to establish trends. The existing monitor measured concentrations rather than particle counts, which were necessary for assessing UFP impacts. Further work was required with Heathrow Airport Limited and Defra to ensure robust monitoring.

It was considered that sufficient information had been provided within the environmental statement to support the recommendation. It was also confirmed that ongoing work with Heathrow Airport Limited would ensure mitigation was appropriately targeted and monitoring was robust, as set out in the heads of terms.

Members sought clarifications as to why compensation or mitigation costs differed from those at other airports, despite the same noise level thresholds being applied. In response, representatives of the applicant explained that the differences were attributable to the nature of the projects and what was being sought. It was noted that the Luton and Gatwick schemes involved substantial Development Consent Order applications with significant increases in aircraft movements, and their mitigation reflected the scale of impact and number of affected residents. It was stated that no

specific justification for the funding levels at Luton and Gatwick had been identified in the evidence reviewed. Heathrow's approach was based on its current quieter neighbourhood support scheme, and the proposed amounts were considered sufficient to achieve internal noise level criteria in accordance with British Standards for appropriate living conditions. In summary it was clarified that there was no new air noise in this case, whereas in Gatwick and Luton there had been a significant expansion of the airport.

Members queried the applicant's approach noting that alternation and its delivery were key elements, as well as compliance with policy and previous inspectors' decisions. It was explained that, although Gatwick and Luton had gone beyond Heathrow's measures, the critical point was the significant observed adverse effect level, where full costs were required to be paid. It was confirmed that Heathrow Airport Limited had imposed a cap of £34,000, but officers stated that full costs would be secured through the heads of terms if exceeded. It was further highlighted that the application was Cranford-specific and represented a significant improvement on the previous planning application, with alternation providing additional mitigation. Officers had deemed the measures presented to be adequate.

Councillors questioned whether engagement with Longford residents had been sufficient. The applicant responded that efforts had been made to maximise participation, including two exhibitions in Longford, one arranged at the request of the Residents' Association, a postal survey, social media engagement, letter drops, and door-to-door visits. Attendance at exhibitions was described as healthy, and it was stated that residents had access to information through multiple channels, including summaries on the Council's website. When asked whether schools had been contacted, the applicant confirmed that they had.

Committee Members raised concerns regarding enforcement powers if Heathrow Airport Limited failed to deliver mitigation, insulation, or rehousing commitments. Officers explained that, unlike the current noise scheme, the proposed measures would be incorporated into the Section 106 agreement, making them enforceable through planning regulations. It was confirmed that detailed provisions would be included for dispute resolution, complaint handling, and local authority involvement.

A further question was asked by Members about the reliability of vibration data from a 2011 report, given that some instruments listed were outdated. Officers confirmed that a fresh approach to vibration monitoring would be implemented under the Section 106 agreement, using up-to-date equipment and extending beyond the original scope to ensure accurate assessment and appropriate mitigation. It was clarified that the existing report was not redundant but would be supplemented by additional work.

Councillors raised concerns regarding air quality and health impacts, citing local and London Plan policies requiring prevention of unacceptable pollution and mitigation of impacts. They questioned whether reliance on post-consent monitoring and future action plans met these policy tests, given uncertainty around ultrafine particles (UFPs) and the absence of defined mitigation. Officers acknowledged the challenge, explaining that while conventional pollutants were addressed through standard measures and action plans, UFPs lacked scientific and policy benchmarks. It was stated that the World Health Organisation had proposed particle count standards, but these had not yet been adopted nationally. Officers confirmed that robust heads of terms had been secured, linking future action to any forthcoming government standards, and enforcement would be possible through Section 106 if breaches occurred. It was



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|      | <p>acknowledged that this was not an ideal situation but considered the best achievable outcome under current circumstances. Officers also confirmed that neighbouring boroughs had been consulted and responses addressed in the report, with ongoing engagement offered.</p> <p>Members noted the potential risk of losing negotiated mitigation if the application were to be refused or deferred. It was observed that, despite objections and concerns, the officers had secured significant improvements compared to previous applications. Councillors concluded that the best possible outcome had been achieved. The officers' recommendation was moved, seconded and, when put to a vote, approved with three Members voting in favour and two abstentions.</p> <p><b>RESOLVED: That the application be approved subject to Section 106, conditions set out in the report and the information in the addendum.</b></p>   |
| 112. | <p><b>78 HIGH STREET, NORTHWOOD - 32265/APP/2025/280</b> (<i>Agenda Item 7</i>)</p> <p><b>Demolition of existing rear workshop buildings (Use Class E) and construction of 2 no. self-contained flats and 1 no. dwellinghouse (Use Class C3) with associated private amenity space, landscaping, cycle and refuse storage, together with alterations and a two-storey rear extension to the existing building, including internal layout changes to the first-floor residential flat above the retail unit and the installation of a rear dormer window (REVISED DESCRIPTION)</b></p> <p>Sally Robbins, Senior Planning Officer, presented the application and highlighted the information in the addendum. It was noted that the site was located within the Old Northwood Area of Special Local Character and subject to constraints including critical drainage, air quality focus, and potential land contamination. The proposal introduced a car-free arrangement with bin and cycle storage, hard and soft landscaping, and defensible space within a courtyard. The unit mix comprised one retained and altered flat, two two-storey dwellings, and one single-storey dwelling, all meeting internal space standards.</p> <p>It was considered that the design broadly reflected the existing footprint and preserved the character of the area while optimising site capacity. The proposal was considered to provide acceptable living conditions, safeguard neighbour amenity, and address environmental matters through conditions. Highways officers had raised no objection, and the increase in built form was not deemed harmful to neighbouring properties. Overall, the scheme represented an appropriate design-led approach for a High Street location and was recommended for approval, subject to the conditions set out in the report.</p> <p>A petition had been received in objection to the application, and a representative of the Northwood Residents' Association (NRA) was in attendance to address the Committee Members on behalf of the lead petitioner who had been the tenant of the shop and resident of the flat above since 1985. Key points highlighted included:</p> <ul style="list-style-type: none"> <li>• The proposal required the lead petitioner to vacate the premises, resulting in the loss of her home and business.</li> <li>• The NRA strongly opposed the application, primarily due to the complete absence of on-site car parking.</li> <li>• It was argued that reliance on proximity to bus stops as justification for no parking would set a borough-wide precedent, as most properties were within walking distance of public transport.</li> </ul> |

- Previous applications for the site had included car parking spaces, and earlier refusals highlighted inadequacy of proposed parking provision.
- The current scheme introduced three additional residential units to the rear of the site, accommodating approximately ten residents, without any on-site parking provision.
- Concerns were raised about increased illegal parking and difficulties for residents and visitors, as well as the impracticality of assuming reliance solely on public transport.
- The applicant had initially claimed ownership of the pavement in front of the shop for parking purposes, later admitting this was incorrect after evidence was provided.
- Additional objections included inadequate amenity space, lack of lift access to upper floors, and loss of storage facilities for the retail unit.
- The NRA submitted a further objection during the November reconsultation, reiterating that on-site parking was a requirement under the local plan and that the property's distance from the station did not justify its exclusion.
- It was noted that granting consent without parking provision would create a precedent affecting the entire borough and could not be justified by special circumstances.
- The NRA requested that the application be refused.

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

- The scheme aimed to make effective use of a previously developed Brownfield site to deliver much-needed modern housing in line with central government directives.
- The location was described as highly sustainable, and the development sought to enhance the character of the site and its surroundings.
- The existing site comprised a ground-floor shop with a flat above and a series of dilapidated ancillary storage and former workshop buildings to the rear.
- The proposal included extending the frontage building at ground and first-floor levels to create two new residential units (one one-bedroom and one two-bedroom), along with a new WC and storage areas for the shop.
- The rear workshops were to be demolished and replaced with a three-bedroom family home over ground and loft levels, featuring a private garden.
- The design incorporated an attractively landscaped pedestrian courtyard providing outlook and defensible space, with bin and cycle storage positioned near the High Street frontage.
- Statutory consultees, including highways, had raised no technical objections, and all proposed units complied with space and daylight/sunlight standards.
- The applicant had engaged proactively with officers during pre-application and formal submission stages to achieve a well-resolved scheme.
- It was noted that land ownership was not a material consideration in planning decisions.
- The application was commended to the Committee for approval.

Officers responded to the points raised by the petitioners noting that their main concern related to the absence of parking provision and an alleged conflict with the Local Plan. It was explained that the London Plan, which succeeded the Hillingdon Local Plan, had taken precedence regarding parking standards. Policy T6 of the London Plan was highlighted, stating that car-free development should have been the starting point for

proposals in areas well connected by public transport. Officers confirmed that there were no sustainable grounds to refuse the application on the basis of lack of parking, given the site's accessibility and sustainable location.

It was further reiterated that opportunities for overspill parking in the vicinity were extremely limited. On the eastern side of the High Street, parking bays and waiting restrictions were in place, while the western side contained numerous dropped kerbs serving residential properties, leaving no available space. Controlled parking zones existed further afield; however, as the site was outside these zones, residents would not have been eligible for permits. It was therefore concluded that overspill parking could not have been accommodated in the immediate area.

Dr Alan Tilly, Transport, Planning and Development Team Manager, explained that, under the London Plan, the development would have been permitted a maximum of 2.5 car parking spaces. On that basis, it was anticipated that up to 2.5 cars could have been displaced onto the street, assuming car ownership. It was noted that the surrounding area was subject to extensive parking controls, making the location suitable for residents seeking a car-free lifestyle. The proximity of bus stops served by two routes providing access to Eastcote and Greenford was highlighted. It was noted that the site would not be appropriate for individuals reliant on a car for daily travel needs, whereas those wishing to adopt a car-free lifestyle would find it suitable. It was further observed that, for those who still owned a car, surrounding roads were covered by parking restrictions.

A question was raised by Councillors regarding the absence of parking provision in the current application compared to the previous submission, and clarification was sought on the design approach and the PTAL value, which was understood to be 2, suggesting car dependency. In response, the agent explained that the red line boundary did not determine parking rights and confirmed that the land previously considered for parking was owned by Hillingdon Council, where parking was prohibited. It was noted that illegal parking had occurred in front of the shop and adjacent premises, but this was under Council control.

Further concerns were expressed by Members about the PTAL rating and the presence of parking for neighbouring properties, as shown in photographs. Officers responded that, although the PTAL rating was 2, the site was located within a town centre accessibility zone where residential units above commercial premises typically lacked dedicated parking. It was added that the rear development referenced had been approved on appeal in 2008 under previous policies, whereas current London Plan policies imposed maximum parking standards. Officers confirmed that the site's location and proximity to transport routes, including a seven-minute walk to a school, supported a car-free scheme. Members reiterated their concerns that PTAL 2 indicated car reliance and that surrounding properties had parking, suggesting the proposed development would also require it.

The Transport, Planning and Development Team Manager acknowledged the low PTAL rating but stated that car-free development was acceptable due to nearby rail services, local shops, and parking controls on surrounding streets, which would deter car ownership. The Chair commented that refusal could not be justified solely on numerical PTAL grounds and that real-world circumstances must be considered, noting that harm could not be demonstrated. A further question was raised about emergency access for fire and ambulance services. Officers confirmed that fire engines could operate within the required 45-metre hose length from the highway and that other

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|      | <p>emergency vehicles could access the site on foot.</p> <p>Committee Members suggested revising the scheme to include parking or imposing conditions restricting car ownership by visitors, but officers advised that such conditions were unenforceable and that an appeal would likely result in loss of control over conditions.</p> <p>No further queries or concerns were raised. The officer's recommendation was moved, seconded and, when put to a vote, unanimously approved.</p> <p><b>RESOLVED: That the application be approved subject to conditions and the information in the addendum.</b></p> |
| 113. | <b>ADDENDUM</b> ( <i>Agenda Item 8</i> )  |
|      | The meeting, which commenced at 7.00 pm, closed at 8.48 pm.   |

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

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# Planning Committee Report Part 1:

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



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# Part 1: Statutory Planning and Human Rights Considerations

## **1.1 Development Plan**

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

## **1.2 Equality Act**

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

## **1.3 Human Rights**

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

- Article 8: Right to respect for private and family life.  
  
Everyone has the right to respect for his private and family life, his home and his correspondence. This right embodies the right to a name, the right to change one's civil status and to acquire a new identity, and protection against telephone tapping, collection of private information by a State's security services and publications infringing privacy. This right also enables Members of a national minority to have a traditional lifestyle.
- Article 1 of the First Protocol: Protection of property.  
  
Every natural or legal person is entitled to the peaceful enjoyment of his possessions. No one shall be deprived of his possessions except in the public interest and subject to the conditions provided for by law and by the general principles of international law.
- Article 14: Prohibition of discrimination.  
  
The enjoyment of the rights and freedoms set forth in this Convention shall be secured without discrimination on any ground such as sex, race, colour, language, religion, political or other opinion, national or social origin, association with a national minority, property, birth, or other status.

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

## **1.4 Development in Conservation Areas**

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

## **1.5 Development Affecting Listed Buildings**

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

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

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

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

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

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

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

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

## **2.3 Use of Planning Conditions**

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

## **2.4 Planning Obligations**

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

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

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

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

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

## **2.6 Environmental Impact Assessment**

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

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

|                                     |                            |
|-------------------------------------|----------------------------|
| Case Officer: <b>Daniel Ambrose</b> | <b>15756/APP/2024/3112</b> |
|-------------------------------------|----------------------------|

|                         |                 |  |                        |
|-------------------------|-----------------|--|------------------------|
| Date Application Valid: | <b>26/11/24</b> | Statutory / Agreed Determination Deadline: | <b>26/01/2026</b>      |
| Application Type:       | <b>Full</b>     | Ward:                                      | <b>Hillingdon East</b> |

Applicant: **Mr Kiran Bhatia**  
 Site Address: **47 Sweetcroft Lane, Uxbridge**  
 Proposal: **Demolition of the existing house and erection of a two storey, new build house consisting of 6no. bedrooms with a basement and garage outbuilding to the front.**

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

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





## **Summary of Recommendation:**

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

### **1 Executive Summary**

- 1.1 Planning permission is sought for the demolition of the existing house and erection of a two storey, new build house consisting of 6no. bedrooms with basement and a garage outbuilding to the front.
- 1.2 The application follows on from the submission of application reference 15756/APP/2023/2417 which was withdrawn on 09-11-2023. It should be noted that whilst the application was withdrawn, Officers had concerns with the application based on the proposed new dwelling's siting, design and massing and the subsequent impact this would have on the street scene and Hillingdon Court Park Area of Special Local Character. A further issue with the previous application related to the absence of a tree report to demonstrate that there would be no unacceptable loss of trees to facilitate the development.
- 1.3 This revised application demonstrates that the applicant has taken on board the points that were raised during the assessment of the previous application. This revised scheme illustrates a reduction in the massing, particularly the height of the proposed dwelling and the reduction in the scale of the crown roof. An Arboricultural Impact Assessment has also been submitted, which has been reviewed by Officers and out of the 31 trees surveyed, 2 would require removal. These are category U and C trees which have the lowest value and therefore their removal is not considered to result in an objection. Furthermore, an enhanced landscaping scheme has been submitted, and further details are proposed to be secured by condition. It is considered that the revised submission satisfactorily addresses and resolves the issues raised during the assessment of the previous application.
- 1.4 During the processing of the application, a petition in objection to the development was received with 41 signatures.
- 1.5 The main issues, which shall be addressed within this Committee Report, relate to the impact on neighbouring dwellings and the impact on the character and appearance of the street scene.
- 1.6 The Committee Report seeks to provide a comprehensive assessment of the application and supporting documentation. All relevant material planning considerations have been considered.
- 1.7 The proposal is considered to comply with the Development Plan, and no material considerations indicate that a contrary decision should be taken. Consequently,

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the application is recommended for approval subject to the conditions set out in Appendix 1.

## **2 The Site and Locality**

- 2.1 The site is approximately 1,854 sqm in area and is located on the south side of Sweetcroft Lane. There is currently a large detached, single storey, single family dwelling known as No. 47 Sweetcroft Lane on the site, with associated parking and private amenity space. The existing site contains 1 main building and two small out-buildings, one at the front of the site and the other at the rear for storage.
- 2.2 The site is accessed via a narrow strip of land between two houses, numbers 45a and 49, which are situated on the frontage of Sweetcroft Lane. Number 47 Sweetcroft Lane sits to the rear of these properties and therefore comprises a backland site. This property sits amongst a number of other backland properties, including numbers 31, 35, 39, and 43 Sweetcroft Lane which are situated to the East of the application site.
- 2.3 The site is located within the Hillingdon Court Park Area of Special Local Character and is subject to Tree Protection Order (TPO 32a) and is also within a Critical Drainage Area. The site is also bound to the south by the Hillingdon Court Park which is an area of Nature Conservation Site of Grade II Borough Importance and forms part of the Green Belt. The area also forms part of the declared Hillingdon Air Quality Management Area.

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



**Figures 2-5: Agent Photographs of the Application Property**







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***Figures 6: Agent Photograph of the driveway***





***Figures 7-8: Agent Photographs of the front lawn and parking area***





**Figures 9-10: Agent Photographs of neighbouring property of no. 43 Sweetcroft Lane**



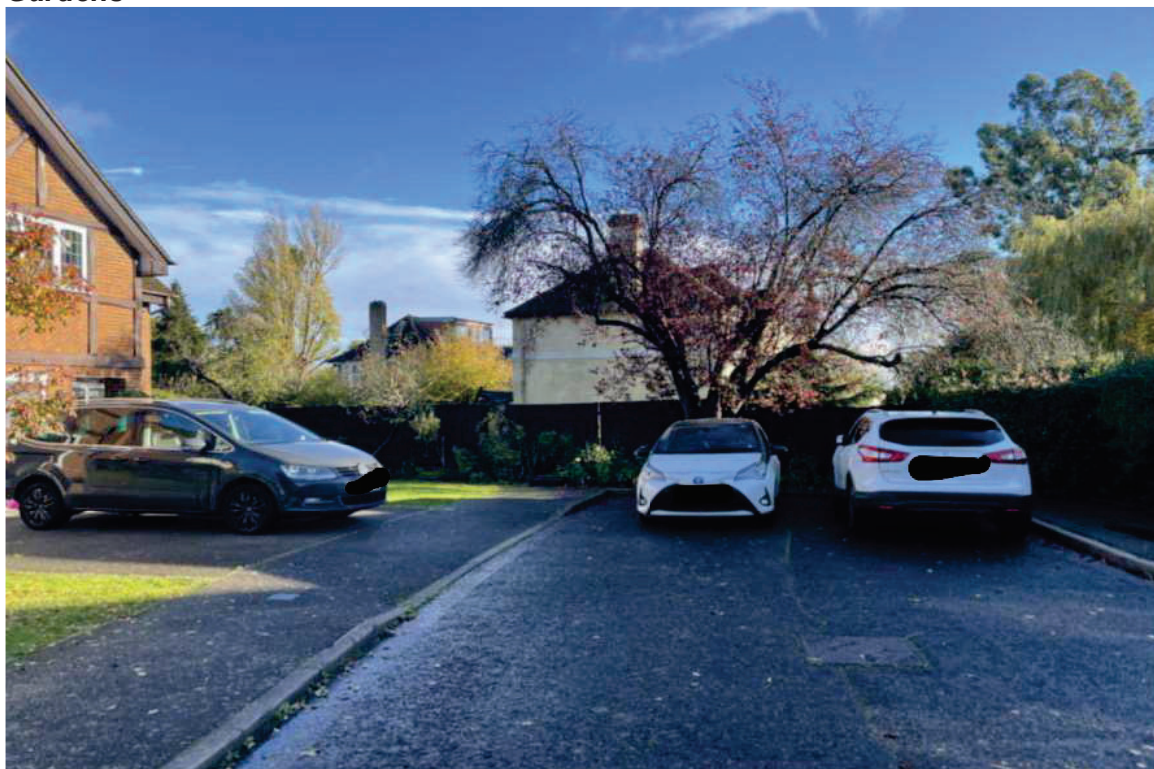


***Figures 11-12: Agent Photographs of neighbouring property of no. 51 Sweetcroft Lane and Portman Gardens viewed from the upper floor windows of the existing dwelling***





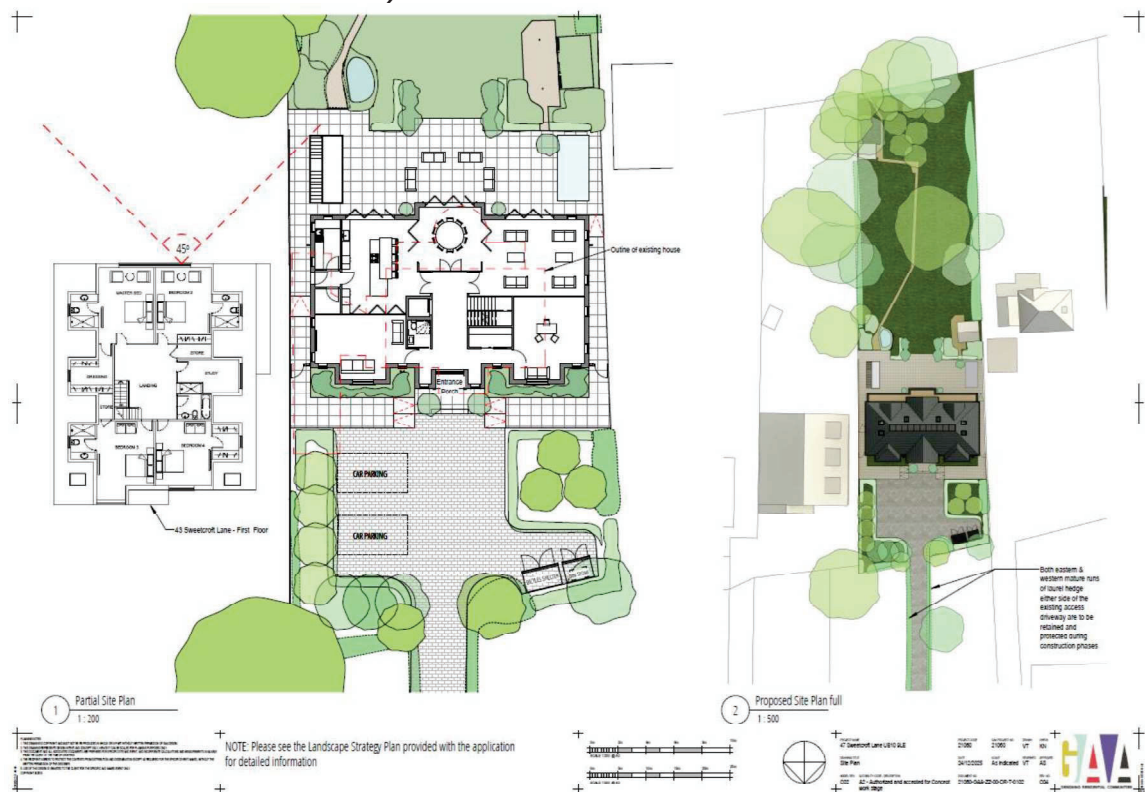
**Figures 13-14: Agent Photographs of existing dwelling when viewed from Portman Gardens**



### 3 Proposal

- 3.1 The application proposes the demolition of the existing house and erection of a three storey, new build dwelling consisting of 6no. bedrooms with a basement and garage outbuilding to the front as depicted in the proposed plans. Whilst the description refers to a three storey dwelling, the dwelling would comprise of a two storey dwelling with accommodation provided in the roof. The previous applications on the site referred to the development as being 3 stories in height therefore in the interest of consistency the reference to heights is retained within the description of development for the current application.

**Figure 15: Proposed Site Plan (please note – larger version of plan can be found in the Committee Plan Pack)**







Outline of existing works

Flat Roof

Bedroom 1 (Master) 33 m²

Bedroom 2 19 m²

Bedroom 3 22 m²

Bedroom 4 23 m²

Gallery 22 m²

Bathroom 9 m²

Shower room 5 m²

Store 1 m²

WW 7 m²

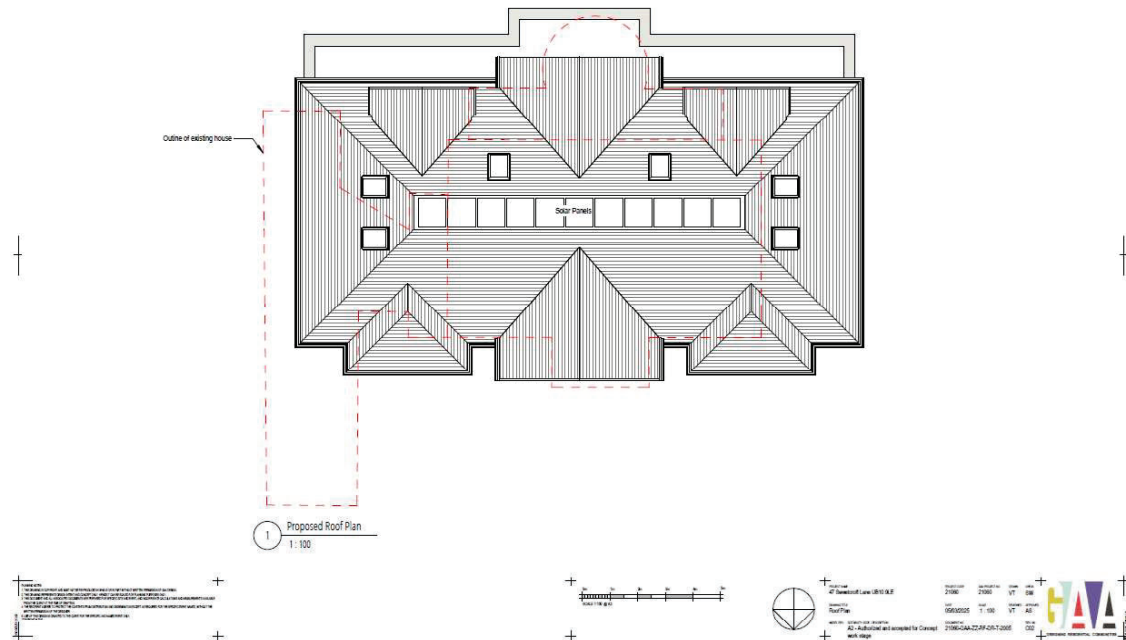
WW 7 m²

By Room Name Legend

- Bathroom
- Bedroom 1 (Master)
- Bedroom 2
- Bedroom 3
- Bedroom 4
- Gallery
- Shower room
- Store
- WW

1 Proposed First Floor  
1:100

**Figure 20: Proposed Roof Plan**



**Figure 21: Proposed North and South Elevations**



**Figure 22: Proposed East and West Elevations**



**Figure 23: Proposed Site Sections**



## **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 ref 15756/APP/2023/2417 was withdrawn on 09-11-2023. Officers had concerns with the application based on the proposed new dwelling's siting, design and massing and the subsequent impact this may have on the street scene and Hillingdon Court Park Area of Special Local Character. A further issue with the previous application related to the absence of a tree report to demonstrate that there would be no unacceptable loss of trees to facilitate the development.

## **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 4 neighbouring properties were consulted on the application by letter dated 11-12-24. The consultation period expired 12-01-25. However, re-consultation was required again due to the Christmas and New Years break and to include some additional neighbouring properties. A final re-consultation was undertaken upon the submission of revised information to address initial inconsistencies in the supporting documents, this consultation expired 08-10-25.
- 6.2 Representations received in response to public consultation are summarised in Table 1 (below). Consultee responses received are summarised in Table 2 (below). Full copies of the responses have also separately been made available to Members.

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

| <b>Representations</b>  | <b>Summary of Issues Raised</b>                                | <b>Planning Officer Response</b>                   |
|---|--|--|
| A petition of 41 valid signatures has been received against the application seeking refusal | I. Out of character – overdevelopment with substantial massing | Discussed at paragraph 7.5 to 7.19 of this report. |
|   | II. Impacts neighbouring amenity of other properties on        | Discussed in paragraph 7.20 to 7.25                |



|   |  |   |
|---|--|---|
|   | Sweetcroft Lane and Portman Gardens                                    |   |
|   | III. Removal of trees  | Discussed in paragraph 7.49 to 7.54   |
|   | IV. Impact of construction traffic                                     | A construction management plan condition is to be added to decision notice.   |
|   | V. Feasibility of the basement   | Discussed at paragraph 7.40 to 7.46 of this report.   |
| 15 individual letters of objection have been received across the 3 rounds of consultation | I. Out of character and excessive in size                              | Discussed at paragraph 7.5 to 7.19 of this report   |
|   | II. Gardens have flooding issues and a basement will make this worse   | Discussed at paragraph 7.40 to 7.46 of this report.   |
|   | III. The construction will generate noise and dirt pollution           | An informative relating to construction hours is to be added and a construction management plan condition is to be added to the decision notice                                       |
|   | IV. Removal of existing screening (trees and hedging)                  | 2 trees out of the 31 on site would be removed. The revised landscaping scheme would result in an enhancement in terms of planting in comparison with the existing situation on site. |
|   | V. Loss of privacy   | Discussed in paragraph 7.20 to 7.25 of this report.   |
|   | VI. Height is excessive  | Discussed at paragraph 7.5 to 7.19 of this report.  |
|   | VII. The proposal is too large, will be overdominant and overshadowing | Discussed at paragraph 7.5 to 7.19 of this report.  |

**Table 2: Summary of Consultee Responses**

| Consultee and Summary of Comments  | Planning Officer Response   |
|--|---|
| <p><b>Access Officer:</b></p> <p>The entrance level WC is acceptable as it is the step free access arrangement to the principal entrance. Level access via the rear entrance should be annotated to confirm that step free access would be achieved.</p>   | <p>The comments from the access officer are noted and it is now acceptable from an accessibility perspective subject to a condition to secure further step free access details.</p> |
| <p><b>Highways Officer:</b></p> <p>The reduction to two on-plot parking spaces is now policy compliant so the only further requirement would be to install 'Electric Vehicle Charging Points' for both spaces via planning condition. In all other respects, the proposal is considered acceptable hence there is no objection to the application.</p> | <p>The comments from the Highways Officer are noted and the relevant condition is recommended to be added to the decision notice.</p>   |
| <p><b>Design and Conservation Officer:</b></p> <p>No objection</p>   |   |

## 7 Planning Assessment

### Principle of Development

- 7.1 Policies DMHB 11 and DMHD 12 states that new development proposals should ensure that development contributes positively to the built environment and enhances the character and quality of places in Hillingdon and improve the quality of streets. Policy DMHB 5 seeks to protect the unique character and appearance of Areas of Special Local Character.
- 7.2 The Hillingdon Court Park Area of Special Local Character (ASLC) is a non-designated heritage asset. It is noted that the Council's Conservation Officer did not previously object in respect to the loss of the existing property and its current contribution to the ASLC. It is considered that a refusal of the application on this ground alone would be unsustainable in the event of an appeal.
- 7.3 The existing property is not a statutory listed building, nor is it a locally listed building. Subject to compliance with relevant planning policies and other material

considerations, the principle of replacing the existing dwelling with another dwelling is considered acceptable.

- 7.4 Overall, the principle of the proposed development is accepted and complies with Policies DMHB 11, DMHB 12 and DMHB 5 of the Hillingdon Local Plan: Part Two – Development Management Policies (2020). These policies can be read in full in the Committee Report Part 3 - Policy Appendix.

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

- 7.5 Policies DMHB 11 and DMHB 12 states that new development proposals should ensure that development contributes positively to the built environment and enhances the character and quality of places in Hillingdon and improve the quality of streets. Policy DMHB 5 seeks to protect the unique character and appearance of Areas of Special Local Character.
- 7.6 As the site is located within an Area of Special Local Character, proposed development should consider the architectural style and formation of the originally established building patterns, specifically in regard to the design, height and architectural language. To respond to this, the scheme has been redesigned to imitate an Edwardian style of architecture, which is much more reminiscent of the street scene on Sweetcroft Lane.
- 7.7 At present, the application site is characterised by a large detached two-storey property. Sweetcroft Lane does not feature a uniformed set of building lines, the road itself is undulating with one gradual and one sharper bend, which has informed the location of the buildings within their respective plots.
- 7.8 As noted above, the site is located to the rear of the rear gardens of the properties which front Sweetcroft Lane. The application property forms a row of 6 properties, which do not share uniformed building lines. The dwelling at No. 51 Sweetcroft Lane (directly adjacent to the west of the application site) has been demolished, following a grant of planning permission reference 33932/APP/2021/1920 for the erection of 2 x 4 bedroom dwellinghouses with associated parking and landscaping. It is evident from visiting the site that its surrounding context and the street scene comprises of large residential properties of varying designs. The existing building is set back quite significantly from the front boundary and can only be accessed via an extensively deep access road in between 49 and 45A Sweetcroft Lane. The existing dwelling features a hipped roof, two stories in height with a modest rear porch and modest single storey side outrigger. There is also a conservatory feature which is single storey in height and attached to the rear elevation. The existing building is not considered to contribute significantly to the character and appearance of the area, it is not a listed building and is of modest architectural merit, as such its replacement would not be harmful in principle.

- 7.9 As noted above the previous application proposing a replacement dwelling at 47 Sweetcroft Lane was not determined, however it does provide a useful reference to describe the reduction in the bulk, scale and massing of the proposed building. The previous submission proposed a two-storey dwelling with accommodation in the roof (although referred to as three storey in the description). The height of the dwelling measured 10.7m, the footprint would have been increased from 85m<sup>2</sup> to 236m<sup>2</sup>.
- 7.10 Whilst the footprint of the building would remain circa 236m<sup>2</sup> in the current application, the height of the building has been reduced to 9.2m, the rear upper floor has already been reduced in depth by 1.3m and due to the reduction in the roof height, the extent and scale of the crown roof has been significantly reduced.
- 7.11 In assessing whether the bulk, scale and mass of the building is appropriate, consideration has been given to other developments within the immediate area. Below are some examples of developments which are considered similar in scale overall:
- No. 39 Sweetcroft Lane is a two-storey property with a traditional pitched roof and small crown roof, measuring circa 8m in height and 160m<sup>2</sup> in footprint plus circa 40m<sup>2</sup> footprint in later additions;
  - No. 43 Sweetcroft Lane is a new chalet bungalow with accommodation in the roof, with a pitched roof, measuring circa 8.1m in height and 247m<sup>2</sup> in footprint.
- 7.12 Having regard to the site context and the location of the proposed dwelling within its generous plot, it is considered that the height, scale and mass of the proposed dwelling would be acceptable and would not give rise to any significant harm to the streetscene / character and appearance of the area. Furthermore, it should be noted that crown roofs are not uncommon in this area with No.50 and No.59 being two examples close to the site. The Sweetcroft Care Home is another property of note that extends much deeper into the site and has a much greater footprint than the proposed development. It extends almost the entire width of the site and is located next to single family dwelling houses.
- 7.13 Turning to the increase in footprint, it is useful to note that an overlay is provided on the site plan which illustrates the extent of the existing dwelling. The front building line would be brought forward modestly, and the 3 front gabled projections provide an element of articulation that aid in reducing the bulk of the front elevation. The two-storey building has been set in by at least 1m from the side boundaries and given the spacious plot, it is considered that the development would not appear cramped.
- 7.14 With regards to the architectural design, the front elevation would feature a stepped building line formed by 3 gabled projections which are a common feature within the Area of Special Local Character. This creates articulation within the front elevation by the gabled roofs being set down from the main ridge and the various set ins applied across the width of the façade. Mock Tudor beams are to be constructed to the upper floor level with an alternative set of coloured windows compared with the ground floor to break up the bulk and extent of the façade. To the rear the first-floor element has

been set back from the ground floor by 2m which reduces the prominence of the side and rear elevations at upper floor level. A central gabled feature is proposed with modest rear dormers set comfortably within the roof space, which break up the bulk and massing of the rear elevation. The entire property would be constructed of a red external brick finish and grey roof tile. These design features and materials are not uncommon with the street scene and therefore would not appear out of character within the street or the wider Area of Special Local Character.

- 7.15 Whilst the adjacent dwelling at number 51 has been demolished (as noted above), it is considered that the proposed dwelling would relate satisfactorily to a development in the form of the previous planning permission at number 51 were such a development to come forward.
- 7.16 To conclude whilst this proposal is greater in bulk and scale than the existing dwelling to be demolished, it will be similar in mass to several other two-storey dwellings in the area, including the adjacent dwelling at no. 43. Furthermore, the bulk and scale of the proposed development are further mitigated by the deep nature of the site allowing the dwelling to sit comfortably on the property. The design features provide articulation to the elevation and break up the scale and massing of the building. As such, it is considered the proposed dwelling, while large, would be compatible with the existing varied character of the area, more recently approved developments and would not unduly harm the character of the streetscape or wider Area of Special Local Character.
- 7.17 As the site is located to the rear of existing gardens which serve the properties which front Sweetcroft Lane the site is considered to constitute as backland. Accordingly, consideration has been given to Policy DMH 6 of the Hillingdon Local Plan Part 2. However, importantly, the site already accommodates a dwelling and sits within a row of other backland properties. The proposed replacement of the existing dwelling is accepted in principle and despite the new dwelling being larger than the existing, it would sit comfortably within its large plot and therefore would not appear cramped or contrived. It is also noted that properties within the area benefit from a larger built form than the existing property and a similar bulk, mass and scale to the proposed dwelling. As such for the reasons mentioned above, the proposed new dwelling would not appear overly dominant, cramped or otherwise result in any significant harm to the area that would warrant the refusal of planning permission. The proposal is therefore deemed acceptable and accords with the principle of DMH 6 of the Hillingdon Local Plan: Part Two - Development Management Policies (2020).
- 7.18 It is not considered that the proposed development would cause harm to the Area of Special Local Character. It is acknowledged that although modest a sufficient separation distance is retained between the proposed dwelling and site boundaries which is extended due to the neighbouring buildings also being set away from the shared boundary, as such the development would not appear cramped within the plot.
- 7.19 Taking into consideration the above, the proposal would respect the character and appearance of the surrounding area in compliance with Policy BE1 of the Hillingdon

Local Plan: Part 1 - Strategic Policies and Policies DMHB 5, DMHB 11, DMHB 12 and DMHB 14 of the Local Plan: Part Two - Development Management Policies (2020), as well as relevant design guidance contained within the London Plan (2021) and NPPF (2024).

### Residential Amenity

- 7.20 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.
- 7.21 The existing dwelling sits some 2.5m away from the neighbour at No. 43, this gap would be increased to approximately 2.9m. Given the large plot sizes and the proposed size, mass and scale of the new dwelling, there would be some impact of the proposed dwelling on this neighbour. However, it is considered that there would be no undue harm. Application reference 17412/APP/2020/3984 as amended by 17412/APP/2021/2904, includes approved drawings relevant to the redevelopment at No.43. The plans illustrate the upper floor side facing windows within the roof slope are obscurely glazed. These side facing windows do not serve a primary habitable room window and are obscurely glazed, therefore the proposed dwelling would not result in a reduction of privacy or outlook to this neighbouring dwelling.
- 7.22 The application is supported by a Daylight and Sunlight Assessment. The assessment makes reference to compliance with the BRE Guidance but also references the mirror image methodology within the assessment. This methodology was replaced by the NSL (no skyline limit) and VSL (vertical skyline) assessments in the update to the BRE Guidelines adopted in 2022. Notwithstanding this point, the submission includes the floor plans for the neighbouring property at No.43 on drawing reference 21060-GAA-ZZ-00-DR-T-0102 Rev C04, this illustrates that the location of the new dwelling would not breach the 45-degree line of sight drawn from the centreline of the nearest neighbouring primary window serving a habitable room. is an appropriate baseline test for overshadowing as set out within Policy DMHB 11 of the Local Plan Part Two. There is a side facing window which serves a room labelled “dressing room”, it is considered that given the use of this room, not only would it not meet the description of a habitable room, but the nature of the use would indicate that it would need to be private and therefore obscurely glazed. The approved drawings indicate this to be the case. Based on the orientation of the primary habitable room windows and the 45-degree line shown on drawing reference 21060-GAA-ZZ-00-DR-T-0102 Rev C04 which is not breached, Officers conclude that the proposed development would not result in a level of overshadowing to the neighbouring property at No.43 which would be harmful.
- 7.23 Turning to the adjacent plot at No.51, the dwelling on this site has now been demolished. Nevertheless, it is considered that were a development to come forward on the site in the form previously approved under application reference 33932/APP/2021/1920, the proposed new dwelling would relate satisfactorily.

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Officers have reviewed the previously approved drawings 20-036-P04 Rev B & 20-036-P03 Rev A which are the ground and first floor plans. These drawings illustrate that the development previously approved at No. 51 does not feature side facing primary habitable room windows (with those windows located in the front and rear elevations of the two dwellings). Having regard to the relative siting, it is not considered that the proposed dwelling at 47 would give rise to harmful overshadowing, overbearing or loss of privacy impacts in respect of 51 Sweetcroft Lane.

- 7.24 All other properties are considered to be located sufficiently far from the application site, so as not to be adversely affected in respect of residential amenity impacts.
- 7.25 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)

- 7.26 Regarding internal accommodation, Policy D6 of the London Plan (2021) sets out the requirements for the gross internal floor area of new dwellings at a defined level of occupancy. Table 3.1 of the London Plan (2021) set outs the same gross internal area space standards set out in the technical housing standards - nationally described space standard (2015). Policy DMHB 16 of the Local Plan (2020) aligns with this policy.
- 7.27 The proposed development comprises a spacious dwelling with multiple living and utility areas. The dwelling would meet all internal space standards of the London Plan (2021). The development proposes a large basement which would provide ancillary leisure and living space for the enjoyment of future occupiers. No primary living space (such as a bedroom) is illustrated within the basement therefore no concerns are raised regarding the lack of outlook due to the absence of windows. A modest amount of natural light will be provided via the lightwell indicated on drawing ref 21060-GAA-ZZ-B1-DR-T-2001 Rev C02. It is considered 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 DMHD 16 of the Local Plan (2020).
- 7.28 With regard to external amenity space, Policy DMHB 18 of Local Plan (2020) states that all new residential development and conversions will be required to provide good quality and usable private outdoor amenity space. Amenity space should be provided in accordance with the standards set out in Table 5.3, which requires a 4-bedroom plus house to provide a minimum of 100 square metres of private genuinely usable amenity space.

- 7.29 The site would retain in excess of 100sqm of rear garden for private external amenity space. The external private amenity space provision is of a sufficient size, usability and functionality, in accordance with Policy DMHB 18 of the Hillingdon Local Plan (2020).

### Highways and Parking

#### *Parking*

- 7.30 The existing property is a family sized dwelling, the proposal would replace this dwelling with a new family sized dwelling and would be served by two car parking spaces to the front. This accords with the maximum car parking standards set out within Policy T6.1 of the London Plan.

#### *Cycle Parking*

- 7.31 The Published London Plan (2021) Table 10.2 Maximum Cycle Parking Standards requires dwellings with two or more bedrooms to have a minimum of 2no. cycle parking spaces. Cycle storage has been identified on the submitted plans and is secure and accessible cycle storage to the front of the site.

#### *Electric Vehicle Charging Points*

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

#### *Vehicular Access Provision*

- 7.33 The established driveway from Sweetcroft Lane will remain and is considered fit for purpose.

#### *Vehicular Trip Generation*

- 7.34 Policies DMT 1 and DMT 2 of the Hillingdon Local Plan Part 2 (2020) requires the council to consider whether the traffic generated by proposed developments is acceptable in terms of the local highway and junction capacity, traffic flows and conditions of general highway or pedestrian safety. The Highways Officer considers there would be no discernible difference in vehicle bound activity as compared to the scale and single tenure of the existing dwelling hence any generated activity can therefore be readily absorbed within the local road network without notable detriment to traffic congestion and road safety. The application is in accordance with Policies DMT 1 and DMT 2.



### *Operational Refuse Requirements*

- 7.35 Refuse collection will continue via Sweetcroft Lane as is the case at present. In order to conform to accepted 'waste collection distances' from the public highway, the bin storage area should be positioned within 10m of a refuse vehicle. Although the positioning of the waste storage at the front lawn is more than 10m from the public highway, this is the current arrangement with the existing dwelling where they take the bins to the public highway on collection days.

### *Construction Management Plan*

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

### *Conclusion*

- 7.37 The Highway Authority have been consulted on the application and are satisfied that the proposal would not discernibly exacerbate congestion or parking stress and would not raise any measurable highway safety concerns and offer no objection to the application subject to certain conditions.

### Noise

- 7.38 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.
- 7.39 Given the built-up residential nature of the area, a Construction Management Plan will be necessary to minimise noise and other emissions caused during the construction phase as far as practicable. It is recommended this is added as a condition to the decision notice.

### Basement Impact & Flood Risk

- 7.40 Policy DMHD 3 requires the submission of a Basement Impact Assessment of developments which include a basement. Applicants must demonstrate that the construction of the basement would not result in a potential increase in floodrisk or structural integrity.
- 7.41 The proposal involves a significant basement measuring 292sqm in total. The basement would be split into rooms for different uses such as a gym, entertainment room and space for the properties plant equipment and thus would remain ancillary to the main dwelling. As none of the illustrated spaces are to provide primary accommodation the lack of windows to provide outlook, daylight and sunlight does not raise a concern that would warrant a refusal reason based on internal amenity.

- 7.42 In order to demonstrate that the principle of a basement in this location is acceptable and that its construction would not result in structural harm to neighbouring properties or disrupt the free flow of ground water, the applicant has submitted a Basement Impact Assessment and Flood Risk Assessment. These documents confirm that the site is located within Flood Risk Zone 1 which means there is no significant risk of flooding from rivers or the sea.
- 7.43 The reports considered the existing geology, the existing water table and the potential flood risk both fluvial and pluvial. The groundwater levels are below the proposed basement level and would therefore not impede the free flow of water.
- 7.44 Although there is an increase in built form proposed, the site area is significant which is of benefit as it provides the opportunity to increase natural attenuation features. The report states that a pond would be constructed within the rear garden, soft landscaping and permeable paving would be introduced to the front above an underground attenuation tank and rainwater harvesting will be used to ensure that the development would not result in an increase to potential flood risk.
- 7.45 Following a review of the report it is noted that there are some minor inaccuracies which are not likely to have been intentional or significantly material to the assessment of the application. The report refers to there being no evidence of subsidence within the local area. This is not strictly correct, however it should be noted that such information would not be available publicly as it would be contained within building control files (if known and recorded with the Council's Building Control Service) and these files are not publicly available. As such the consultant can only produce a report based on the information available to them. Notwithstanding this point, Officers have reviewed a secondary report submitted by the applicant which provides not only information on geology and ground water which are relevant considerations to both flooding and structural integrity, but also a methodology to be followed during the construction of the development. Furthermore, the proposed basement would be set away from the elevations of the neighbouring properties. Whilst the public consultation responses raise some concerns regarding the proposed basement and the potential for an increase in flood risk, it should be noted that the site is not located within an area identified as being at risk of flooding, including surface water. The applicant has submitted a BIA in two parts which covers both the structural elements for constructing a basement in a residential area and also the drainage requirements. It is recognised by Officers that the report in drainage terms does not elaborate on the potential drainage needs to serve the basement. Notwithstanding this point the report does demonstrate that the construction of the development as a whole would not pose an increased risk of flooding and therefore Officers considered that the detailed drainage design that includes specific reference to any drainage requirements needed to serve the basement shall be conditioned.
- 7.46 Although the basement would measure circa 290 sqm, which is significantly sized, the site is not located in an area identified as being at risk of potential fluvial or pluvial flooding. The application is supported by a specialist report which demonstrates that

basement can be constructed without risk to the free flow of ground water or structural stability of neighbouring properties. Adequate drainage mitigation and enhancements are provided both naturally and through an underground attenuation tank. Officers are mindful that the report provides information to address the planning considerations of Policy DMHD 3 and DEMI 9 and any further considerations would be matters to be considered outside of the planning regulations such as civil matters. Officers therefore consider the proposal acceptable and would accord with Policies DMHD 3 and DEMI 9 of the Hillingdon Local Plan: Part Two – Development Management Policies (2020).

#### Accessibility

- 7.47 Policy D5 and D7 of the London Plan requires the design of new development meet the highest standards of accessibility and inclusive design.
- 7.48 The Council's Access Officer has been consulted on the application and has no objection to the proposed development in terms of accessibility, subject to securing conditions pertaining to ensuring step free access to the dwelling. It is recommended this is added as a condition to the decision notice. Subject to this condition the proposal accords with Policies D5 and D7 of the London Plan (2021).

#### Trees and Landscaping

- 7.49 Policy DMHB 14 requires developments to contribute towards greening through comprehensive landscaping both soft and hard through the retention of existing trees and new planting.
- 7.50 The site is subject to a Tree Preservation Order Area, however no trees on the site are protected. There are mature trees located within the gardens of the site. The new dwelling is to be located mostly within the footprint of the existing dwelling.
- 7.51 An Arboricultural Impact Statement, Method Statement and Tree Protection Plan have been submitted to ensure the safety and protection of the onsite trees during the construction works.
- 7.52 The site accommodates 31 trees according to the Arboricultural Survey ranging from category A to U. Two of the 31 trees would be felled to facilitate the development which are category C and U. Given their low grade no objection is raised to the loss of the two trees, a landscaping plan has been submitted which illustrates enhancements and a condition is to be added to the decision notice to secure further details including implementation and maintenance.
- 7.53 In addition to the two trees to be felled, crown works, and lopping would need to be undertaken. No objection is raised to the type of tree works proposed subject to the agreement of a tree retention condition, which will ensure that it is only the two trees proposed for removal within the assessment that would be felled.

- 7.54 The landscaping plan illustrates an enhancement to the existing landscaping arrangement on site. In addition to 29 of the 31 trees being retained, additional trees will be planted, soft landscaping is to be planted to the front of the property and a modest pond is to be constructed within the rear garden. The proposed landscaping scheme is supported by Officers and a condition to secure further details including implementation and maintenance is to be added to the decision notice. Subject to these conditions the proposal accords with DMHB 14 Hillingdon Local Plan Part Two (2020).

#### Biodiversity Net Gain

- 7.55 During the processing of the application a Biodiversity Net Gain Assessment was requested and provided. The report states that achieving the statutory 10% gain is not possible on-site and off-site compensation will be required.
- 7.56 The application is supported by a BNG assessment in the form of a statutory metric and ecological report. The ecology report concludes that the site does not display any features which would provide an established and attractive habitat environment for local wildlife including bats. It is suggested within the conclusion of the report that enhancement features are secured, this has been added to the landscaping condition.
- 7.57 It is noted that there is a discrepancy in the submitted BNG metric which refers to the presence of a pond within the pre-development calculation which would infer that the pond exists on site at present. Having visited site and reviewed the images of the rear garden Officers have confirmed that there is not a pond within the boundary of the site at present. In terms of how this impacts the outcomes of the statutory metric, the document states there to be a shortfall in on site provision of 0.0816 credits. Noting that the pond has been included in the pre-development and not post-development calculation clearly this would have a negative impact on the metric calculation and post-development outcome. Based on the outcome which is presented in the document and the fact that once the pond is placed within the post-development calculation the level of on site provision in terms of credits secured would increase, it is considered that the development could provide adequate provision of on-site biodiversity, and this can be secured by way of an appropriately worded condition. As such it is recommended that a condition be attached to the decision notice for an accurate BNG report and statutory metric submitted prior to the commencement of development and this will need to demonstrate how an on site 10% net gain will be achieved or evidence of the purchase of off-site credits to off-set the shortfall in on-site provision.
- 7.58 A condition has been added to the decision notice to secure an updated BNG assessment and if required evidence to demonstrate that the shortfall in on-site net gain would be offset by the purchase of statutory credits.

#### Waste Management

- 7.59 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.
- 7.55 As stated in paragraph 7.33, the proposed plans show provision for refuse and recycling storage that is well-designed and screened from the street and neighbours. For the reasons explained it is deemed satisfactory.

#### Sustainability

- 7.60 Policy DMEI 2 of the Hillingdon Local Plan (2020) requires all developments to make the fullest contribution to minimising carbon dioxide emissions in accordance with the London Plan targets.
- 7.61 The proposed development is of a minor scale therefore whilst the principle of SI 2 (carbon reduction) is applicable, the London Plan Policy applies more specifically to major scale applications. The applicant is therefore not required to submit an energy statement with the application or demonstrate a policy level of on-site savings.
- 7.62 However, to ensure the development is in accordance with SI 2, it is recommended to require the proposed development to achieve as a minimum, a water efficiency standard of no more than 110 litres per person per day maximum water consumption (to include a fixed factor of water for outdoor use of 5 litres per person per day in accordance with the option requirement defined within Approved Document G of the Building Regulations). It is recommended this is secured via a condition (see Condition 17 of the condition list) to the decision notice.
- 7.63 The proposal would therefore be compliant with Policy SI 2 of the London Plan (2021) and Policy DMEI 2 of the Hillingdon Local Plan: Part 2 - Development Management Policies (2020).

#### Airport Safeguarding

- 7.64 Policy DMAV 1 of the Hillingdon Local Plan (2020) states that the Council will ensure that uses such as housing, education and hospitals are not located in areas significantly affected by aircraft noise without acceptable mitigation measures.
- 7.65 The application site is within 3km of the RAF Northolt Zone. However, as the site is within an established residential area within this zone, it is considered that visibility and audibility of aircraft operations associated with RAF Northolt would not be of significant harm to the living conditions of future occupiers. It is therefore considered that it would be unreasonable to refuse the application on the ground of harm to the

residential amenity of the future occupiers, in respect to aircraft noise associated with RAF Northolt.

#### Land Contamination

- 7.66 Policy DMEI 12 of the Local Plan (2020) states that for sites which are identified as being at potential risk of land contamination a contaminated land report detailing the history of contamination on site, relevant survey work and findings should be submitted in support of the application.
- 7.67 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.

### **8 Other Matters**

#### Human Rights

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

#### Equality

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

#### Local Finance Considerations and CIL

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

### **9 Conclusion / Planning Balance**

- 9.1 The proposal is for a replacement of an existing family sized dwelling. Notably the new dwelling would be larger in scale bulk and massing, however the development would not result in a significant departure from the prevailing character and appearance or established pattern of development within the Area of Special Local Character. The proposal would not result in a harmful reduction of daylight, sunlight



or outlook for neighbouring properties, nor would there be any notable impact upon the local highway network. The design is complementary to the character of the area which does vary and despite the scale of the basement it has been sufficiently demonstrated that the development would not result in an increase to the free flow of ground water or potential flooding. An appropriate standard of living accommodation is proposed including an enhancement upon the existing landscaping on site. Based on these points and the more detailed assessment set out above, the application is recommended for approval subject to conditions.

- 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](mailto:planning@hillingdon.gov.uk).

# **APPENDICES**

## **Planning Application**

**15756/APP/2024/3112**



## Appendix 1: Recommended Conditions and Informatives

### Conditions

#### 1. RES3 Time Limit

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

#### REASON

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

#### 2. RES4 Accordance with Approved Plans

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

PJC.1235.001 Rev B  
21060-GAA-ZZ-XX-DR-T-2201 Rev C02  
21060-GAA-ZZ-XX-DR-T-2102 Rev C02  
21060-GAA-ZZ-XX-DR-T-2101 Rev C02  
21060-GAA-ZZ-RF-DR-T-2005 Rev C02  
21060-GAA-ZZ-B1-DR-T-2001 Rev C02  
21060-GAA-ZZ-02-DR-T-2004 Rev C02  
21060-GAA-ZZ-01-DR-T-2003 Rev C02  
21060-GAA-ZZ-00-DR-T-2002 Rev C03  
21060-GAA-ZZ-00-DR-T-0103 Rev C01  
21060-GAA-ZZ-00-DR-T-0102 Rev C04  
21060-GAA-ZZ-00-DR-T-0101 Rev C02

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

#### REASON

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

#### 3. RES7 Materials (Submission)

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

#### REASON

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

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

Notwithstanding any of the approved plans, no development shall take place until a landscape scheme has been submitted to and approved in writing by the Local Planning Authority. The scheme shall include: -

##### **1. Details of Soft Landscaping**

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

##### **2. Details of Hard Landscaping**

- 2.a Refuse Storage
- 2.b Accessible Cycle Storage for 2no bicycles
- 2.c Means of enclosure/boundary treatments
- 2.d Car Parking Layout for 2 vehicles including electric vehicle charging points to serve both spaces.
- 2.e Hard Surfacing Materials
- 2.f External Lighting

##### **3. Details of Landscape Maintenance**

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

##### **4. Schedule for Implementation**

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

#### **REASON**

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

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

The development hereby approved shall be carried out strictly in accordance with the recommendations contained within the approved Arboricultural Method Statement, Impact Assessment and Tree Protection Plan, PJC/6711/24-01 Rev 02.

## REASON

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

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

Notwithstanding the provisions of the Town and Country Planning (General Permitted Development) Order 1995 (or any order revoking and re-enacting that Order with or without modification), no additional windows, doors or other openings shall be constructed in the walls or roof slopes of the development hereby approved facing No's 51 and 39 Sweetcroft Lane.

## REASON

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

### **7. RES13 Obscure Glazing**

The windows at first floor and roof level in the side elevations facing Nos. 51 and 39 Sweetcroft Lane shall be glazed with permanently obscured glass to at least scale 4 on the Pilkington scale and be non-opening below a height of 1.8 metres taken from internal finished floor level for so long as the development remains in existence.

## REASON

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

### **8. NONSC Basement Impact and Drainage**

No development shall commence (excluding demolition and site clearance) until an updated Drainage Strategy has been submitted to and approved in writing by the Local Planning Authority. The strategy shall include, but not be limited to:

1. Full surface water and foul water drainage design details for the entire development, including:
  - a. Detailed layout drawings of the proposed drainage network;
  - b. Pipe sizes, gradients, flow rates and attenuation volumes;
  - c. Calculations demonstrating compliance with greenfield runoff rates or the maximum allowable discharge rate;
  - d. SuDS features (above-ground and/or below-ground), their design specifications and maintenance arrangements.

## 2. Basement drainage details, including:

- a. Measures to prevent sewer surcharge and groundwater ingress (e.g., sump pumps, non-return valves, waterproofing classification);
- b. Groundwater risk assessment and evidence demonstrating that the design will not result in increased flood risk to the site or neighbouring land;
- c. Details of any proposed pumped systems, including capacity calculations and secondary/backup arrangements.

The development shall thereafter be carried out in full accordance with the approved details, and the drainage systems shall be retained and maintained for the lifetime of the development.

### REASON

To ensure that adequate and sustainable foul and surface water drainage arrangements are provided for the development, including the basement, in order to prevent increased flood risk, manage groundwater impacts, and ensure long-term resilience. This is required to comply with Hillingdon Local Plan: Part 2 Policies DMHB 11 and DMEI 10, and with the London Plan (2021), including policies SI 12 and SI 13.

## 9. NONSC **Step free Access**

Prior to any works on site above damp proof course level, details of step free access via all points of entry and exit (excluding the basement lightwell) 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 **M4(2) Dwelling**

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

### REASON

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

with Policy D7 of the London Plan (2021).

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

No development shall take place until a Demolition and Construction Management Plan has been submitted to and approved in writing by the Local Planning Authority. The plan shall detail:

- a) The phasing of development works
- b) Types of vehicles accessing the site, including their ability to enter the Frays Avenue without affecting neighbouring properties
- c) The hours during which development works will occur
- d) How vehicles will access the site whilst protecting neighbouring sites
- e) Measures to prevent mud and dirt tracking onto footways and adjoining roads (including wheel washing facilities)
- f) Traffic management and access arrangements (vehicular and pedestrian) and parking provisions for contractors during the development process (including measures to reduce the numbers of construction vehicles accessing the site during peak hours)
- g) Measures to reduce the impact of the development on local air quality and dust through minimising emissions throughout the demolition and construction process
- h) The storage of demolition/construction materials on site.

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

### **REASON**

To safeguard the amenity of surrounding areas in accordance with Policies DMHB 11, DMT 1 and DMT 2 of the Hillingdon Local Plan: Part 2 (2020).

## **12. NONSC Non Standard Condition**

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 DME1 7 of the Hillingdon Local Plan Part 2.

#### Informatives

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

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



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

The decision to GRANT planning permission has been taken having regard to the policies and proposals in the Hillingdon Local Plan Part 1 (2012) and Part 2 (2020) set out below, including Supplementary Planning Guidance, and to all relevant material considerations, including The London Plan - The Spatial Development Strategy for London consolidated with alterations since 2011 (2021) and national guidance.

### **3.**

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

### **4.**

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

### **5.**

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

### **6.**

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

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

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

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

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

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

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

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

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

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

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

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

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

Borough of Hillingdon of the commencement date for the construction works (by submitting a Commencement Notice) and assume liability to pay CIL (by submitting an Assumption of Liability Notice) to the Council at [planning@hillington.gov.uk](mailto: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](http://www.planningportal.gov.uk/planning/applications/howtoapply/whattosubmit/cil)

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

## Appendix 2: Relevant Planning History

15756/APP/2023/2417     47 Sweetcroft Lane Hillingdon

Demolition of existing house and erection of a three storey 6-bedroom dwelling with a basement and garage outbuilding to the front.

**Decision:** 09-11-2023     Withdrawn

15756/B/90/0442             47 Sweetcroft Lane Hillingdon

Erection of a single storey side and front extension for granny annexe, erection of detached double garage and erection of a front porch

**Decision:** 09-11-1990     Approved

15756/C/91/0121             47 Sweetcroft Lane Hillingdon

Installation of a rear dormer (Application for determination under Section 64 of the Act)

**Decision:** 28-02-1991     General  
Perm.Devt.

15756/F/97/0464             47 Sweetcroft Lane Hillingdon

Erection of a rear conservatory

**Decision:** 10-06-1997     Approved

15756/PRC/2022/115         47 Sweetcroft Lane Hillingdon

Demolition of existing house and erection of a three storey, new build house consisting of 7 bedrooms

**Decision:** 07-09-2022     Objection

15756/PRC/2024/16          47 Sweetcroft Lane Hillingdon

Demolition of existing house and erection of a three storey 6-bedroom dwelling with a basement and garage outbuilding to the front, and installation of solar panels to the roof crown.

**Decision:** 19-07-2024     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.H1  | (2012) Housing Growth        |
| PT1.EM6 | (2012) Flood Risk Management |
| PT1.HE1 | (2012) Heritage              |

#### Part 2 Policies:

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



|            |   |
|------------|---|
| DMT 2      | Highways Impacts  |
| DMT 5      | Pedestrians and Cyclists  |
| DMT 6      | Vehicle Parking   |
| LPP D1     | (2021) London's form, character and capacity for growth                         |
| LPP D3     | (2021) Optimising site capacity through the design-led approach                 |
| LPP D4     | (2021) Delivering good design   |
| LPP D5     | (2021) Inclusive design   |
| LPP D6     | (2021) Housing quality and standards  |
| LPP D7     | (2021) Accessible housing   |
| LPP H1     | (2021) Increasing housing supply  |
| LPP H2     | (2021) Small sites  |
| LPP SI13   | (2021) Sustainable drainage   |
| LPP T5     | (2021) Cycling  |
| LPP T6     | (2021) Car parking  |
| LPP T6.1   | (2021) Residential parking  |
| NPPF11 -24 | NPPF11 2024 - Making effective use of land                                      |
| NPPF12 -23 | NPPF12 23 - Achieving well-designed and beautiful places                        |
| NPPF14 -24 | NPPF14 2024 - Meeting the challenge of climate change, flood and coastal change |
| NPPF15 -24 | NPPF15 2024 - Conserving and enhancing the natural environment                  |
| NPPF2 -24  | NPPF2 2024 - Achieving sustainable development                                  |
| NPPF5 -24  | NPPF5 2024 - Delivering a sufficient supply of homes                            |
| NPPF9 -24  | NPPF9 2024 - Promoting sustainable transport                                    |

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

|                                    |                           |
|------------------------------------|---------------------------|
| Case Officer: <b>Alan Corcoran</b> | <b>1126/APP/2023/3671</b> |
|------------------------------------|---------------------------|

|                         |                   |  |                          |
|-------------------------|-------------------|--|--------------------------|
| Date Application Valid: | <b>19.01.2024</b> | Statutory / Agreed Determination Deadline: | <b>30.01.2026</b>        |
| Application Type:       | <b>Full</b>       | Ward:                                      | <b>Heathrow Villages</b> |

Applicant: **R Heathrow Ariel Opco Ltd**

Site Address: **Ariel Hotel, 118 Bath Road, Hayes, UB3 5AJ**

Proposal: **Reconfiguration, alteration, and extension of existing hotel (providing additional hotel rooms) (Use Class C1), together with erection of a new apart-hotel building (Use Class C1) on car park land to the north.**

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

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



## **Summary of Recommendation:**

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

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

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

i. Air Quality Mitigation contribution of £88,533.

ii. A Carbon Offset sum based on an Updated Energy Strategy (to be submitted to discharge the Updated Energy Strategy condition), with the offset calculation based on £95 per tonne of CO<sub>2</sub> over a 30-year period.

iii. An Employment/Construction Training Scheme secured in accordance with the Council's Planning Obligations SPD.

iv. An End-User Employment Scheme secured in accordance with the Council's Planning Obligations SPD.

v. A Healthy Streets/Active Travel Zone contribution of £112,700.

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

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

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

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

'The applicant has failed to mitigate the impacts posed by the proposed development (in respect of Air Quality, Carbon Emissions, Employment, and Highways works). The scheme therefore conflicts with Paragraphs 56-58 of the National Planning Policy Framework (2024), Policy DF1 of The London

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Plan (2021), Policy DMCI 7 of the Hillingdon Local Plan: Part 2 (2020), and the Planning Obligations Supplementary Planning Document (2014).'

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 0.8 hectare application site is located 170 metres north of Heathrow Airport, at the junction of Bath Road and High Street Harlington. It contains a 1960's four-storey circular hotel building and associated car park. The existing hotel has 186 guest rooms.
- 1.2 The application proposes to intensify the existing hotel use (Use Class C1). The proposed development comprises a two-storey upward extension and alterations to the existing Ariel Hotel to create an additional 113 rooms, increasing the total from 186 to 299 guest rooms. To accommodate the increase in guests, the ground floor area adjacent to the courtyard (currently occupied by a games room, reception, and plant room) would be extended and reconfigured to provide additional seating space for the hotel's ancillary restaurant. 459 sq. m. of outdoor amenity space would be located centrally on the restaurant's roof at first-floor level. The hotel's gross external floor area would increase from 7,540 sq. m. to 11,070 sq. m. – an increase of 3,530 sq. m. The application also proposes the construction of a four-storey building along the north of the Site to contain 99 apart-hotel units (Use Class C1), following the demolition of single-storey garages and the removal of hotel car parking. This building would have a gross external floor area of 4,730 sq. m. The car park would be reduced by 63 spaces – from 118 to 55 – to facilitate the development. Additional soft landscaping (approximately 540 sq. m.) would be introduced around the proposed apart-hotel and site's perimeter, as well as green roofs (approximately 1,720 sq. m.) on the extended hotel and apart-hotel.
- 1.3 Given the application site's planning history and existing hotel use, and following a review of the submitted Sequential Assessment, the principle of intensifying the hotel use (Use Class C1) and constructing an apart-hotel (Use Class C1) on this site is acceptable. The buildings' height, scale, and mass would be comparable to the surrounding context, and it would not unduly impact residential amenity. The proposal represents a contextually appropriate development that aligns with Local Plan and London Plan policy objectives to optimise land near significant transport nodes and support tourism infrastructure. There are no objections from the Council's Urban Design Officer, Landscape Officer, Policy Officer, or Highways Officer. While located on potentially contaminated land, the Council's Land Contamination Officer has no concerns subject to a recommended condition. Noting the Air Quality Management Area (AQMA) and Air Quality Focus Areas, which the site is within, the Council's Air Quality Officer has no objections subject to an air quality mitigation contribution of £88,533 (contained within the Section 106 Heads of Terms) and planning conditions, which have been recommended. Whilst the site is within an Archaeological Priority Zone (Heathrow), Historic

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England's Greater London Archaeological Advisory Service (GLAAS) has no objection subject to conditions.

- 1.4 The Council received one objection from the Harlington Conservation Area Advisory Panel and one individual objection from a resident, which raised concerns regarding the proposed scale and design, impact on neighbouring residential amenity, car parking, and disruption to residents during construction works. These concerns are discussed within this assessment, and it is considered that the matters would not warrant a recommendation for refusal.
- 1.5 The proposal is acceptable and would be consistent with the National Planning Policy Framework, The London Plan, and Hillingdon Local Plan.
- 1.6 The planning application is therefore recommended for approval subject to the condition as set out in the appendix and Section 106 Heads of Terms detailed in the 'Summary of Recommendation' section of this report.

## **2 The Site and Locality**

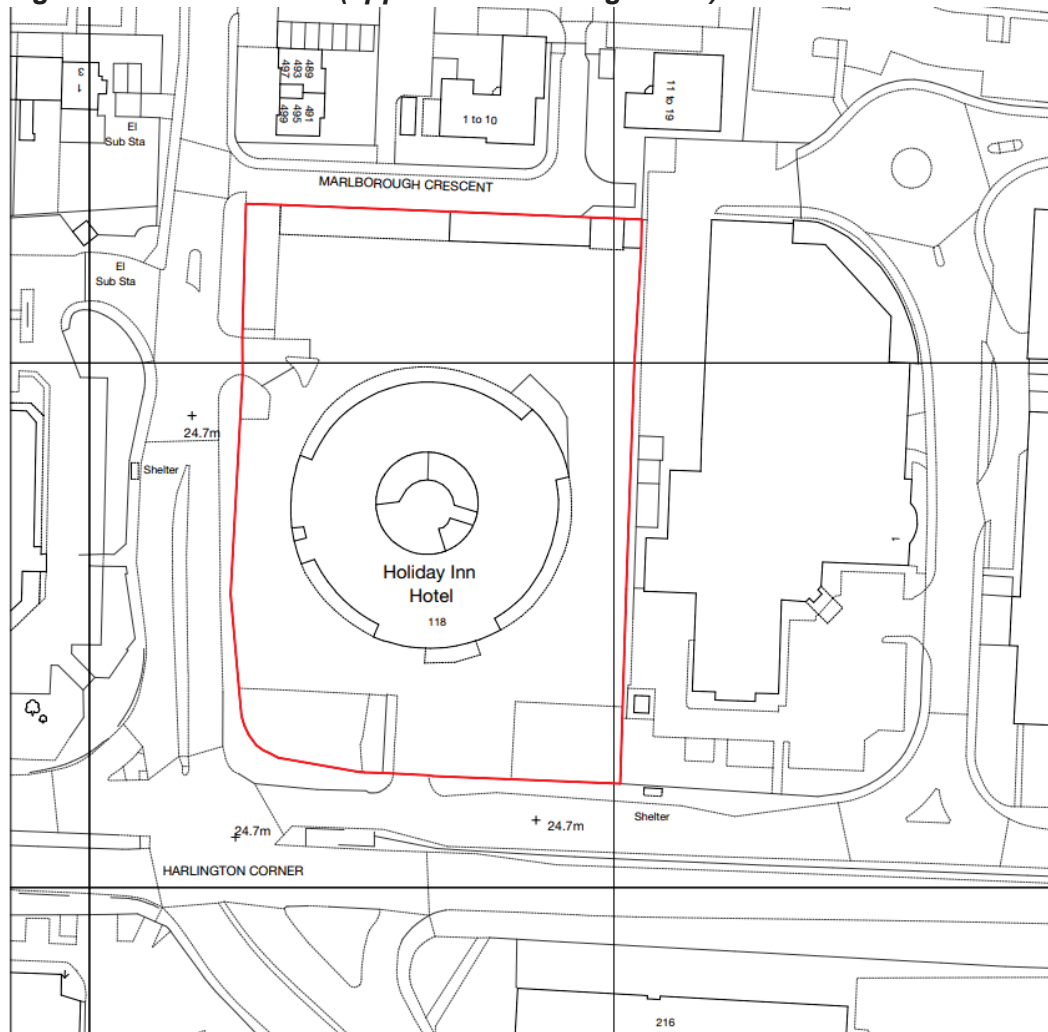
- 2.1 The 0.8 hectare application site is located 170m north of Heathrow Airport, at the junction of Bath Road and High Street Harlington. It contains a 1960's four-storey circular hotel building and associated car park. The existing hotel has 186 rooms. There are several single-storey garages on-site along the northern boundary.
- 2.2 The site is within Potentially Contaminated Land, an Air Quality Management Area (AQMA), an Air Quality Focus Areas (A4 Corridor Focus Area and Harlington Focus Area), and an Archaeological Priority Zone (Heathrow). It is within Flood Zone 1 – the lowest probability of flooding. It is not within a Critical Drainage Area, though it is subject to a small area (approximately 115 sq. m.) of Surface Water Flooding towards the centre of the site. The application site does not contain any Listed Buildings and it is not located within a Conservation Area or Area of Special Local Character.
- 2.3 The site has two existing vehicular accesses. One vehicular access is off the A437 High Street Harlington (to the northwest of the Site) and the second is to the south off Bath Road. The site has good access to public transport, with a Public Transport Accessibility Level (PTAL) of 4, on a scale of 0 to 6b, where 6b is the highest. There are 118 surface car parking spaces on the site surrounding the hotel.
- 2.4 There is a six-storey hotel to the east of the site. To the south of the site, on the opposite side of Bath Road, are three-storey commercial properties and Heathrow Airport. Three and four-storey residential blocks neighbour the site on the opposite side of Marlborough Crescent to the north. To the west, on the opposite side of High Street Harlington, is a four-storey office building.

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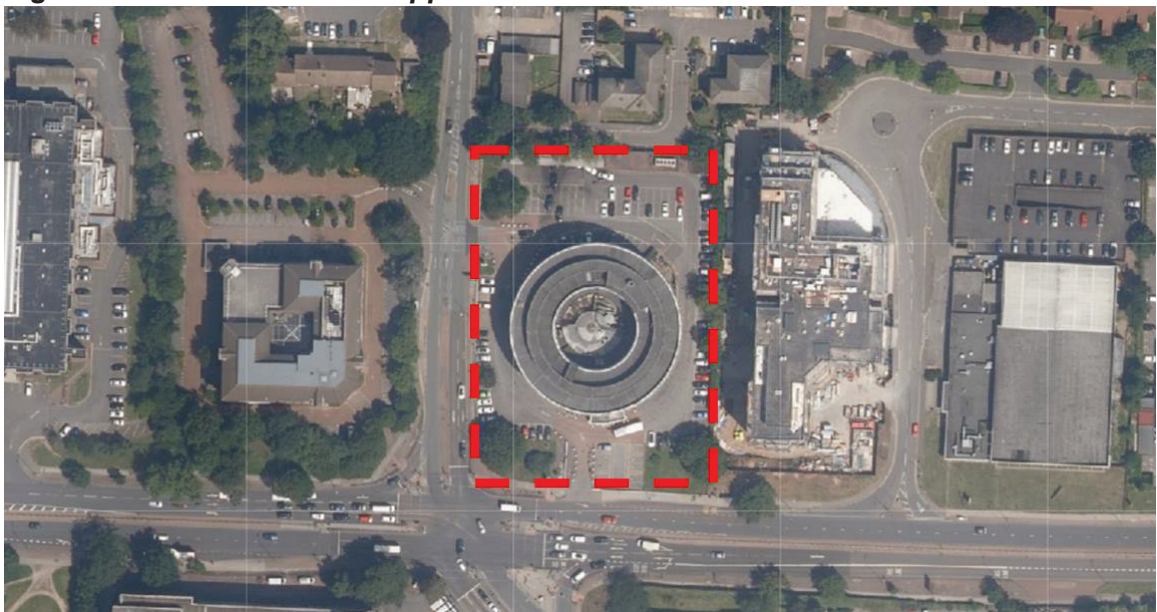
**PART 1 – Members, Public & Press**



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



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



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**Figure 3: Aerial View of the Application Site**



**Figure 4: Street View Image of the Application site facing north**



**Figure 5: Street View Image of the Application site facing northwest**





**Figure 6: Street View Image of the Application site facing northeast**



**Figure 7: View From the Site (Facing East), Including On-Site Garages (to be Demolished) and Neighbouring Hotel**



### **3 Proposal**

- 3.1 The Applicant proposes to reconfigure, alter, and extend the existing hotel and construct a new apart-hotel building along the north of the site.
- 3.2 The proposal comprises an additional 113 hotel rooms within a two-storey upward extension to the existing hotel. This extension would increase the hotel's capacity from 186 guest rooms to 299. The hotel's facades would be updated and entirely reclad with new aluminium cladding and composite windows to match the proposed apart hotel to the north. The hotel would increase in height from four storeys (approximately 14 metres) to six storeys (approximately 20 metres), retaining its distinct circular, centric ring layout. To accommodate more guests,

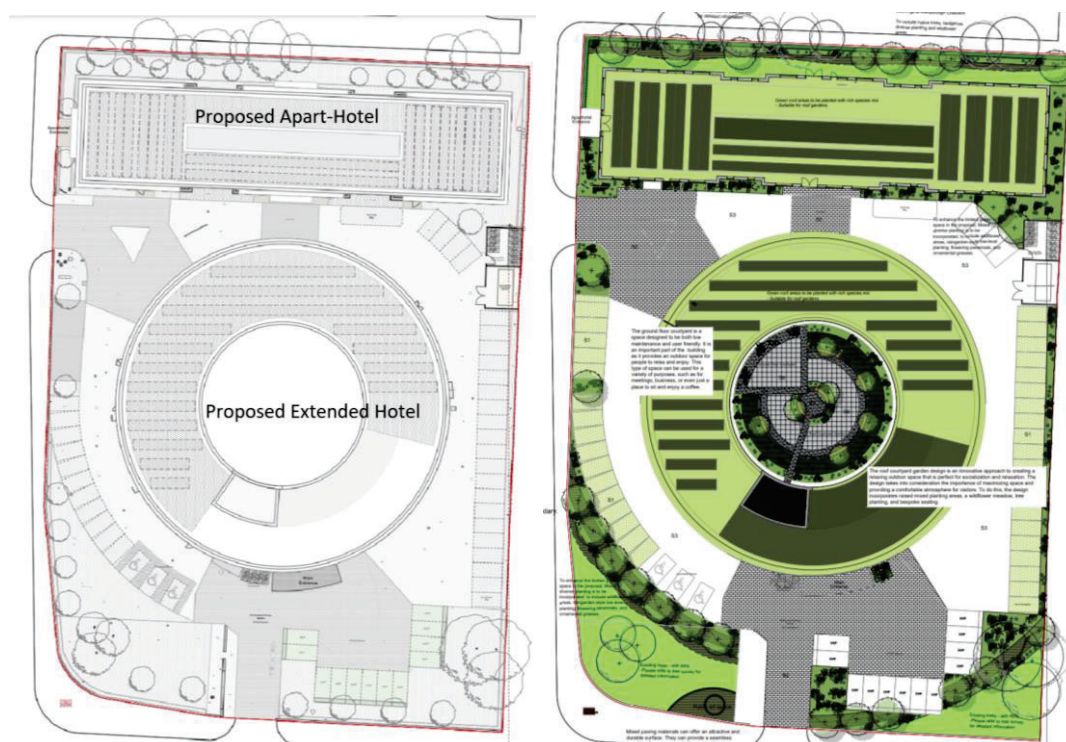
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the ground floor area adjacent to the internal courtyard (currently occupied by a games room, reception, and plant room) would be extended and reconfigured to provide additional seating space for the hotel's ancillary restaurant. 459 sq. m. of outdoor amenity space would be located centrally on the restaurant's roof at first-floor level. The hotel's gross external floor area would increase from 7,540 sq. m. to 11,070 sq. m, an increase of 3,530 sq. m. The extended hotel would have a 764 sq. m. green roof with photovoltaic panels.

- 3.3 The proposal also includes the construction of 99 apart-hotel units across a standalone four-storey building that would be located to the north of the existing hotel. The apart-hotel would be constructed following the demolition of the existing single-storey garages and the removal of surface-level hotel car parking spaces. The apart hotel would measure approximately 70 metres wide and 17.5 metres deep and have a height of approximately 13 metres (four storeys). It would have a gross external floor area of 4,730 sq. m. The apart hotel would have a 956 sq. m. green roof with photovoltaic panels.
- 3.4 The site's two existing vehicular accesses would be retained. The High Street access would facilitate two-way movements into and out of the site, while the Bath Road access would facilitate inbound movements only. The car park would be reduced by 63 spaces – from 118 to 55 – to facilitate the proposed development, and additional soft landscaping would be introduced.

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



**Figure 9: Proposed Hotel South Elevation Facing Bath Road**



**Figure 10: Proposed Apart-Hotel North Elevation Facing Marlborough Crescent**



**Figure 11: Proposed Apart-Hotel West Elevation Facing High Street Harlington**



## 4 Relevant Planning History

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

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## 5 Planning Policy

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

## 6 Consultations and Representations

- 6.1 The Council sent consultation letters to 114 neighbouring properties and the Harlington Village Residents Association on 30-01-2024. The Council also advertised the application with a site notice and press notice on 15-02-2024. The consultation expired on 07-03-2024. Following the submission of revised drawings a re-consultation was undertaken on 15-12-2025 and expired 31-12-2025.
- 6.2 The Council received one objection from the Harlington Conservation Area Advisory Panel and one individual objection from a resident in response to the public consultation. The consultee responses are summarised in Table 2 (below). Full copies of the responses have also separately been made available to Members.

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

| Representations   | Summary of Issues Raised                        | Planning Officer Response                            |
|---|---|--|
| The Council received one objection from the Harlington Conservation Area Advisory Panel and one individual objection from a resident. | i) The proposed scale and design                | Discussed at paragraphs 7.11 to 7.15 of this report. |
|   | ii) impact on neighbouring residential amenity  | Discussed at paragraphs 7.16 to 7.29 of this report. |
|   | iii) car parking                                | Discussed at paragraphs 7.30 to 7.35 of this report. |
|   | iv) disruption to residents during construction | Discussed at paragraph 7.45 of this report.          |

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

| Consultee and Summary of Comments  | Planning Officer Response                                 |
|--|---|
| <b><u>External Consultee Comments</u></b>  |   |
| <b>Greater London Archaeological Advisory Service (GLAAS):</b><br><br>No objection subject to condition and informative regarding a Written Scheme of Investigation. | A condition and informative have been recommended in line |

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|   |   |
|---|---|
|   | with GLAAS' recommendations.  |
| <b>Transport for London (TfL):</b><br><br>No objection.   | Noted   |
| <b>Metropolitan Police Design Out Crime:</b><br><br>No comments received.   | A condition has been recommended regarding 'Secured by Design' accreditation.                     |
| <b>National Air Traffic Services:</b><br><br>No objection.  | Noted   |
| <b>Heathrow Airport:</b><br><br>No objection subject to conditions regarding Bird Hazard Management Plan and PV panel glare assessment. Informative recommended regarding the Bird Hazard Management Plan, cranes, landscaping, and lighting. | Conditions and informatives have been recommended in line with Heathrow Airport's recommendation. |
| <b>Thames Water Utilities:</b><br><br>No objection subject to recommended informative regarding wastewater assets.  | An informative has been recommended in line with the Thames Water Utilities' recommendations.     |
| <b>London Fire Brigade:</b><br><br>No comments.   | Noted.  |
| <b><u>Internal Consultee Comments</u></b>   |   |
| <b>Urban Design and Landscape Officer</b><br><br>No objection subject to a condition regarding external materials.  | A condition has been recommended in line with the Urban Design Officer's request.                 |
| <b>Economic Development</b><br><br>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.                               | These requests are recommended Heads of Terms to be secured in the S106 Agreement.                |
| <b>Access Officer</b><br><br>Recommendations received regarding disabled person car parking provision and room accessibility.   | Conditions have been recommended in line with the Accessibility Officer's recommendations.        |
| <b>Refuse and Recycling Officer</b>   |   |

|  |  |
|--|--|
| No objection.  | Noted.   |
| <b>Planning Policy Officer</b>   |  |
| No objection.  | Noted.   |
| <b>Highways Officer</b>  |  |
| No objection subject to conditions regarding a Car Parking Design and Management Plan and a Construction Logistics Plan as well as a Section 106 Agreement contribution of £112,700 towards Healthy Streets/Active Travel Zone improvements. | Condition have been recommended in line with the Highways Officer's recommendations and a Section 106 clause is included in the recommended Heads of Terms.  |
| <b>Air Quality Officer</b>   |  |
| No objection subject to an Air Quality Mitigation contribution of £88,533 secured by a Section 106 Agreement and conditions regarding a low emission strategy (LES) and reducing emissions from demolition and construction.                 | A S106 financial contribution is included in the recommended Heads of Terms and conditions have been recommended in line with the Air Quality Officer's recommendations, except for LES, as the travel plan and electric vehicle charging spaces are covered by separate conditions. |
| <b>Noise Pollution Officer</b>   |  |
| No objection.  | Noted.   |
| <b>Environmental Health Officer (Land Contamination)</b>   |  |
| No objection subject to a condition regarding land contamination.  | A condition has been recommended in line with the Land Contamination Officer's recommendations.  |
| <b>Environmental Specialist (Energy and Biodiversity)</b>  |  |
| No objection subject to conditions requiring a revised Energy Strategy and 'be seen' energy monitoring, and a carbon offset contribution based on the updated Energy Strategy secured by a S106 Agreement.                                   | A S106 carbon offset contribution clause is included in the recommended Heads of Terms. Condition have been recommended in line with the Environmental Specialist (Energy and Biodiversity).   |
| <b>Flood Risk and Drainage Consultant</b>  |  |
|  | Conditions have been recommended to  |

|  |   |
|--|---|
| Additional Surface Water Runoff details requested, and a Detailed Drainage Design condition recommended. | ensure the detailed design aligns with the Drainage Consultant's recommendations. |
|--|---|

## 7 Planning Assessment

### Principle of Development

- 7.1 The principle of a hotel use on this site has been established by the long-standing use of the site as a hotel since the 1960s.
- 7.2 This application seeks to create a further 113 hotel guest rooms (Use Class C1) – increasing capacity from 186 to 299 guest rooms – by constructing a two-storey upward extension to the Ariel Hotel. The application also proposes the construction of a four-storey building to contain 99 apart-hotel units (Use Class C1) along the north of the site to replace car parking and single-storey garages.
- 7.3 The Applicant submitted a Sequential Assessment to demonstrate why it is an appropriate hotel location, despite not being in a Town Centre or Hotel Growth Location.
- 7.4 The application states that the additional hotel rooms and apart-hotel units would be managed by the existing hotel provider.
- 7.5 The submitted Sequential Assessment concludes that ‘An extensive search was taken within the relevant catchment area for potential sites that could host the proposed development. It has been identified that no sites located within a town centre or edge of centre location would be suitable, available, and viable for the proposed hotel scheme, despite allowing for flexibility with the type and size of scheme.’
- 7.6 Although the proposal is not within a Town Centre location, the proposed additional hotel rooms and apart-hotel units (Use Class C1) would be within an existing hotel site and would be adjacent to a neighbouring hotel and to Heathrow Airport.
- 7.7 The Council's Planning Policy Team has been consulted and has reviewed the submission documents. They do not raise any objection to this proposed hotel development, advising that the Sequential Test provides evidence of the limited availability of land for hotels in relevant Town Centres. When the demonstrated limited availability of land for hotels in relevant Town Centres is considered in relation to the strategic need for serviced visitor accommodation, as outlined in The London Plan (2021) and its associated evidence base, it is apparent that the need for serviced visitor accommodation cannot be met solely on Town Centre and Edge-of-Centre sites. A refusal of the application on this basis is therefore not justified or recommended.

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- 7.8 The proposal would help to meet the demand for visitor accommodation linked to Heathrow Airport, intensifying the use of an established hotel with good public transport links. The principle of development is acceptable in this instance.
- 7.9 Given that there are no specific internal living standards set within the development plan for visitor accommodation, a condition restricting occupation to no more than 90 days within a calendar year is to be attached to the decision notice. This is essential for an apart-hotel and / or hotel development to ensure the accommodation operates as genuinely short-term, visitor accommodation rather than functioning as de facto permanent residential units. Such a control helps maintain compliance with planning policies that distinguish commercial hospitality uses from residential use. Additionally, the restriction supports proper management of guest turnover, reinforces the business model's alignment with tourism objectives, and provides the local authority with a clear, enforceable mechanism to prevent misuse of the premises.
- 7.10 The proposal complies with the aims of Policy E10 of The London Plan, Policy E2 of the Hillingdon Local Plan Part 1, and Policy DME 5 of the Hillingdon Local Plan Part 2.

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

- 7.11 The proposed design has evolved through the pre-application and application process and responds positively to officer's inputs. With regards to the existing hotel extension, it is clear from the site photos that the existing building is of some architectural merit but needs refurbishment works both internally and externally in order to enhance its visitor accommodation offering. The proposal comprises the extension of the existing hotel in the form of a two storey upward extension and the refurbishment of the existing external façade with a more modern cladding in terms of specification, but the appearance would be more akin to the design of original building which dates to the 1960's. The proposal also brings forward enhancements to the existing courtyard which is located within the centre of the circular shaped building. In terms of scale, bulk, massing, the upward extension is modest and would not appear over dominant. The proposed façade treatments are a vast improvement in both sustainability and appearance. The soft landscaping enhancements to the central courtyard are also welcomed.
- 7.12 Turning to the new apart-hotel building, this would be located to the northern end of the car park. Further north there are a cluster of residential blocks of apartments ranging from 3 to 4 stories in height. To the east lies the rear elevation of the Courtyard by Marriot Hotel which extends up to 6 stories in height. The proposed new building would be set away from the northern boundary and would extend up to 4 stories in height. The height of the new building is comparable with the residential blocks to the north and although the building would extend almost the entire width of the site articulation has been proposed to the most prominent elevations (the front and rear) in the form of a modest 3 storey projection around the eastern and western elevations and the centre of both the front and rear façade. This in combination with the use of an alternative façade treatment helps to break up the extent of the façade reducing the visual bulk and massing. The

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introduction of a new ground floor entrance from the proposed apart hotel onto High Street, Harlington would contribute to the activation and visual animation of the public realm, particularly along a pedestrian route frequently used by those accessing bus stops on Bath Road. The entrance is a welcome addition. As stated above the height and scale of the proposed apart hotel building and extended hotel building would have due regard to the local context and surrounding developments, including the apartments to the north, hotels to the east, and offices to the west.

- 7.13 Furthermore, by utilising the same materials on both buildings would create a cohesive architectural appearance. The development's design and appearance would be in keeping with the area's character, and the proposed building would sit comfortably within the streetscene.
- 7.14 The Council's Urban Design Officer has been consulted and has no objections regarding the proposed design, subject to a condition regarding materials, which has been recommended.
- 7.15 The proposal complies with Paragraph 131 of the NPPF, Policies D3 of The London Plan, Policy BE1 of the Local Plan Part 1, and Policies DMHB 11 and DMHB 12 of the Local Plan Part 2.

#### Residential Amenity

- 7.16 There are homes within a four-storey residential block situated 18.3 metres to the north of the proposed apart-hotel on the opposite side of Marlborough Crescent. There are no concerns regarding direct overlooking or outlook impacts, given the intervening street, the separation distance, building heights, design, and the existing and proposed soft landscaping and boundary treatment. Whilst the separation distance does fall modestly short of the 21 metre separation distance set out within DMHB 11 of the Local Plan, there is generally a more flexible approach taken to this separation distance where the existing and proposed windows are separated by a street.
- 7.17 A daylight and sunlight assessment has been submitted in support of the application. The study has been undertaken in accordance with the Building Research Establishment (BRE) guidance *Site layout planning for daylight and sunlight – A guide to good practice* (Third Edition, 2022). The assessment considers the potential impact of the proposed development at the Ariel Hotel, 118 Bath Road, Harlington, on the daylight and sunlight received by neighbouring properties.
- 7.18 The submitted Daylight and Sunlight Assessment identifies that out of 108 windows assessed, only six—all at ground-floor level at 1–10 Marlborough Crescent—fall marginally below the BRE guidelines for Vertical Sky Component (VSC) and the 0.8 retained daylight ratio threshold. These windows experience VSC values of 23–25% and daylight ratios of 0.77–0.79 times existing. The GLA's independent review (Representation Hearing Report D&P/3067/03) confirms that in an urban environment, VSC values above 20% are “reasonably good,” and

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values in the mid-teens are generally acceptable. All six affected windows retain VSC levels well above 20%, ranging from 23% to 25%.

- 7.19 The BRE Guidance (2022) explicitly states that its numerical criteria are “not mandatory” and should be interpreted flexibly, particularly where site context or urban form necessitates greater massing. The London Plan and Housing SPG reiterate the need for sensitive, non-rigid application of BRE targets in higher-density areas. The assessment notes that the site lies within a highly urbanised location adjacent to Heathrow Airport, where more constrained daylight outcomes are normal and expected.
- 7.20 Of 108 windows tested, only six show any shortfall. BRE Appendix H classifies impacts affecting only a small number of windows, and where shortfalls are “only just outside the guidelines,” as minor adverse—not significant. This is precisely the scenario identified in the assessment.
- 7.21 The NPPF requires Local Planning Authorities to take a flexible approach to daylight/sunlight where strict application would inhibit making efficient use of a site, particularly where housing or accommodation needs must be met. Whilst this application does not propose residential accommodation, there is a demand for visitor accommodation across London which cannot currently be met within Town Centre locations. As such this development would go some way to addressing this demand and the principle of taking a more flexible approach advocated within the NPPF is accepted here. The assessment concludes that, in this planning context, these small shortfalls represent an acceptable consequence of optimising the site to meet a recognised need, which aligns with national policy direction.
- 7.22 Although the reductions are noticeable, the resulting daylight levels (23–25% VSC and 0.77–0.79 retained daylight) remain within the range considered good for urban residential conditions. They do not fall into thresholds associated with poor amenity or unacceptable harm (e.g., VSC below 10%).
- 7.23 The daylight shortfalls identified at six windows represent very minor deviations from BRE guidance, occurring only in a small number of locations and retaining daylight levels that remain good for an urban context. National and London-wide policy explicitly supports flexibility in applying daylight standards where needed to make efficient use of land. Taking these factors together, the assessment robustly demonstrates that these shortfalls constitute a minor and acceptable impact in planning terms.
- 7.24 BRE Guidelines are advisory rather than mandatory. Flexibility regarding sunlight reduction is appropriate and expected in urban areas, such as the location of the proposed development. Section 3.2.10 of the BRE Guidelines states, ‘if the existing building stands unusually close to the common boundary with the new development or has a large balcony or overhang above the window, then a greater reduction in sunlight access may be unavoidable. The guidelines are purely advisory. Planning authorities may wish to use different criteria based on the requirements for sunlight in particular types of developments in particular areas.

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Sometimes a larger reduction in sunlight may be necessary if new development is to match the height and proportion of existing buildings nearby.'

- 7.25 All assessed windows would fully meet the recommendations contained within the BRE Guidance in relation to Annual Probable Sunlight Hours (APSH). As such, the impact to these windows regarding access to sunlight is acceptable.
- 7.26 Out of the 108 windows evaluated, six windows at 1-10 Marlborough Crescent would not fully meet the recommendations outlined in the BRE Report. These six windows would experience a slight decrease in daylight, falling below 27 per cent Vertical Sky Component (VSC) and less than 0.8 times the existing level. The proposed level of daylight would exceed 23 per cent VSC at all windows. Furthermore, the proposed level of daylight would be between 0.77 and 0.79 times the existing level of daylight. While this reduction may be noticeable, these deviations from BRE Guidance are minimal and fall within the tolerances specified in the GLA's Hearing Report guidelines for London and urban areas. As such, this slight impact is, on balance, acceptable within the site's context and would not warrant a recommendation for refusal.
- 7.27 The submitted analysis demonstrates that on the 21st of March, whilst there would be a slight reduction in the amount of outdoor amenity space that receives direct sunlight, over at least half of the area would continue to receive direct sunlight. Therefore, the impact on this amenity space would not be significant and is acceptable in the urban context.
- 7.28 Please see relevant sections below regarding noise.
- 7.29 The proposed scheme is supported and would not be overdevelopment or cause undue impacts on residential amenity. It complies with the aims of Policy D3 of The London Plan and Policy DMHB 11 of the Local Plan Part 2.

#### Highways and Parking

- 7.30 The Applicant submitted a Transport Assessment, a Vehicular Trip Generation Note, a Travel Plan, Interim Construction Management Plan and an Interim Construction Logistics Plan.
- 7.31 The site is located on the A4 Bath Road, Harlington, immediately adjacent to the junction with the A437 High Street Harlington. It is located approximately 2.7km, 5.1km, and 5.4km northeast of Heathrow Terminal 2 and 3, Heathrow Terminal 4, and Heathrow Terminal 5, respectively. The A437 High Street Harlington borders the site to the west, the A4 Bath Road to the south, Marlborough Crescent to the north, and the Courtyard by Marriott London Heathrow Airport Hotel to the east. The site is situated in a location with a Public Transport Accessibility Level (PTAL) of 4, where a score of 0 indicates very poor access to public transport and 6 indicates excellent access.
- 7.32 The Council's Highways Team has been consulted and raised no objection to the proposed development, subject to conditions regarding a Car Parking Design and

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Management Plan and a Construction Logistics Plan, as well as a Section 106 Agreement contribution of £112,700 towards Healthy Streets/Active Travel Zone improvements. Appropriate highways conditions are recommended in this planning assessment and recommendation, and a Section 106 clause is included in the recommended Heads of Terms.

- 7.33 The site's two existing vehicular accesses would be retained. The High Street access would facilitate two-way movements into and out of the site, while the Bath Road access would facilitate inbound movements only. The proposed development would have 55 on-site car parking spaces, a reduction of 63 spaces from the current 118 on-site car parking spaces. Twelve spaces would be fitted with active electric vehicle charge points (EVCPs). Six per cent of all parking provision (three spaces) would be designated as disabled person parking, whilst a further four per cent would be enlarged bays (two spaces). The Applicant proposes twenty secure and covered long-stay cycle spaces for staff and eight short-stay cycle spaces for guests.
- 7.34 Policy T6.4 of The London Plan (2021) is non-prescriptive for hotel car parking. It states that hotel car parking 'should be assessed on a case-by-case basis'. Similarly, the Hillingdon Local Plan: Part 2 - Development Management Policies (2020) is also non-prescriptive, stating that car parking numbers should be determined on an 'individual basis'. The proposed reduction in car parking is supported in this PTAL 4 area, which has good public transport connections. The provision of twelve active EVCPs and twenty-eight cycle parking spaces exceeds the London Plan policy requirements and is therefore acceptable. The proposed blue badge car parking bay and enlarged bay provision comply with The London Plan. Conditions are recommended to ensure their delivery and ongoing availability.
- 7.35 Subject to the recommended conditions and obligations to be secured under the section 106 legal agreement, the proposal complies with Paragraph 116 of the NPPF, Policies T2, T4, T5, T6, and T7 of The London Plan, and Policies DMT 1, DMT 2, DMT 5, and DMT 6 of the Local Plan Part 2.

#### Air Quality

- 7.36 The Site is within an Air Quality Management Area (AQMA) and Air Quality Focus Areas (A4 Corridor Focus Area and Harlington Focus Area).
- 7.37 The Applicant has submitted an Air Quality Assessment with their application.
- 7.38 The proposed development would be air quality neutral, however, it would not be air quality positive. Therefore, further appropriate mitigation is required.
- 7.39 Mitigation measures to reduce emissions can be applied on-site or off-site. Where this is not practical or desirable, pollutant offsetting will be applied. The level of mitigation required associated with the operational phase of the proposed development is calculated using Defra's Damage Cost Toolkit in this instance. Any proposed mitigation measures are evaluated in terms of their likely impact on local

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air quality. Wherever quantifiable, these are calculated and subtracted from the overall value due. When quantification is not possible, a flat-rate discount is applied. The mitigation required to offset the proposed development's traffic emissions in this instance is £88,533.

7.40 The Council's Air Quality Officer has been consulted and raised no objection subject to an air quality mitigation contribution of £88,533 secured by a section 106 legal agreement and a condition regarding reducing emissions from demolition and construction. This S106 financial contribution is included in the recommended Heads of Terms, and a condition has been recommended in line with the Air Quality Officer's recommendations.

7.41 Subject to legal agreement and the recommended conditions, the proposal complies with Policies SI 1 and GG3 of The London Plan, Policy EM8 of the Local Plan Part 1, and Policy DMEI 14 of the Local Plan Part 2.

#### Noise

7.42 The Applicant submitted an Environmental Noise Impact Assessment Report for Planning assessing daytime and night-time levels likely to be experienced by the proposed development. To mitigate internal noise levels, the Applicant proposed a robust glazing specification. The report concludes that 'adverse effects are unlikely to occur at the proposed development if appropriate mitigation measures are implemented, for which the specified external building fabric has been provided.'

7.43 The closest neighbouring development is a hotel to the east, while a residential block is located on the opposite side of Marlborough Crescent to the north. The proposed apart-hotel and upward hotel extension would not contain a large internal floor area allocated for conference or banqueting purposes. Given the separation distance and nature of the proposed development, it is considered that the proposals would not cause undue noise disturbance to nearby residents or hotel.

7.44 The Council's Noise Pollution Officer has reviewed the submission and raised no objection or concerns about noise and vibration given the transient nature of the hotel and apart-hotel use and context of the proposed development on an existing hotel site adjacent to an airport.

7.45 A Construction Management Plan condition is recommended to mitigate and manage potential noise disturbances.

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

#### Accessibility

7.47 The supporting Planning Statement states that the proposals include two additional accessible hotel rooms. Lifts and stair cores servicing the existing hotel

floors are to be extended to serve the two proposed additional storeys. The proposed apart-hotel would also contain lifts and stair cores.

- 7.48 Six per cent of all car parking provision (three spaces) would be designated as disabled person parking, whilst a further four per cent would be enlarged bays (two spaces). This level of disabled person car parking is supported and recommended to be secured by condition.
- 7.49 To comply with The London Plan, nine per cent (ten hotel rooms) of the 113 additional proposed Ariel Hotel bedrooms and nine per cent (nine apart-hotel units) of the 99 proposed apart-hotel units must be fully accessible to wheelchair user guests, with these rooms designed in accordance with BS 8300-1:2018. A further one per cent (one hotel room and one apart-hotel unit) must be fitted with a tracked hoist system and have an adjoining door to a standard bedroom. A planning condition is recommended to ensure policy compliance is achieved.
- 7.50 The Council's Accessibility Officer has reviewed the proposal and made recommendations regarding disabled person car parking, enlarged car parking bays, and hotel and apart-hotel room accessibility. Appropriate conditions to secure these requirements are recommended should the application be determined for approval.
- 7.51 Subject to the recommended conditions, the proposed development complies with Policies D5 and D12 of The London Plan.

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

- 7.52 The existing site lacks significant levels of soft landscaping and consists of mostly of hardstanding and buildings.
- 7.53 The Applicant submitted an Arboricultural Impact Assessment and Method Statement, a Tree Protection Plan and a landscape strategy which detailed trees on and close to the Site, the tree species, and their quality and spread, as well as proposed planting and landscaping.
- 7.54 There are five category B trees, ten category C trees, and one category U tree assessed and identified on and immediately around the Site. None of the trees are protected by a Tree Preservation Order or by Conservation Area designations. The submitted Assessment states that no trees would be removed to enable the proposed development and there would be no construction within the Root Protection Areas of retained trees. The proposed landscape strategy proposes the introduction of mixed, diverse planting to include wildflower areas, raingarden-style low-level planting, specimen planting, flowering perennials, and ornamental grasses, as well as new block paving, grasscrete to most of the retained car parking spaces, and new hedges and trees around the proposed apart-hotel and Site's perimeter. The proposed landscape enhancements are supported, and a condition is recommended to ensure the improvements are delivered on-site.

- 7.55 Policy DMEI 1 of the Local Plan Part 2 requires all major development to incorporate living roofs and/or walls. The proposal includes a 764 sq. m. green roof on the apart-hotel and 956 sq. m. of green roof introduced to the roof of the extended hotel.
- 7.56 Subject to conditions, the proposal would comply with Policy G5 of The London Plan and Policy DMHB 14 of the Local Plan Part 2.

#### Biodiversity

- 7.57 The Applicant submitted a Preliminary Ecological Appraisal and Preliminary Roost Assessment and landscape strategy, which finds that there are no notable habitats on the site and 'negligible' bat roosting suitability as no potential bat roost features were recorded.
- 7.58 As the application was submitted in January 2024, it is not subject to recent Biodiversity Net Gain requirements. Nonetheless, the proposal would see a notable uplift in biodiversity on the site as it is currently predominantly extensive hardstanding and buildings, and the proposed layout would contain soft landscaping and planting features at ground level. The Preliminary Ecological Appraisal proposed enhancements, including additional native planting, pollinator friendly plant species, the installation of two bat boxes, and installation of one bird box. Furthermore, there would be 764 sq. m. of green roof included on the apart-hotel and 956 sq. m. of green roof introduced to the roof of the extended hotel that would contribute to the site's improved biodiversity.
- 7.58 The Council's Environmental Specialist (Energy and Biodiversity) reviewed the submitted biodiversity details and raised no objection regarding the proposed development.
- 7.59 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

- 7.60 The Site is in Flood Zone 1 (lowest flood risk). It is not within a Critical Drainage Area, though it is subject to a small area (approximately 115 sq. m.) of surface water flooding towards the centre of the site. The existing site comprises mostly of hardstanding and buildings. As such, there are minimal natural forms of attenuation within the site boundary.
- 7.61 The Applicant submitted a Flood Risk Assessment and Drainage Strategy. The application states that '*there is insufficient space to incorporate infiltration-based drainage. Therefore, in accordance with the drainage hierarchy, an attenuation-based surface water drainage strategy, with disposal to the existing surface water sewer is proposed.*' Post-development surface water discharge is proposed to be restricted to a rate of 3.5 litres per second. This would provide more than betterment over the existing brownfield situation. On-site attenuation would be

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provided within a cellular attenuation tank measuring eight metres by 17 metres by 0.8 metres deep (108.8m<sup>3</sup> storage). Furthermore, the development would introduce approximately 540 sq. m. of new soft landscaping around the proposed building, ensuring a reduction in runoff from the site compared to the existing scenario.

- 7.62 The Council's Flood Risk and Drainage Consultant has reviewed the submission and recommended further details to be submitted to ensure acceptable flood and surface water runoff and drainage mitigation. Appropriate conditions are recommended as part of this planning recommendation.
- 7.63 Subject to the recommended conditions, the proposed development is acceptable regarding Flooding and Drainage and complies with Policies SI12 and SI13 of The London Plan, Policy EM6 of the Local Plan Part 1, and Policies DMEI 9 and DMEI 10 of the Local Plan Part 2.

#### Water Efficiency

- 7.64 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.
- 7.65 Subject to the recommended condition, the proposal complies with Policy SI 5 of The London Plan.

#### Energy and Sustainability

- 7.66 The Applicant has submitted a Sustainability, Energy and Overheating Statement and a Whole Life Carbon Assessment. They have also submitted a Circular Economy Statement.
- 7.67 Rooftop photovoltaic (PV) panels are proposed to generate renewable electricity on-site. The proposal would also incorporate Air Source Heat Pumps (ASHP) to serve the space heating and cooling demands, and water heating demands of the proposed apart-hotel and the proposed extension to the existing Ariel Hotel.
- 7.68 The application provides a positive approach to carbon reduction and concludes that there would be a cumulative onsite saving of 89.8 per cent from a baseline position. The development consists of modifications to an existing hotel structure and a new apart-hotel building. The submitted assessment is not broken down into parts (existing and new), making it difficult to determine if policy-compliant carbon savings would be achieved. The new build is required to fully meet the requirements of Policy SI2 of The London Plan (i.e. achieving zero carbon with a minimum 15 per cent saving from energy efficiency and a minimum 35 per cent saving on site), whilst flexibility is allowed for in the modifications to the existing building providing a net zero carbon solution is delivered (i.e. the total carbon emissions resulting from the upward extension are offset either through the whole

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of the modification, within the fabric of the current building, a combination of these, or with any shortfall to be secured through a Section 106 contribution to the Council's Carbon Offset Fund. A carbon offset payment, priced at £95 per tonne of CO2 per year (over 30 years) is to be secured via the Section 106 legal agreement following review of a revised Energy Strategy, which is recommended to be secured by condition.

- 7.69 The Council's Environmental Specialist (Energy and Biodiversity) reviewed the submitted details and raised no objection subject to conditions requiring a revised Energy Strategy and 'be seen' energy monitoring, and a carbon offset contribution based on the updated Energy Strategy secured by a S106 Agreement.
- 7.70 Subject to the recommended S106 obligation and conditions, the proposal would comply with Policies SI2 and SI3 of The London Plan, Policy EM1 of the Local Plan Part 1, and Policies DMEI 2 and DMEI 3 of the Local Plan Part 2.

#### Waste Management

- 7.71 The Applicant submitted a Waste Strategy within the Transport Assessment and a Design and Access Statement.
- 7.72 Refuse collections would be accommodated via a loading bay adjacent to the proposed bulk waste storage container located on the north-eastern corner of the site. This would be managed privately and serviced from within the site.
- 7.73 The Council's Waste Services Team has reviewed the submitted documents and raised no objection to the proposed development.
- 7.74 The proposal is therefore deemed to comply with Policy SI 7 of The London Plan and DMHB 11 of the Local Plan Part 2.

#### Land Contamination

- 7.75 The Site is within a Potentially Contaminated Land area.
- 7.76 The Applicant submitted a Phase 1 Site Investigation and Preliminary Risk Assessment. The Assessment has identified on-site and off-site potential sources of contamination that would require further investigation and recommends that a ground investigation is undertaken to enable preliminary foundation design.
- 7.77 The Council's Land Contamination Officer has been consulted and advised that they have no objection to the proposed development. The Officer recommended a land contamination condition which has been attached to this recommendation.
- 7.78 Subject to condition, the proposal is considered to comply with Policies DMEI 11 and DMEI 12 of the Local Plan Part 2.

#### Fire Safety

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- 7.9 The Applicant submitted a Fire Statement, detailing the key fire safety features of the building. The existing first, second, and third floors of the hotel would remain largely unchanged except for a new evacuation lift and refuge space in each of the stair cores to accord with current building and fire regulations. The apart-hotel would be provided with evacuation lift and refuge space in the stair cores. The London Fire Brigade has been consulted and stated that they 'have no observations to make' regarding the proposed development.
- 7.80 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 Private Approved Inspector 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.
- 7.81 The fire strategy will be subject of further review during the detailed design stages to ensure compliance with relevant building design requirement including the relevant Building Regulations and other recommendations set out in BS9991:2015, Fire safety in the design, management and use of residential buildings – Code of practice and BS 9999: 2017, Fire safety in the design, management and use of buildings - Code of practice.
- 7.82 The proposal is considered to comply with the Policy D12 of The London Plan.

#### Archaeological Impact

- 7.83 The site is within an Archaeological Priority Zone.
- 7.84 Accordingly, the Applicant submitted an Archaeological Heritage Assessment, which concluded that *'significant ground disturbance has occurred within the immediate footprint of the existing building, and potentially to a lesser extent within the car park. It is possible that further archaeological work will be required, this should be confirmed in conjunction with Greater London Archaeological Advisory Service (GLAAS), consideration can be given to conditioning this work on an approved application'*.
- 7.85 The Local Planning Authority consulted Historic England's GLAAS, who reviewed the submission and stated that 'the development could cause harm to archaeological remains and field evaluation is needed to determine appropriate mitigation. However, although the NPPF envisages evaluation being undertaken prior to determination, in this case consideration of the nature of the development,

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the archaeological interest and/or practical constraints are such that I consider a two-stage archaeological condition could provide an acceptable safeguard.' GLAAS concluded they had no objection to the proposed development, subject to condition and informative regarding a Written Scheme of Investigation.

- 7.86 The requested condition and informative are therefore recommended to be attached should the application be determined for approval.
- 7.87 Subject to condition, the proposal is deemed to comply with the NPPF, Policy HC1 of The London Plan, and Policy DMHB 7 of the Local Plan Part 2.

#### Odour

- 7.88 The two additional floors proposed to the hotel would not include ancillary kitchen facilities. The apart-hotel unit would include cooking facilities. A planning condition is recommended regarding extraction and odour control to protect amenity.
- 7.89 Subject to condition, the proposal complies with Policy D13 of the London Plan and Policies DMHB 11 of the Local Plan Part 2.

#### Planning Obligations

- 7.90 Policy DMCI 7 of the Local Plan Part 2 states to ensure development is sustainable, planning permission will only be granted for development that clearly demonstrates there will be sufficient infrastructure of all types to support it. Infrastructure requirements will be predominantly addressed through the Council's Community Infrastructure Levy (CIL). Planning obligations will be sought on a scheme-by-scheme basis to secure the provision of affordable housing in relation to residential development schemes, where development has infrastructure needs that are not addressed through CIL, and to ensure that development proposals provide or fund improvements to mitigate site-specific impacts made necessary by the proposal. Applications that fail to secure an appropriate Planning Obligation to make the proposal acceptable will be refused.
- 7.91 The Community Infrastructure Levy Regulation 2010 (Regulations issued Pursuant to the 2008 Act) and the NPPF have put three tests on the use of planning obligations into law. It is unlawful (since 6 April 2010) to request planning obligations that do not meet the following tests:
- i. necessary to make the development acceptable in planning terms
  - ii. directly related to the development, and
  - iii. fairly and reasonable related in scale and kind to the development
- 7.92 The effect of the Regulations is that the Council must apply the tests much more strictly and can only request planning obligations that are genuinely necessary and directly related to the development. Should the Council request planning obligations that do not meet the policy tests, the Council would have acted unlawfully and could be subject to a High Court challenge.

7.93 The proposed Section 106 Heads of Terms are as follows:

- i. Air Quality Mitigation contribution of £88,533.
- ii. A Carbon Offset sum based on an Updated Energy Strategy (to be submitted to discharge the Updated Energy Strategy condition), with the offset calculation based on £95 per tonne of CO2 over a 30-year period.
- iii. A Construction Employment Training Scheme secured in accordance with the Council's Planning Obligations SPD.
- iv. An End-User Employment Scheme secured in accordance with the Council's Planning Obligations SPD.
- v. A Healthy Streets/Active Travel Zone contribution of £112,700 within the London Borough of Hillingdon.
- vi. A Project Management and Monitoring Fee, equalling 5% of the total financial contributions to be paid under this agreement.

## **8 Other Matters**

### Human Rights

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

### Equality

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

### Local Finance Considerations and CIL

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

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- 8.4 The London Borough of Hillingdon Council is a collecting authority for the Mayor of London, and this liability shall be paid to the London Borough of Hillingdon Council in the first instance.
- 8.5 In addition to MCIL2, the development represents Chargeable Development under the Hillingdon CIL, which came into effect on 1 August 2014. The liability payable is as follows:
- Hotels – £40 per sq. m.
- 8.6 This CIL liability is in addition to the Section 106 planning obligations.
- 8.7 The proposed development consists of the following floor areas:
- 8.8 Hotel (Use Class C1) – 3,530 sq. m.  
Apart-Hotel (Use Class C1) – 4,730 sq. m.  
Total – 8,260 sq. m. (Use Class C1)
- 8.9 The construction of these floor areas results in the following CIL charges:
- Local CIL – £545,090.30  
Mayoral CIL – £587,210.91
- 8.10 Please note this has been calculated based on the information available to the officer. The final amount will be reviewed post-determination by the Council's Planning Obligations Team and set out to the liable party in line with the CIL Regulations.

## **9 Conclusion / Planning Balance**

- 9.1 The principle of redeveloping the Site for a Hotel (Use Class C1) and Apart-Hotel (Use Class C1) is supported in this instance. The Local Planning Authority has worked with the Applicant to refine the development's design during the application process, securing additional planting, a reduction in hardstanding, and refinement and details regarding the buildings' external materials. The buildings' height, scale, and mass are compatible with the height and scale of surrounding development, while the additional soft landscaping (approximately 540 sq. m.) and recladding of the existing hotel would enhance the site's appearance and contribution to the public realm.
- 9.2 The additional tree, hedge, shrub, and flower planting and 1,720 sq. m. of green roofs would enhance the site's biodiversity. The scheme would not unduly impact neighbouring amenity. There are no objections from the Council's Urban Design Officer, Landscape Officer, Policy Officer, or Highways Officer. While located on Potentially Contaminated Land, the Council's Land Contamination Officer has no concerns subject to the recommended condition. Similarly, whilst within an Archaeological Priority Zone, Historic England's Greater London Archaeological Advisory Service (GLAAS) has no objection subject to the attached conditions.

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Noting the Air Quality Management Area (AQMA) and Air Quality Focus Areas, which the Site is within, the Council's Air Quality Officer has no objections subject to an air quality mitigation contribution of £88,533 (contained within the Section 106 Heads of Terms) and planning conditions, which have been recommended.

- 9.3 The proposal is acceptable and would be consistent with the National Planning Policy Framework, The London Plan, and Hillingdon Local Plan.
- 9.4 The planning application is therefore recommended for approval subject to the conditions set out in Appendix 1 and Section 106 Heads of Terms detailed on the previous page.

## **10 Background Papers**

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

# **APPENDICES**

## **Planning Application**

**1126/APP/2023/3671**

## 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:

1041-130-Rev-P2  
1041-131-Rev-P2  
1041-99-Rev-P4  
AFA-379-P-001-Rev-SK3  
1041-100-Rev-P2  
1041-107-Rev-P5  
1041-110-Rev-P3  
1041-120-Rev-P3  
1041-121-Rev-P3  
1041-122-Rev-P3  
1041-123-Rev-P4  
1041-124-Rev-P4  
1041-125-Rev-P4  
1041-108-Rev-P3 WIP  
1041-109-Rev-P4 WIP  
1041-101-Rev-P2  
1041-102-Rev-P2  
1041-103-Rev-P2  
1041-104-Rev-P2  
1041-105-Rev-P2  
1041-106-Rev-P2;

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

#### REASON

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

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

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

- Transport Assessment-Issue 5, prepared by Cole Easdon, dated October 2024
- Vehicular Trip Generation Note, Technical Note 928501-Issue 2, prepared by Cole Easdon, dated October 2024
- Flood Risk Assessment and Drainage Strategy, Issue 3, prepared by Cole Easdon, dated August 2024
- Planning Statement, prepared by hybrid planning and development, dated May 2024
- Air Quality Assessment-Rev-1, Ref: 23-11004, prepared by Syntegra Consulting, dated 18.09.2023
- Arboricultural Impact Assessment and Method Statement, ref: 23-1584-Report, prepared by Canopy Consultancy, dated September 2023
- Archaeological Heritage Assessment, ref: ABRS Report No 2023-BRHL\_v2, prepared by Archaeological Building Recording Services, dated November 2023
- Circular Economy Statement, prepared Iceni Projects, dated December 2023
- Environmental Noise Impact Assessment Report for Planning, Reference 20432.ENIA-RPT.01, prepared by ES Acoustics Ltd, dated 15.09.2023
- Fire Statement-V3, ref: BB-LPFS-16057-BC-03, prepared by BB7, dated 04.12.2023
- Phase 1 Site Investigation & Preliminary Risk Assessment, Report No: 1144.01.02, prepared by Remada Geo Consultants, dated September 2023
- Preliminary Ecological Appraisal and Preliminary Roost Assessment-Issue-2, prepared by arbtech, dated 16.08.2023
- Letter, Pre-Planning Enquiry: Confirmation of Sufficient Capacity, prepared by Thames Water, dated 22.09.2023
- Tree Protection Plan, Ref 23-1584-TPP, prepared by Canopy Consultancy, dated 15.09.2023
- Whole Life Carbon Assessment, prepared by Iceni Projects, dated December 2023
- Daylight, Sunlight, and Overshadowing Assessment-Version 6, Reference H4260-DS-V6, prepared by Hawkins Environmental, dated 18.09.2024
- 1041-999

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

#### **REASON**

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

### **4. NONSC Max number of bedrooms**

The development hereby approved is for an extended hotel with a total of 299 bedrooms and apart-hotel with 99 apart-hotel units. This is the maximum number of bedrooms permitted by this consent and any subdivision or creation of new bedrooms above this number would

require separate planning consent.

#### REASON

To ensure the hotel is used as proposed in accordance with Policies E10 and D6 of The London Plan (2021) and Policies DME 5 and DMHB 16 of the Local Plan Part 2 (2020).

### 5. COM7 Materials (Submission)

Prior to the installation of any aluminium cladding, detailed facade drawings at an appropriate scale (typically 1:10 or 1:20) shall be submitted to and approved in by the Local Planning Authority. These shall include panel sizes, joint widths, alignment with fenestration or structural gridlines, and fixing methods to ensure a high-quality external appearance consistent with the approved elevations. The development shall be carried out in accordance with the approved details prior to the first use of the additional two hotel floors or any part of the apart-hotel.

#### REASON

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

### 6. NONSC Construction Management Plan

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

- (i) The phasing of development works.
- (ii) The hours during which development works will occur.
- (iii) A programme to demonstrate that the most valuable or potentially contaminating materials and fittings can be removed safely and intact for later re-use or processing.
- (iv) Measures to prevent mud and dirt tracking onto footways and adjoining roads (including wheel washing facilities).
- (v) Traffic management and access arrangements (vehicular and pedestrian) and parking provisions for contractors during the development process (including measures to reduce the numbers of construction vehicles accessing the site during peak hours).
- (vi) Measures to reduce the impact of the development on local air quality and dust through minimising emissions throughout the demolition and construction process.
- (vii) The storage of demolition/construction materials on site.
- (ix) Measures to demonstrate compliance with the GLA's Control of Dust and Emissions from Construction and Demolition SPG.
- (x) All Non-Road Mobile Machinery (NRMM) of net power of 37kW and up to and including 560kW used during the demolition, site preparation and construction phases shall comply with the emission standards set out in <https://www.london.gov.uk/programmes-and-strategies/environment-and-climate-change/pollution-and-air-quality/nrmm>. Unless it



complies with these standards, no NRMM shall be on site, at any time, whether in use or not, without the prior written consent of the local planning authority. The developer shall keep an up-to-date list of all NRMM used during the demolition, site preparation and construction phases of the development on the online register at <https://nrmm.london/>.

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

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

#### REASON

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

### 7. NONSC **Construction Logistics Plan (CLP)**

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

#### REASON

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

### 8. NONSC **Cycle Parking**

Prior to the first use of the development hereby approved, at least 20 long-stay and eight short-stay cycle parking spaces shall be installed in accordance with the approved plans and shall be made available for use. The 28 cycle parking spaces shall thereafter be permanently retained on site, maintained, and be kept available for use.

#### REASON

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

### 9. NONSC **Disabled Person Car Parking**

Prior to the first use of the development hereby approved, three disabled person car parking spaces, designed to meet the requirements of BS8300-1: 2018, and two enlarged spaces shall be provided in accordance with the approved plans and made available for use. The three disabled person parking spaces and two enlarged spaces shall be available for use

upon first occupation/use and thereafter be permanently retained on site and be kept available for use.

#### REASON

To ensure an appropriate level of onsite disabled person parking is provided in accordance with Policy T6.1 of The London Plan (2021).

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

Prior to the first occupation/use of the development hereby approved, active electric vehicle charging facilities shall be installed and made available for use at 12 car parking spaces. The active electric vehicle charging infrastructure shall thereafter be permanently retained on site, maintained, and be kept available for use.

#### REASON

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

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

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

#### REASON

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

### **12. NONSC Travel Plan**

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

#### REASON

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

### **13. NONSC Planting**

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

(ii) All planting, seeding, and turfing in the approved landscaping scheme shall be implemented in the nearest planting season (1 October to 28 February inclusive) following

first occupation/use of the approved development. The new planting and landscape operations shall comply with the requirements specified in BS3998:2010 - 'British Standard Recommendations for Tree Work'. Thereafter, areas of amenity space shall be permanently retained and any trees or other planting which die within a period of five years from the completion of development, are removed, or become seriously damaged or diseased shall be replaced in the next planting season with others of similar size and species in accordance with the details approved by the Local Planning Authority.

(iii) The Green Roofs shall be fully implemented in accordance with drawing number references AFA-379-P-001-Rev-SK3, 1041-110-Rev-P3, and 1041-106-Rev-P2 within the first planting season following the first use of the development hereby approved and thereafter maintained and retained in perpetuity. Evidence of green roof installation shall be submitted to approved by the Local Planning Authority within six months of green roof installation.

#### REASON

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

#### 14. COM9 Landscaping

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

##### 1. Details of Soft Landscaping

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

##### 2. Details of Hard Landscaping

- 2.a Means of enclosure/boundary treatments
- 2.c Hard Surfacing Materials
- 2.d External Lighting
- 2.e Provision of CCTV and secure entrance arrangements

##### 3. Details of Landscape Maintenance

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

##### 4. Schedule for Implementation

## 5. Other

5.a Existing and proposed functional services above and below ground.

5.b Proposed finishing levels or contours.

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

## REASON

To ensure that the proposed development will enhance the area's visual amenities landscaping and urban greening measures are appropriately maintained in accordance with Policy G5 of The London Plan (2021) and Policies DMHB 11, DMHB 12, and DMHB 14 of the Local Plan Part 2 (2020).

## 15. NONSC Surface Water Runoff

Prior to commencement of groundworks (excluding site investigations and demolition), a detailed surface water drainage strategy shall be submitted to and approved in writing by the Local Planning Authority. The submitted strategy shall demonstrate that the half-drain time of the attenuation tank is less than 24 hours through increasing the storage or increasing the runoff rate up to a maximum of 1.1 litres per second (greenfield runoff rate for the 1 in 100 year event).

The development shall be carried out and maintained in full accordance with the approved details for the lifetime of the development.

## REASON

To ensure that surface water runoff is managed in a sustainable and efficient manner to minimise the risk of surface water flooding and provide acceptable drainage performance in accordance with Policies SI 12 and SI 13 of The London Plan (2021), Policy EM6 of the Hillingdon Local Plan Part 1 (2012), and Policies DMEI 9 and DMEI 10 of the Hillingdon Local Plan Part 2 (2020).

## 16. NONSC Detailed Drainage Design

Prior to commencement of groundworks (excluding site investigations and demolition), the applicant shall submit a final detailed drainage design, including:

- (i) water butts
- (ii) the greenfield, existing, and proposed runoff volumes
- (iii) details of how the soft landscaping surrounding the apart-hotel is to be drained (if draining into the proposed drainage system, then this shall be included the calculations)
- (iv) an exceedance flow route drawing, maintenance tasks and frequencies for the proposed green roofs
- (v) the contact details of the individual/company responsible for drainage maintenance

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

maintained and retained as such for the life of the development.

## REASON

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

## 17. NONSC Land Contamination

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

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

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

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

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

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



## REASON

To ensure that risks from land contamination are minimised and that the development can be carried out safely without unacceptable risks to workers, neighbours, and other offsite receptors in accordance with Policies DMEI 11 and DMEI 12 of the Local Plan Part 2 (2020).

### **18. NONSC Written Scheme of Investigation (archaeology)**

No demolition or development shall take place until a stage 1 Written Scheme of Investigation (WSI) has been submitted to and approved by the local planning authority in writing. For land that is included within the WSI, no demolition or development shall take place other than in accordance with the agreed WSI, and the programme and methodology of site evaluation and the nomination of a competent person(s) or organisation to undertake the agreed works.

If heritage assets of archaeological interest are identified by stage 1, then for those parts of the site which have archaeological interest, a stage 2 WSI shall be submitted to and approved by the local planning authority in writing. For land that is included within the stage 2 WSI, no demolition/development shall take place other than in accordance with the agreed stage 2 WSI, which shall consist of:

- A. The statement of significance and research objectives, the programme and methodology of site investigation and recording and the nomination of a competent person(s) or organisation to undertake the agreed works
- B. Where appropriate, details of a programme for delivering related positive public benefits
- C. The programme for post-investigation assessment and subsequent analysis, publication & dissemination and deposition of resulting material. This part of the condition shall not be discharged until these elements have been fulfilled in accordance with the programme set out in the stage 2 WSI.

## REASON

To protect heritage assets of archaeological interest in accordance with Policy HC1 of The London Plan (2021) and Policy DMHB 7 of the Local Plan Part 2 (2020).

### **19. NONSC Revised Energy Assessment**

Prior to the commencement of development (excluding ground works and site clearance), a revised Energy Strategy shall be submitted to and approved by the Local Planning Authority. The revised Strategy shall demonstrate that the development will maximise savings in CO2 emissions, achieving zero carbon, in accordance with Policy SI2 of The London Plan (2021) and the most recent GLA guidance.

Where there is a failure to achieve the carbon savings as set out in the Energy Strategy, the quantum (tCO2) shall be treated as part of the shortfall and shall result in a cash-in-lieu planning contribution in accordance with the formula detailed in the Section 106 legal agreement.

Thereafter, the development shall be carried out in accordance with the approved Energy Strategy, and all approved Energy Strategy measures shall be retained and maintained in perpetuity.

#### REASON

To ensure the development would achieve zero carbon in accordance with Policy SI2 of The London Plan (2021).

### 20. NONSC **Be Seen Energy Monitoring**

Prior to the first use/occupation of the development hereby approved, a 'Be Seen' Plan for the recording and reporting of the energy performance of the development shall be developed in accordance with the GLA energy monitoring guidance and be submitted to and approved in writing by the Local Planning Authority (LPA). The 'Be Seen' Plan shall:

- Demonstrate that accurate and verified estimates of the 'Be Seen' energy performance indicators have been submitted to the GLA's monitoring portal.
- Detail the methods for recording the actual carbon performance of the approved scheme in line with the approved energy assessment.
- Ensure that for five years post-occupation, annual verified operational energy performance data shall be submitted to the GLA's monitoring portal and details provided to the LPA.

If in-use data shows underperformance for two consecutive years, the legal owner must investigate causes, propose mitigation measures, and submit an action plan to the LPA within three months. Approved measures must be implemented within six months.

The development shall be operated in accordance with the approved 'Be Seen' Plan.

#### REASON

To ensure the development continues to achieve the approved carbon reduction targets in accordance with Policy SI2 of the London Plan (2021).

### 21. NONSC **Water Efficiency**

The development hereby approved shall achieve at least the BREEAM excellent standard for the 'Wat 01' water category or equivalent (commercial development), and incorporate measures such as smart metering, water saving, and recycling measures, including retrofitting.

#### REASON

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

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

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

#### REASON

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

### **23. NONSC Hotel Use**

The development hereby approved shall not be occupied by any visiting person(s) for a period longer than 90 days in a 365-day period. Prior to first occupation of the development, a Management Plan shall be submitted to and approved by the Local Planning Authority. The plan shall demonstrate:

- (i) A system for keeping a register of all visiting people who stay in the development, their length of stay and previous length of stays within a 365-day period.
- (ii) A means by which the Local Planning Authority can check the register to ensure that the maximum permitted stays are being enforced.

The hotel and apart-hotel shall be operated in accordance with the approved Management Plan in perpetuity.

#### REASON

To safeguard the occupation conditions of future occupiers and prevent the creation of unplanned demands on infrastructure provision in accordance with Policies D2, D6, and H4 of The London Plan (2021) and Policies DMH 7 and DMHB 16 of the Local Plan Part 2 (2020).

### **24. NONSC Accessibility**

Upon first use of the development hereby approved, nine per cent (ten hotel rooms) of the 113 additional hotel bedrooms and nine per cent (nine apart-hotel units) of the 99 apart-hotel units shall be fully accessible to wheelchair user guests, with these rooms designed in accordance with BS 8300-1:2018. A further one per cent (one hotel room and one apart-hotel unit) shall be fitted with a tracked hoist system and have an adjoining door to a standard bedroom. The fully accessible wheelchair user rooms and the additional tracked hoist system rooms shall be retained as such for the lifetime of the development.

#### REASON

To ensure appropriate wheelchair accessibility in accordance with Policies D5 and E10 of The London Plan (2021) and Policy DME 6 of the Local Plan Part 2, and Accessible

Hillingdon SPD.

## **25. NONSC Fire Evacuation Lift**

The development hereby approved shall include a minimum of one fire evacuation lift in the apart-hotel, designed to meet the technical standards detailed in BS EN 81-76, BS 9991 and/or BS 9999, which shall be operational upon first use of the apart-hotel and maintained and retained for the life of the development.

### **REASON**

To ensure the development can accommodate robust emergency evacuation procedures, including measures for those requiring step-free egress in accordance with Policies D5 and D12 of The London Plan (2021).

## **26. NONSC Digital Connectivity Infrastructure**

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

### **REASON**

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

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

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

### **REASON**

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

## **28. COM20 Air extraction system noise and odour**

Prior to first use of the apart-hotel hereby approved, details of the installation, operation, and maintenance of the odour abatement equipment and extract system, including the extract duct and vertical discharge outlet without cowl shall be submitted to, and approved in writing by the Local Planning Authority. The approved details shall be implemented prior to the first use of apart-hotel cooking facilities and thereafter shall permanently be retained.

### **REASON**

To protect the amenity of the occupants of surrounding properties in accordance with Policy D13 of The London Plan (2021) and Policies DMHB 11 and DMTC 4 of the Local Plan Part 2 (2020).

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

Prior to the commencement of development, a Bird Hazard Management Plan (BHMP) shall be submitted to and approved by the Local Planning Authority. The Plan shall include details of management of any flat/shallow pitched/green roofs on buildings within the Site which may be attractive to nesting, roosting, and 'loafing' birds. The Bird Hazard Management Plan shall be implemented as approved and shall remain in force for the life of the buildings. No subsequent alterations to the Plan are to take place unless first submitted to and approved in writing by the Local Planning Authority.

### **REASON**

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

## **30. NONSC PV Panel Glare**

No solar panels shall be installed until a glint and glare assessment has been submitted to and approved by the Local Planning Authority. No subsequent alterations to the approved scheme are to take place unless submitted to and approved in writing by the Local Planning Authority.

### **REASON**

To ensure the development does not endanger the safe movement of aircraft or the operation of Heathrow Airport in accordance with the requirements of Policies DMAV 1 and DMAV 2 of the Local Plan Part 2 (2020).

## **Informatives**

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

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

### **2.**

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.**

Written schemes of investigation will need to be prepared and implemented by a suitably professionally accredited archaeological practice in accordance with Historic England's Guidelines for Archaeological Projects in Greater London. This condition is exempt from deemed discharge under schedule 6 of The Town and Country Planning (Development Management Procedure) (England) Order 2015.

**4.**

Due to the site being within the crane circle for Heathrow Airport the crane operator is required to submit all crane details such as maximum height, operating radius, name, and phone number of site manager along with installation and dismantling dates to the CAA Airspace Coordination and Obstacle Management Service (ACOMS) system. For notification, please follow the link via CAA website:  
[caa.co.uk](http://caa.co.uk)

Once crane notification has been received from the CAA, Heathrow Works Approval Team will assess and issue the necessary crane permit. No cranes should operate on site until a crane permit has been issued. Specific CAA guidance for crane lighting/markings is given in CAP1096: Guidance to crane users on the crane notification process and obstacle lighting and marking ([caa.co.uk](http://caa.co.uk)).

**5.**

The Bird Hazard Management Plan must ensure that flat/shallow pitched roofs be constructed to allow access to all areas by foot using permanent fixed access stairs ladders or similar. The owner/occupier must not allow gulls, to nest, roost or loaf on the building. Checks must be made weekly or sooner if bird activity dictates, during the breeding season. Outside of the breeding season gull activity must be monitored and the roof checked regularly to ensure that gulls do not utilise the roof. Any gulls found nesting, roosting or loafing must be dispersed by the owner/occupier when detected or when requested by Heathrow Airside Operations staff. In some instances, it may be necessary to contact Heathrow Airside Operations staff before bird dispersal takes place. The owner/occupier must remove any nests or eggs found on the roof. The breeding season for gulls typically runs from March to June. The owner/occupier must obtain the appropriate licences where applicable from Natural England before the removal of nests and eggs.

**6.**



The development is close to the airport and the landscaping which it includes may attract birds which in turn may create an unacceptable increase in birdstrike hazard. Any such landscaping should, therefore, be carefully designed to minimise its attractiveness to hazardous species of birds. Your attention is drawn to Advice Note 3, 'Potential Bird Hazards: Amenity Landscaping and Building Design' (available at <http://www.aoa.org.uk/policy-campaigns/operations-safety>).

## 7.

The development is close to the aerodrome and the approach to the runway. We draw attention to the need to carefully design lighting proposals. This is further explained in Advice Note 2, 'Lighting' (available at <http://www.aoa.org.uk/wp-content/uploads/2016/09/Advice-Note-2-Lighting-2016.pdf>). Please note that the Air Navigation Order 2005, Article 135 grants the Civil Aviation Authority power to serve notice to extinguish or screen lighting which may endanger aircraft.

## 8.

The proposed development is located within 15 metres of Thames Waters underground assets and as such, the development could cause the assets to fail if appropriate measures are not taken. Please read our guide 'working near our assets' to ensure your workings are in line with the necessary processes you need to follow if you're considering working above or near our pipes or other structures.

Should you require further information please contact Thames Water. Email: [developer.services@thameswater.co.uk](mailto:developer.services@thameswater.co.uk) Phone: 0800 009 3921 (Monday to Friday, 8am to 5pm) Write to: Thames Water Developer Services, Clearwater Court, Vastern Road, Reading, Berkshire RG1 8DB.

## 153 Compulsory Informative (2)

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

|         |   |
|---------|---|
| DMAV 1  | Safe Operation of Airports                    |
| DMAV 2  | Heathrow Airport                              |
| DMCI 5  | Childrens Play Area                           |
| DME 5   | Hotels and Visitor Accommodation              |
| DME 6   | Accessible Hotels and Visitor Accommodation   |
| DMEI 10 | Water Management, Efficiency and Quality      |
| DMEI 11 | Protection of Ground Water Resources          |
| DMEI 12 | Development of Land Affected by Contamination |

|          |   |
|----------|---|
| DMEI 13  | Importation of Material   |
| DMEI 14  | Air Quality   |
| DMEI 2   | Reducing Carbon Emissions                                       |
| DMEI 3   | Decentralised Energy  |
| DMEI 7   | Biodiversity Protection and Enhancement                         |
| DMEI 9   | Management of Flood Risk  |
| DMHB 11  | Design of New Development                                       |
| DMHB 12  | Streets and Public Realm  |
| DMHB 13A | Advertisements and Shop Signage                                 |
| DMHB 14  | Trees and Landscaping   |
| DMHB 15  | Planning for Safer Places                                       |
| DMHB 7   | Archaeological Priority Areas and archaeological Priority Zones |
| DMHD 3   | Basement Development  |
| DMIN 4   | Re-use and Recycling of Aggregates                              |
| DMT 1    | Managing Transport Impacts                                      |
| DMT 2    | Highways Impacts  |
| DMT 4    | Public Transport  |
| DMT 5    | Pedestrians and Cyclists  |
| DMT 6    | Vehicle Parking   |
| LPP D1   | (2021) London's form, character and capacity for growth         |
| LPP D10  | (2021) Basement development                                     |
| LPP D11  | (2021) Safety, security and resilience to emergency             |
| LPP D12  | (2021) Fire safety  |
| LPP D13  | (2021) Agent of change  |
| LPP D14  | (2021) Noise  |
| LPP D2   | (2021) Infrastructure requirements for sustainable densities    |
| LPP D3   | (2021) Optimising site capacity through the design-led approach |
| LPP D4   | (2021) Delivering good design                                   |
| LPP D5   | (2021) Inclusive design   |
| LPP D8   | (2021) Public realm   |
| LPP DF1  | (2021) Delivery of the Plan and Planning Obligations            |
| LPP E10  | (2021) Visitor infrastructure                                   |
| LPP E11  | (2021) Skills and opportunities for all                         |
| LPP G1   | (2021) Green infrastructure                                     |
| LPP G4   | (2021) Open space   |
| LPP G5   | (2021) Urban greening   |

|            |   |
|------------|---|
| LPP G6     | (2021) Biodiversity and access to nature  |
| LPP G7     | (2021) Trees and woodlands  |
| LPP GG1    | (2021) Building strong and inclusive communities                                |
| LPP GG2    | (2021) Making the best use of land  |
| LPP GG3    | (2021) Creating a healthy city  |
| LPP GG5    | (2021) Growing a good economy   |
| LPP GG6    | (2021) Increasing efficiency and resilience                                     |
| LPP HC1    | (2021) Heritage conservation and growth   |
| LPP SD7    | (2021) Town centres: development principles and Development Plan Documents      |
| LPP SI1    | (2021) Improving air quality  |
| LPP SI12   | (2021) Flood risk management  |
| LPP SI13   | (2021) Sustainable drainage   |
| LPP SI2    | (2021) Minimising greenhouse gas emissions                                      |
| LPP SI3    | (2021) Energy infrastructure  |
| LPP SI4    | (2021) Managing heat risk   |
| LPP SI5    | (2021) Water infrastructure   |
| LPP SI7    | (2021) Reducing waste and supporting the circular economy                       |
| LPP T1     | (2021) Strategic approach to transport  |
| LPP T2     | (2021) Healthy Streets  |
| LPP T3     | (2021) Transport capacity, connectivity and safeguarding                        |
| LPP T4     | (2021) Assessing and mitigating transport impacts                               |
| LPP T5     | (2021) Cycling  |
| LPP T6     | (2021) Car parking  |
| LPP T6.4   | (2021) Hotel and leisure use parking  |
| LPP T6.5   | (2021) Non-residential disabled persons parking                                 |
| LPP T7     | (2021) Deliveries, servicing and construction                                   |
| LPP T9     | (2021) Funding transport infrastructure through planning                        |
| NPPF11 -24 | NPPF11 2024 - Making effective use of land                                      |
| NPPF12 -24 | NPPF12 2024 - Achieving well-designed places                                    |
| NPPF14 -24 | NPPF14 2024 - Meeting the challenge of climate change, flood and coastal change |
| NPPF15 -24 | NPPF15 2024 - Conserving and enhancing the natural environment                  |
| NPPF9 -24  | NPPF9 2024 - Promoting sustainable transport                                    |

## Appendix 2: Relevant Planning History

1126/AD/79/0755          Forte Posthouse Hotel Bath Road Harlington

Erection of office block (Outline application).

**Decision:** 18-06-1979      Withdrawn

1126/ADV/1999/3132      Posthouse Heathrow Bath Road Harlington

INSTALLATION OF VARIOUS INTERNALLY/ EXTERNALLY ILLUMINATED WALL MOUNTED, POST MOUNTED AND FASCIA PANEL SIGNS AND FLOODLIT FREESTANDING MONOLITH SIGN

**Decision:** 21-01-2000      Approved

1126/ADV/2001/65          Posthouse Heathrow Bath Road Harlington

DISPLAY OF INTERNALLY ILLUMINATED SIGNS

**Decision:** 27-07-2001      Approved

1126/ADV/2009/69          Holiday Inn - Heathrow Ariel 118 Bath Road Harlington Middlesex

Installation of 2 internally illuminated post signs, 2 internally illuminated logo signs and 1 internally illuminated canopy sign with associated external lighting

**Decision:** 30-11-2009      Approved

1126/AE/80/1221          Forte Posthouse Hotel Bath Road Harlington

Erection of 150,000 sq. ft. of offices (Outline application).

**Decision:** 15-04-1982      Withdrawn

1126/AH/83/9142          Forte Posthouse Hotel Bath Road Harlington

Installation of internally illuminated signs.

**Decision:** 21-05-1984      Approved

1126/AJ/86/3012          Forte Posthouse Hotel Bath Road Harlington

Installation of candles on roof of hotel & decoration of building as a birthday cake for 2 months only.

**Decision:** 25-02-1986      Approved

1126/AK/88/0685          Forte Posthouse Hotel Bath Road Harlington

Single-storey extension in internal garden for use as restaurant

**Decision:** 17-05-1988      Approved

1126/AN/88/2618      Forte Posthouse Hotel Bath Road Harlington

Alterations to elevations & entrance fronts to existing hotel

**Decision:** 16-01-1989      Approved

1126/AP/88/2322      Forte Posthouse Hotel Bath Road Harlington

Erection of 2 temporary portakabins in car park for a period of 6 months

**Decision:** 13-01-1989      Approve Limited  
Time

1126/APP/2000/398      Posthouse Hotel Bath Road Harlington

USE OF OFFICE/INFORMATION DESK WITHIN THE POSTHOUSE, DRIVERS' REST ROOM/ GARAGE AND PARKING SPACES WITHIN HOTEL CAR PARK IN CONNECTION WITH A CHAUFFEUR DRIVEN AND SELF DRIVE CAR HIRE BUSINESS (APPLICATION FOR A CERTIFICATE OF LAWFULNESS FOR AN EXISTING USE OR OPERATION OR ACTIVITY)

**Decision:** 12-07-2000      Approved

1126/APP/2006/1063      Holiday Inn - Heathrow Ariel 118 Bath Road Harlington Middlesex

INSTALLATION OF AIR CONDITIONING CONDENSER UNITS AT GROUND FLOOR LEVEL.

**Decision:** 31-05-2006      Approved

1126/APP/2007/2469      Holiday Inn Heathrow Bath Road Harlington

INSTALLATION OF GLAZED ACCESS DOOR ON THE SOUTH ELEVATION LEADING TO TERRACE AREA.

**Decision:** 04-10-2007      Approved

1126/APP/2008/1326      Holiday Inn Heathrow Bath Road Harlington

Details in compliance with condition 3 (tree protection) and 4 (boundary treatment) of planning permission ref.1126/APP/2007/2469 dated 04/10/2007: Installation of glazed access door within glazed façade on the south elevation.

**Decision:** 30-07-2008      Approved

1126/APP/2024/2406      Ariel Hotel 118 Bath Road Heathrow

Creation of 12x Electric Vehicle Parking Spaces including associated infrastructure (charger

pillars, one feeder pillar, two power banks, one substation, lamp posts and bollards).

**Decision:** 12-11-2024      Withdrawn

1126/APP/2025/1181      Ariel Hotel 118 Bath Road Heathrow

Provision of 12no. electric vehicle charging parking spaces and associated infrastructure comprising of 7no. charger pillars, 1no. feeder pillar, 2no. power banks, 1no. substation, lamp posts and bollards.

**Decision:** 10-10-2025      Approved

1126/AS/89/2462      Ariel Hotel Bath Road Harlington

Installation of three satellite dishes on roof of hotel

**Decision:** 09-05-1990      Withdrawn

1126/AW/91/0738      Ariel Hotel Bath Road Harlington

Installation of automatic car park barriers with ticket machines onto the A4 Bath Road and Harlington High Street access points

**Decision:** 15-11-1991      Refused

1126/AX/92/3512      Forte Posthouse Hotel Bath Road Harlington

Installation of internally illuminated signs and lettering (retrospective application)

**Decision:** 13-05-1992      Refused      **Appeal:** 08-09-1992      Dismissed

1126/ay/92/3549      Forte Posthouse Hotel Bath Road Harlington

Installation of internally illuminated individual letters/logo

**Decision:** 17-07-1992      Approved

1126/AZ/92/3595      Forte Posthouse Hotel Bath Road Harlington

Two double sided illuminated signs each mounted in a free-standing brick wall at the hotel entrances

**Decision:** 09-12-1992      Approved

1126/BC/98/1385      Forte Posthouse Hotel Bath Road Harlington

Alterations to the appearance of the main entrance, erection of a roof over external courtyard to form an extension to the restaurant

**Decision:** 23-09-1998      Approved

1126/PRE/2002/121      Ariel Hotel Bath Road Harlington



TP PRE CORRES NOTICE OF INSTALLATION OF TELECOMMUNICATION  
APPARATUS

## Appendix 3: List of Relevant Planning Policies

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

### Part 1 Policies:

|          |   |
|----------|---|
| PT1.BE1  | (2012) Built Environment                        |
| PT1.E7   | (2012) Raising Skills                           |
| PT1.EM1  | (2012) Climate Change Adaptation and Mitigation |
| PT1.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:

|            |   |
|------------|---|
| NPPF9 -24  | NPPF9 2024 - Promoting sustainable transport                                    |
| NPPF11 -24 | NPPF11 2024 - Making effective use of land                                      |
| NPPF12 -24 | NPPF12 2024 - Achieving well-designed places                                    |
| NPPF14 -24 | NPPF14 2024 - Meeting the challenge of climate change, flood and coastal change |
| NPPF15 -24 | NPPF15 2024 - Conserving and enhancing the natural environment                  |
| DME 5      | Hotels and Visitor Accommodation  |
| DME 6      | Accessible Hotels and Visitor Accommodation                                     |
| DMT 1      | Managing Transport Impacts  |
| DMT 2      | Highways Impacts  |
| DMT 4      | Public Transport  |
| DMT 5      | Pedestrians and Cyclists  |
| DMT 6      | Vehicle Parking   |

|          |   |
|----------|---|
| DMAV 1   | Safe Operation of Airports                                      |
| DMAV 2   | Heathrow Airport  |
| DMCI 5   | Childrens Play Area   |
| DMEI 2   | Reducing Carbon Emissions                                       |
| DMEI 3   | Decentralised Energy  |
| DMEI 7   | Biodiversity Protection and Enhancement                         |
| DMEI 9   | Management of Flood Risk  |
| DMEI 10  | Water Management, Efficiency and Quality                        |
| DMEI 11  | Protection of Ground Water Resources                            |
| DMEI 12  | Development of Land Affected by Contamination                   |
| DMEI 13  | Importation of Material   |
| DMEI 14  | Air Quality   |
| DMIN 4   | Re-use and Recycling of Aggregates                              |
| DMHB 7   | Archaeological Priority Areas and archaeological Priority Zones |
| DMHB 11  | Design of New Development                                       |
| DMHB 12  | Streets and Public Realm  |
| DMHB 13A | Advertisements and Shop Signage                                 |
| DMHB 14  | Trees and Landscaping   |
| DMHB 15  | Planning for Safer Places                                       |
| DMHD 3   | Basement Development  |
| LPP D1   | (2021) London's form, character and capacity for growth         |
| LPP D2   | (2021) Infrastructure requirements for sustainable densities    |
| LPP D3   | (2021) Optimising site capacity through the design-led approach |
| LPP D4   | (2021) Delivering good design                                   |
| LPP D5   | (2021) Inclusive design   |

|         |  |
|---------|--|
| LPP D8  | (2021) Public realm  |
| LPP D10 | (2021) Basement development  |
| LPP D11 | (2021) Safety, security and resilience to emergency                        |
| LPP D12 | (2021) Fire safety   |
| LPP D13 | (2021) Agent of change   |
| LPP D14 | (2021) Noise   |
| LPP E10 | (2021) Visitor infrastructure  |
| LPP E11 | (2021) Skills and opportunities for all                                    |
| LPP G1  | (2021) Green infrastructure  |
| LPP G4  | (2021) Open space  |
| LPP G5  | (2021) Urban greening  |
| LPP G6  | (2021) Biodiversity and access to nature                                   |
| LPP G7  | (2021) Trees and woodlands   |
| LPP GG1 | (2021) Building strong and inclusive communities                           |
| LPP GG2 | (2021) Making the best use of land   |
| LPP GG5 | (2021) Growing a good economy  |
| LPP GG6 | (2021) Increasing efficiency and resilience                                |
| LPP SD7 | (2021) Town centres: development principles and Development Plan Documents |
| LPP GG3 | (2021) Creating a healthy city   |
| LPP SI1 | (2021) Improving air quality   |
| LPP SI2 | (2021) Minimising greenhouse gas emissions                                 |
| LPP SI3 | (2021) Energy infrastructure   |
| LPP SI4 | (2021) Managing heat risk  |
| LPP SI5 | (2021) Water infrastructure  |
| LPP SI7 | (2021) Reducing waste and supporting the circular economy                  |

|          |  |
|----------|--|
| LPP SI12 | (2021) Flood risk management                             |
| LPP SI13 | (2021) Sustainable drainage                              |
| LPP T1   | (2021) Strategic approach to transport                   |
| LPP T2   | (2021) Healthy Streets                                   |
| LPP T3   | (2021) Transport capacity, connectivity and safeguarding |
| LPP T4   | (2021) Assessing and mitigating transport impacts        |
| LPP T5   | (2021) Cycling   |
| LPP T6   | (2021) Car parking                                       |
| LPP T6.4 | (2021) Hotel and leisure use parking                     |
| LPP T6.5 | (2021) Non-residential disabled persons parking          |
| LPP T7   | (2021) Deliveries, servicing and construction            |
| LPP T9   | (2021) Funding transport infrastructure through planning |
| LPP DF1  | (2021) Delivery of the Plan and Planning Obligations     |
| LPP HC1  | (2021) Heritage conservation and growth                  |

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

|                                     |                            |
|-------------------------------------|----------------------------|
| Case Officer: <b>Emilie Bateman</b> | <b>78935/APP/2025/2287</b> |
|-------------------------------------|----------------------------|

|                         |                 |  |                 |
|-------------------------|-----------------|--|-----------------|
| Date Application Valid: | <b>28-08-25</b> | Statutory / Agreed Determination Deadline: | <b>16.01.26</b> |
| Application Type:       | <b>Full</b>     | Ward:                                      | <b>Ruislip</b>  |

Applicant: **Bika Construction**

Site Address: **82-84 High Street, Ruislip**

Proposal: **Creation of 5no. self-contained flats with associated cycle and bin storage, following the change of use of first floor from office (Class E) to residential (Class C3), the erection of a two storey rear extension at first floor level, an infill first floor extension, and the retention and reconfiguration of the Class E unit at ground floor level with alterations to fenestration.**

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

Reason Reported to Committee: **Required under Part 2 of the Planning Scheme of Delegation (Member call-in request)**





## **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 creation of five self-contained flats through the change of use of the first floor from Class E to Class C3, the erection of a two-storey rear extension at first and second floor level, alterations to rear building at first floor level and the retention and reconfiguration of the ground-floor commercial unit. Associated cycle and refuse storage is also proposed.
- 1.2 The application is required to be determined at Planning Committee following a Member call-in raising concerns regarding overdevelopment, amenity impacts and the adequacy of external space.
- 1.3 The committee report seeks to provide a comprehensive assessment of the full planning application and supporting documentation. All material planning considerations have been considered.
- 1.4 The site comprises a Locally Listed building within the Ruislip Village Conservation Area. The proposal would preserve the character and appearance of the conservation area, consistent with the conclusions reached by the Planning Inspector on the earlier appeal. The scheme retains the existing High Street frontage, introduces modest rear extensions, and delivers a design response considered appropriate to the established built form.
- 1.5 The development would deliver five homes (net increase of four residential units) in a highly accessible town centre location. All units exceed London Plan internal space standards, and the revised design addresses previous concerns regarding outlook and enclosure. While a shortfall in private amenity space remains for four of the units, the scheme includes an enlarged communal terrace and benefits from access to a wide range of nearby public open spaces. This matter is considered further in the planning balance.
- 1.6 The proposal has been assessed in terms of its effect on neighbouring residential amenity. Amendments to the layout of Flat 3 and the increased set-back of the northern boundary fence have significantly improved the relationship with adjoining properties, including No. 80A. The development would not result in unacceptable harm in respect of privacy, outlook, daylight/sunlight or noise.
- 1.7 Highways, servicing and access matters are acceptable. The Highway Authority raises no objection, noting the car-free arrangement is appropriate in this PTAL 4 town centre location, with cycle storage and refuse arrangements satisfactorily

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provided.

- 1.8 Air quality matters have been reviewed by the Council's Air Quality Officer, who confirms that the residual impact is minimal and can be appropriately managed by onsite mitigation.
- 1.9 It is recommended that planning permission is granted subject to conditions (Appendix 1), as the development would not cause harm to neighbouring amenity or highway safety, and would preserve the character and appearance of the Ruislip Village Conservation Area.

## **2 The Site and Locality**

- 2.1 The application site comprises 82–84 High Street, a three-storey mixed-use corner building located on the southern side of Ruislip High Street within the Primary Shopping Area. The ground floor accommodates a Class E commercial unit, with former office accommodation at first floor and an existing residential flat at second floor level. To the rear of the application site is a two-storey rear block which fronts onto a pedestrian alleyway.
- 2.2 The wider area is characterised by a traditional 1920s High Street frontage of consistent scale, plot widths and architectural detailing, with a typical mix of retail, commercial and residential uses.
- 2.3 To the west, adjacent to the alleyway, the site adjoins the Thomas Moore building, a six and five-storey residential block with balconies orientated towards the alleyway and the rear of the application property, sited next to a large car park. To the north, the site adjoins No. 80, 80A and 80B High Street, which contains commercial floorspace at ground floor and residential accommodation above. To the south, the site adjoins No. 2 and 2A Ickenham Road, which also contains commercial floorspace at ground floor and residential accommodation above.
- 2.4 The site falls within the Ruislip Village Conservation Area, and the property is Locally Listed and contributes positively to the historic streetscape. The site lies within Flood Zone 1, the Ruislip Town Centre Air Quality Focus Area, the Ruislip Motte & Bailey Archaeological Priority Area, and an area of potentially contaminated land (due to former land use).
- 2.5 The location benefits from a moderate accessibility, with a PTAL rating of 4, and good access to local bus and rail services. The site is within walking distance of a range of amenities, services and open spaces, contributing to its highly sustainable town centre setting.

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



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



### **3 Proposal**

- 3.1 Planning permission is sought for the creation of 5no. self-contained residential flats (net increase of 4) across the first and second floors of the building, following the change of use of the existing first-floor office (Class E) to residential (Class C3). The proposal includes a two-storey rear extension at first and second floor

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Following a previous refusal of planning permission (and dismissed appeal), this revised scheme introduces an enlarged communal terrace for the units which would serve 4 of the flats. To address the standard of accommodation, Flat 3 has been reconfigured providing a dual-aspect kitchen/living/dining space with direct access to private outdoor amenity. The relocation of fenestration openings also seeks to address the privacy issues associated with the potential overlooking of the first-floor balcony serving the nearby Thomas Moore Building which had been highlighted within the appeal decision (refer to section 4 of this report for further details regarding the appeal).

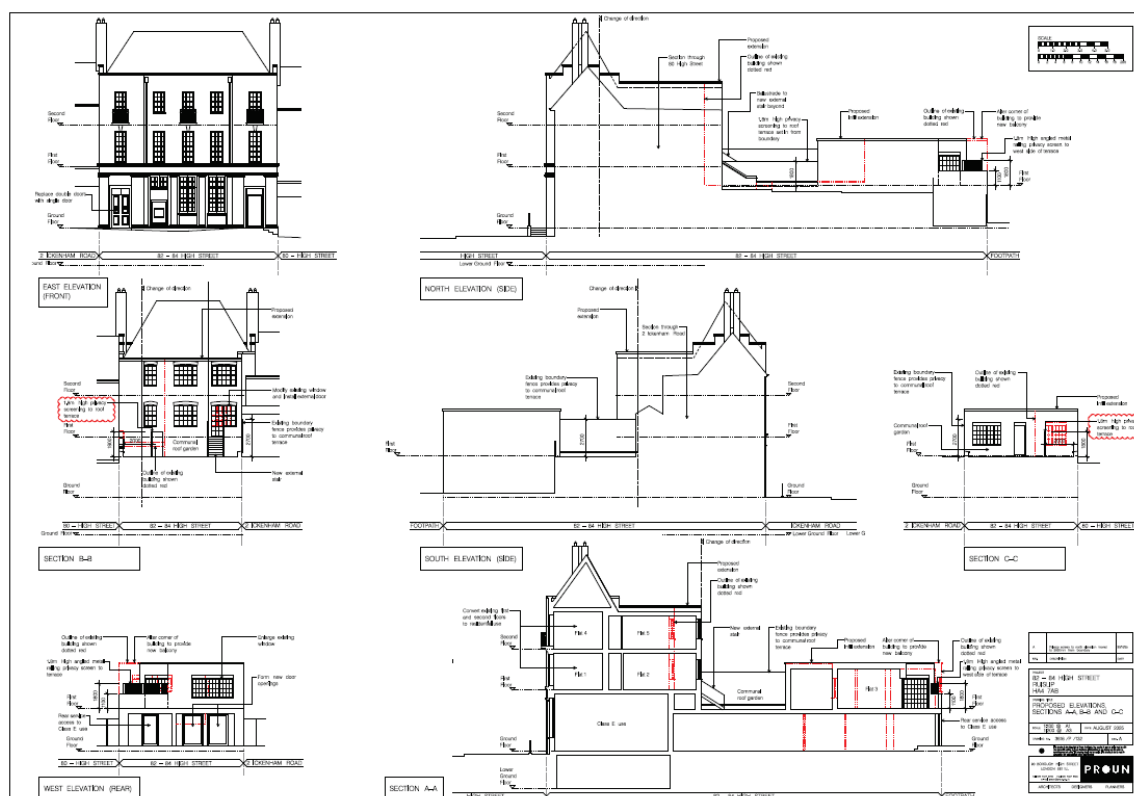
Revisions were sought during the current application process which include a further set-back of the boundary fence adjacent to No. 80A to reduce sense of enclosure to this nearby residential property. Additional CGI views and supporting information have also been submitted to demonstrate improved internal living conditions.

Architectural drawings of the proposed extension and roof plans for 47-49 High Street, London. The drawings include:

- LOWER GROUND FLOOR PLAN (GN 47.2102)**: Shows the existing ground floor and the proposed extension.
- GROUND FLOOR PLAN (GN 220.2102)**: Shows the existing ground floor and the proposed extension.
- FIRST FLOOR PLAN (GN 171.2102)**: Shows the existing first floor and the proposed extension.
- SECOND FLOOR PLAN (GN 101.2102)**: Shows the existing second floor and the proposed extension.
- ROOF PLAN**: Shows the existing roof and the proposed extension.

The drawings are color-coded: pink for the existing building, yellow for the proposed extension, and green for the roof. A north arrow is located in the top right corner of the Roof Plan. A scale bar is located in the bottom right corner of the Roof Plan. The drawings are titled "PROPOSED FLOOR AND ROOF PLANS" and "47-49 HIGH STREET, LONDON".

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



#### 4 Relevant Planning History

- 4.1 A list of the relevant planning history related to the property can be found in Appendix 2.
- 4.2 The most relevant planning history relates to application 78935/APP/2024/1992, which sought extensions and alterations to the building and the conversion of the existing first-floor office (Class E) to residential use to provide five flats. This application was refused in October 2024 on grounds including loss of class E space, poor amenity, impact on neighbouring amenity and lack of air quality mitigation.
- 4.3 The subsequent appeal (APP/R5510/W/24/3356952) was dismissed in July 2025. In dismissing the appeal, the Inspector upheld the Council's concerns relating to poor outlook to both bedrooms of Flat 3, the lack of private outdoor amenity provision for four of the proposed units, and the tunnelling effect created by the boundary fence in relation to the first-floor rear bedroom window of No. 80A. The Inspector also concluded that the proposal failed to demonstrate any active contribution towards improving air quality within the Ruislip Town Centre Air Quality Focus Area. The Inspector did not support the Council's concerns regarding design, character and appearance, heritage impact, daylight and sunlight, or the marketability of the commercial unit, and confirmed that the

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## PART 1 – Members, Public & Press



development would preserve the character and appearance of the Ruislip Village Conservation Area.

## 5 Planning Policy

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

## 6 Consultations and Representations

- 6.1 A total of 36 no. letters were sent to neighbouring properties on 18<sup>th</sup> of September 2025. A site and press notice were also displayed.
- 6.2 The consultation period expired on 29<sup>th</sup> of October 2025.
- 6.3 The application was also the subject of a Member call-in. The Ward Councillor expressed concern that the proposal represents overdevelopment with inadequate amenity space for future occupiers and unacceptable impacts on existing residential amenity, including potential loss of light to nearby properties. The Councillor stated that the development was considered contrary to relevant planning policies and requested that the application be reported to Planning Committee should officers be minded to recommend approval. These points are addressed in the table below.
- 6.4 Representations received in response to public consultation are summarised in Table 1 (below). Consultee responses received are summarised in Table 2 (below). Full copies of the responses have also separately been made available to Members.

**Table 1: Summary of Representations Received**

| Representations  | Summary of Issues Raised                      | Planning Officer Response                           |
|--|---|---|
| 3 letters of objection have been received from 2 households. | I. Loss of privacy and overlooking            | Discussed at paragraph 7.23-7.29 of this report.    |
|  | II. Noise and disturbance of terrace          | Discussed at paragraphs 7.30 – 7.33 of this report. |
|  | III. Loss of light, overbearing and enclosure | Discussed at paragraphs 7.20 7.25 of this report.   |
|  | IV. Highway and Parking concerns              | Discussed at paragraphs 7.46 – 7.52 of this report. |

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|                |   |   |
|----------------|---|---|
|                | V. Disturbance from construction activity, including noise, dust and traffic disruption | Disturbance arising from construction works, such as noise, dust, and traffic, is not a material planning consideration in itself as it is temporary in nature. However, to minimise impacts, a Construction Management Plan would be secured by condition requiring details of working hours, vehicle access, site set-up and mitigation measures. An informative would also be added to remind the applicant of their obligations under environmental health legislation regarding construction noise and site practices. |
| Member Call-In | I. Inadequate Amenity Provision   | Discussed at paragraphs 7.42– 7.45 of this report.  |
|                | II. Overdevelopment   | Discussed at paragraphs 7.7 – 7.15 of this report.  |
|                | III. Harm to neighbouring amenity   | Discussed at paragraphs 7.19 – 7.29 of this report.   |

**Table 2: Summary of Consultee Responses**

| Consultee and Summary of Comments   | Planning Officer Response  |
|---|--|
| <p><b>Conservation and Design Officer</b></p> <p>The Conservation Officer raises no objection in principle to the conversion of the upper floors to residential use. However, concerns are expressed regarding the extent of the proposed rear extension to the Locally Listed building. The rear elevation is considered an important component of the building's historic and architectural interest, and the Officer advises that extending it to accommodate two units per floor would erode its character and would be difficult to replicate in matching materials.</p> | <p>The Conservation Officer's comments are noted. However, the previous Appeal Inspector raised <i>no objection</i> to the principle or scale of a rear extension and confirmed that such works would preserve the character and</p> |

|  |   |
|--|---|
| <p>Further concerns relate to the internal arrangement of Flat 2, which is considered to have an awkward layout with poor daylight, limited outlook towards a blank wall, and potential privacy issues due to its proximity to the communal terrace. The Officer therefore recommends that the rear extension is omitted and that only one flat should be provided per floor above ground level.</p> <p>The replacement door from a double to single door is accepted provided it is the same design and made of timber.</p> | <p>appearance of the Conservation Area. The current proposal is refined compared with the appealed scheme, and the rear elevation being non-prominent and not visible from the High Street makes only a limited contribution to the significance of the Locally Listed building.</p> <p>The revised internal layouts address the Inspector's earlier concerns regarding outlook and daylight, and all units now meet London Plan standards. On this basis, the heritage comments are not considered to justify refusal.</p> |
| <p><b>Access Officer:</b></p> <p>The proposal has been reviewed against London Plan (2021) Policy D7. As the development relates to the creation of five self-contained flats within an existing building, the full step-free and M4(2) accessibility requirements of D7 are not applicable. No objections are raised from an accessibility perspective.</p>   | <p>The comments have been noted.</p>  |
| <p><b>Waste Services:</b></p> <p>No comments/ objections.</p>  | <p>Noted.</p>   |
| <p><b>Highways Authority:</b></p> <p>No objections are raised. The development is acceptable on a car-free basis given the site's high PTAL, surrounding parking controls and limited scope for increased trip generation. Cycle parking, refuse collection and servicing arrangements are</p>   | <p>The comments have been noted, and the relevant conditions have been added. Please refer to Condition 5 which</p>   |

|  |   |
|--|---|
| suitable. A Construction Management Plan (CMP) will be required by condition.  | secures submission and compliance with an approved CMP. |
| <b>Air Quality Officer:</b><br><br>No objection. The submitted assessment required clarification on trip generation and air quality neutral calculations, and revised information confirmed a small residual transport-related impact. Given the modest scale of impact and the inclusion of on-site mitigation measures, the development is considered acceptable in air quality terms. | Noted.  |

## 7 Planning Assessment

### Principle of Development

- 7.1 The proposal seeks the creation of five self-contained residential flats within the first and second floors of an existing mixed-use building located within the Ruislip Primary Shopping Area. The ground floor Class E unit would be reconfigured and retained. Policy H1 of the London Plan encourages the optimisation of housing delivery on appropriate sites, particularly in accessible town centre locations. The site has a PTAL of 4 and is within walking distance of a full range of services, employment opportunities and public transport. Residential accommodation on upper floors in town centres is well-established and supported in principle, reflecting the efficient use of existing buildings and sustainable locations.

### *Loss of Commercial Floor Space*

- 7.2 In the recent Planning Appeal Decision (APP/R5510/W/24/3356952), the Inspector accepted the principle of introducing residential use to the upper floors and confirmed that the proposal would preserve the character and appearance of the Ruislip Village Conservation Area. No concern was raised regarding the retention or marketability of the commercial unit, which maintains an active frontage and contributes to town centre vitality.
- 7.3 The Inspector concluded that, whilst works to the rear of the site to provide ancillary facilities to serve proposed residences would result in the loss of retail floorspace, overall it would not cause harm to the marketability of the ground floor retail unit or to the wider function and vitality of the town centre. It is considered that the current proposal is similar, in that the primary retail unit would remain unaffected, retaining an active frontage and continuing to contribute to the vitality of Ruislip Town Centre. The rear section proposed for residential use has no direct customer access and provides limited commercial value, meaning its loss is unlikely to compromise the attractiveness or viability of the ground floor retail use, which would retain an active frontage, or the wider shopping parade.

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- 7.4 In this context, the mixed-use arrangement aligns with London Plan Policies SD6 and SD7, and Policies DMTC1 and DMTC2 of the Hillingdon Local Plan: Part Two. While the proposal reduces the overall Class E space on the ground floor, it does not lead to the total loss of protected employment floorspace and does not conflict with London Plan employment policies. Retention of the Class E unit at ground floor level ensures continued commercial activity, while the conversion of the first floor to residential use is supported by Policy DMH2, which allows such changes where high-quality accommodation can be achieved, and the functioning of the commercial unit is not compromised. Accordingly, the land-use aspects of the proposal are acceptable in principle.

#### *Housing Mix and Need*

- 7.5 Paragraph 124 of the NPPF promotes the efficient use of land to meet housing needs and London Plan Policy GG4 seeks to ensure that more homes are delivered, whilst Policy H1 of the Hillingdon Local Plan Part 1 provides that the Council will seek to meet and exceed its housing growth targets, with Policy T1 steering development to the most appropriate locations in order to reduce their impact on the transport network and encourage access by sustainable modes including cycling and walking. There is no objection in principle to introducing additional residential development to the upper floor and rear of the site. It is noted that the Council currently has a five-year supply of deliverable housing sites, therefore, the “tilted balance” under paragraph 11(d) of the NPPF does not apply. Nevertheless, the modest, net contribution of 4 residential units weighs in favour of the proposal.
- 7.6 The development would provide 4 x 1-bedroom 1 person and 1 x 1-bedroom, 2-person units. The Council's current information on housing need indicates a borough-wide requirement for larger affordable and private market units, particularly three-bedroom properties. While the proposed housing mix does not include a 3-bedroom family home, given the town centre location, it is on-balance acceptable. Therefore, it is considered that the proposal would consist of an appropriate housing mix in accordance with Policy DMH 2 of the Hillingdon Local Plan: Part 2 - Development Management Policies (2020) and Policy H10 of the London Plan (2021).

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

- 7.7 Section 72 of the Planning (Listed Buildings and Conservation Areas) Act 1990 requires that special attention shall be paid to the desirability of preserving or enhancing the character or appearance of conservation areas. Paragraphs 138 and 140 of the National Planning Policy Framework (2024) confirm that great weight should be given to the conservation of designated heritage assets, with harm requiring clear and convincing justification.
- 7.8 The application site lies within the Ruislip Village Conservation Area and forms part of a traditional 1920s High Street frontage characterised by red brick facades, vertically proportioned windows, parapet detailing and a consistent commercial ground floor rhythm. The host property is a Locally Listed building and makes a

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positive contribution to the significance of the conservation area. Upper-floor residential uses are a well-established feature of the High Street, and the form, scale and frontage articulation of the building are typical of the parade.

- 7.9 While it is noted that Hillingdon's Conservation Officer has objected to the proposed two storey rear extension, the Planning Inspector for the previous appeal confirmed that the proposed extensions and alterations would preserve the character and appearance of the conservation area. The Inspector noted that the additions are located to the rear, are visually recessive in the townscape and would not disrupt the established rhythm or architectural qualities of the principal elevation. This forms an important material consideration and establishes that, subject to detailing, the broad scale and massing of works at the rear are acceptable in heritage terms.
- 7.10 The Inspector's heritage assessment also placed greater emphasis on the front of the building. The changes to the front were considered modest and preserved the architectural interest of the building. The Inspector also noted that the rear extension would be small in scale and would not cause a sense of overdevelopment given the overall size in the context of the existing building. The back building was also considered to partially screen the changes to the locally listed building from the car park and the alleyway. This ensured that it would not appear overly prominent. The Inspector also highlighted fenestration as sympathetic to the regular pattern of windows along the parade.
- 7.11 Whilst the comments from the Conservation Officer have been recognised, given the development proposed under the current scheme would be very similar to the appeal scheme (which the Inspector found acceptable), it would not be justifiable in refusing the scheme on design grounds. In considering the scale of the rear extension, it is also relevant that the application site and a number of neighbouring properties along this part of the High Street already benefit from multi-storey rear projections. These additions form an established part of the built pattern to the rear, which is largely concealed from public viewpoints. The proposed two-storey rear extension would not project beyond the depth of comparable extensions on adjoining plots.
- 7.12 In addition, the architectural detailing at the rear draws on the materials and typologies present in the host building, with matching brickwork and sympathetic window proportions ensuring continuity between the existing building and the extended elements.
- 7.13 The current proposal retains the full commercial frontage, preserving its established proportions and architectural detailing. No changes are proposed to the principal elevation, other than the replacement of the front door, details of which are conditioned (Condition 11), ensuring that the contribution the building makes to the character of the conservation area is maintained.
- 7.14 The proposed alterations to the building at the rear include the demolition of the corner to make way for a private terrace, which would open up the corner. Other alterations include changes to the fenestration, introduction of green roof

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elements, and the refined arrangement of the upper terrace structure. All of these other elements remain visually contained and would not be perceptible from key public viewpoints along the High Street.

**Figure 5: CGI showing proposed rear elevations from the west of the site**



- 7.15 Taking account of the site's location within a designated conservation area, the Locally Listed status of the building, and the previous Inspector's findings, the design approach, scale, siting and material treatment of the proposal are considered to preserve the character and appearance of the area. No harm has been identified, and the development is acceptable on design grounds. The proposal accords with Policies HE1 and BE1 of the Hillingdon Local Plan: Part 1 (2012); Policies DMHB 1, DMHB 4 and DMHB 11 of the Local Plan: Part 2 (2020); Policy D3 of the London Plan (2021); and the provisions of the NPPF (2024).

#### *Heritage*

- 7.16 The site is located within the Ruislip Village Conservation Area, which is a designated heritage asset. The building is also Locally Listed and forms part of a consistent and well-preserved 1920s High Street frontage that contributes positively to the character and appearance of the conservation area.
- 7.17 The previous appeal decision is a significant material consideration. The Inspector concluded that the proposed extensions and external alterations would preserve the character and appearance of the conservation area and raised no heritage objections to the principle or scale of development at the rear of the building. The current proposal is modestly reduced in extent and continues to retain the entire High Street elevation without alteration (other than the replacement of the front door).

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**Figure 6: CGI showing the northern flank elevation and communal terrace and rear flat**



**Figure 7: CGI showing longer views from the west of the proposed rear elevation from car park**



7.18 The proposal maintains the established proportions, detailing and active commercial frontage of the host building. The rear additions remain visually recessive and would not be perceptible from the primary public realm. The use of matching brickwork and sympathetic fenestration ensures integration with the existing building fabric. On this basis, the development is considered to preserve

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the significance of both the Locally Listed building and the wider conservation area.

### Residential Amenity

- 7.19 Paragraph 135 of the NPPF (2024) requires that development creates places that are safe, inclusive and accessible, promotes health and well-being, and secures a high standard of amenity for existing and future occupiers. Policy DMHB 11 of the Hillingdon Local Plan: Part Two (2020) confirms that development must not adversely affect the amenity, daylight or sunlight of adjoining occupiers. Paragraphs 5.38–5.41 of the Local Plan Part Two set expectations regarding privacy, separation distances, outlook and the avoidance of undue enclosure, with a minimum 21-metre separation generally required between facing habitable-room windows unless strong justification exists. These policies collectively require that new development avoids unacceptable overlooking, overshadowing, noise or overbearing impacts.

### *Daylight/Sunlight*

- 7.20 A daylight and sunlight assessment has been submitted and reviewed. The assessment considers the impact on neighbouring property nos. 2 Ickenham Road, 8 Ickenham Road and 78-80 High Street, scoping in a total of 17 windows into the assessment. Please refer to pages 9 and 11 of the report for the results. The assessment was undertaken in accordance with the BRE guidance (Site Layout Planning for Daylight and Sunlight) and focused on the most sensitive and potentially affected windows, including those serving principal living rooms and bedrooms of adjoining properties. The assessment used the Vertical Sky Component (VSC) to evaluate daylight and Annual Probable Sunlight Hours (APSH) to assess sunlight availability.
- 7.21 The results demonstrate that all 17 windows assessed pass the criteria set out in the 2022 BRE guidelines. All windows would retain in excess of 80% of their existing VSC values, meaning that no material loss of daylight would occur to any neighbouring window. Similarly, all windows facing within 90 degrees of due south would continue to receive sunlight levels exceeding the BRE targets for both annual and winter periods.
- 7.22 Whilst it is noted that the report considers the previous scheme, both the previous and current schemes are considered materially the same with regards to potential daylight and sunlight impacts, noting that the only changes are to the internal configurations and private terrace to Flat 3. It concludes that all neighbouring windows continue to meet the BRE guidance for daylight and sunlight after the proposed development.

### *Privacy and Outlook*

- 7.23 The appeal Inspector previously identified concerns centred on the relationship with the first-floor rear bedroom window of No. 80A, noting that the proposed



boundary treatment created a tunnelling effect resulting in a sense of enclosure and restricted outlook.

***Figure 8: Site photo showing relationship between the application site and the residential bedroom window at No.80a***



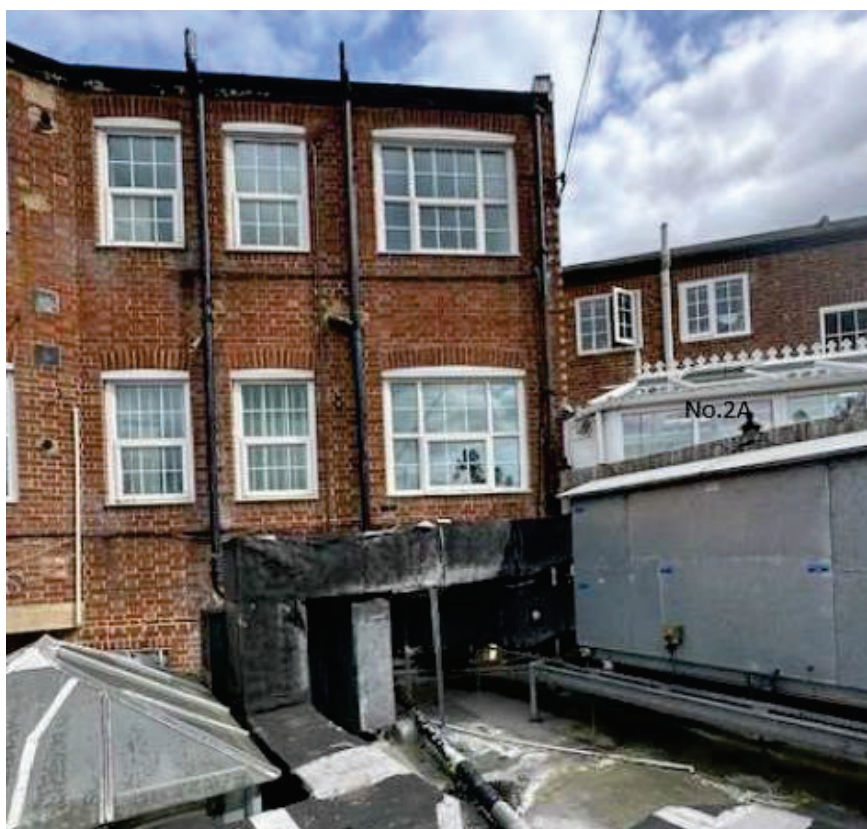
- 7.24 In response, the present application increases the setback of the boundary fence by a further metre, reducing its prominence and widening the visual corridor adjacent to the affected window. There is an existing brick wall which would be retained. The revised fence alignment provides a more open aspect and materially improves the relationship previously identified as harmful. There would no longer be a tunnelling effect to this adjoining neighbour.

***Figure 9: CGI image showing the additional set in of the fence from the nearest window at 80a High Street***



- 7.25 The proposed extension at the rear remains broadly in line with existing two-storey forms already present on the neighbouring plot and do not project further than established structures. Given the additional spacing provided to the mutual boundary and the modest height of the boundary fence (1.8m), the development is not considered to give rise to unacceptable enclosure or loss of outlook for adjoining properties. The appeal Inspector did not find harm arising from the overall scale or positioning of the rear extensions, and the current amendments further reduce the potential for adverse effects.
- 7.26 Concerns have been raised regarding potential overlooking and loitering associated with the new external staircase leading to the communal terrace. It is acknowledged that there is a change in levels between the application site and neighbouring properties, including the conservatory at No. 2A Ickenham Road. In the previous scheme considered at appeal, access to the rear building was provided via an enclosed walkway, which prevented any possibility of overlooking.

***Figure 10: Site photo showing relationship between the application site and the residential conservatory at No.2a Ickenham Road***



- 7.27 In the current proposal, the external staircase could, at its uppermost landing, allow some degree of views towards the neighbouring conservatory. To address this, Condition 8 is proposed and requires the installation of a 1.8-metre privacy screen at the top of the staircase to prevent direct overlooking. At the lower sections of the staircase, existing boundary treatments provide adequate

screening, and no undue loss of privacy is anticipated. Subject to the privacy-screen condition, and with the terrace restricted to quiet enjoyment (Condition 13), the proposal would not result in harmful overlooking or loitering impacts on neighbouring occupiers.

- 7.28 Fenestration alterations have been designed to avoid direct window-to-window alignment. Where new windows face the Thomas Moore building, they do so obliquely and are screened by the terrace balustrades and privacy measures. The separation distance across the alleyway remains consistent with the existing town centre pattern, where tighter grain relationships are common. The proposal does not introduce new, elevated or unduly prominent windows capable of giving rise to unacceptable overlooking of habitable rooms or private amenity spaces. Sightlines from the terrace areas have been managed through privacy screening, and the depth and position of the terrace structures prevent harmful direct overlooking into nearby balconies or windows.
- 7.29 With the amendments to the fenestration and the screening of the Flat 3 terrace, the revised scheme addresses the concerns regarding privacy to nearby residents particularly those within the Thomas Moore building. The first-floor balcony serving these residents would no longer be overlooked and conditions have been attached to ensure that the screening is installed prior to first occupation of the new residential units.

#### *Noise, Activity and Disturbance*

- 7.30 London Plan Policy D14 seeks to avoid significant adverse noise impacts on health and quality of life. The site is located within a busy town centre environment where a degree of activity, servicing and pedestrian movement is established and characteristic. The introduction of five upper-floor residential units is not anticipated to give rise to movements materially different from those typically associated with small-scale town centre residential conversions.
- 7.31 The communal terrace is located at first-floor level and would be enclosed by privacy screening to prevent overlooking. While its use will introduce some level of outdoor activity, the terrace serves only four of the five units and the scale of residential occupation is modest. Its position within the rear courtyard, where ambient noise is already influenced by both commercial and residential uses, further limits the potential for disturbance. The previous Inspector also confirmed that general residential activity at this site was acceptable in principle and they did not consider the terrace a concern from a noise perspective. To provide additional assurance and address neighbour concerns, Condition 13 is proposed preventing amplified music from the terrace. Subject to this control, the terrace is not considered to give rise to noise or activity that would materially undermine the amenity of surrounding occupiers.
- 7.32 Construction-phase effects cannot be considered grounds for refusal, but can be controlled through a Construction Management Plan secured by Condition 5 to minimise noise, dust and disruption to neighbours. Such a condition is standard



practice for constrained town centre sites and would be effective in managing temporary impacts.

- 7.33 In light of the Inspector's previous conclusions, the amendments made to the relationship with No. 80A, the managed sightlines from terraces, the BRE-compliant daylight/sunlight findings and the urban context of the site, the proposed development would not cause unacceptable harm to the living conditions of surrounding occupiers. The proposal therefore accords with Policy DMHB 11 of the Local Plan Part Two (2020), Policy D6 of the London Plan (2021) and Paragraph 135 of the NPPF (2024).

#### Quality of Residential Accommodation (Internal and External)

##### *Internal*

- 7.34 Policy D6 of the London Plan (2021) sets out minimum standards for internal floorspace, bedroom sizes, functional layouts, daylight and ventilation. Policy DMHB 16 of the Local Plan Part 2 (2020) similarly requires that new residential units provide a high standard of internal living accommodation, including adequate outlook, daylight and internal arrangement.
- 7.35 All five proposed units meet or exceed the minimum Gross Internal Area (GIA) standards set out in Table 3.1 of the London Plan, and all bedrooms meet the required minimum sizes and widths for single and double rooms. The internal layouts provide functional circulation space and appropriately sized habitable rooms. Ceiling heights exceed 2.5 metres for Flats 1 to 4, with Flat 5 achieving approximately 2.46 metres due to structural constraints. The London Plan recognises that lower heights may be acceptable within conversions and extensions where overall amenity remains satisfactory, and in this case the modest shortfall is not considered to result in poor living conditions.
- 7.36 A daylight and sunlight assessment has been submitted. While it is based on the previous unit configuration, it demonstrates that principal habitable rooms achieve appropriate levels of daylight. Policy DMHB 11 and paragraph 5.41 of the Local Plan Part 2 require natural light to be assessed in accordance with BRE guidance, and the analysis indicates compliance with recommended Average Daylight Factor (ADF) and Vertical Sky Component (VSC) thresholds. No evidence suggests that the updated layout would materially worsen daylight performance.
- 7.37 The appeal Inspector's findings are an important material consideration. The Inspector confirmed that Flats 1 and 4, although single-aspect, would provide acceptable living conditions subject to mitigation for overheating and ventilation, noting the tall floor-to-ceiling heights and the potential to secure glazing specifications and mechanical ventilation by condition. The Inspector was satisfied that all proposed flats met London Plan space standards and that the layouts of Flats 2 and 5 were adequate in terms of width and overall usability. The Inspector's concerns were specifically limited to: (i) the poor outlook from the bedrooms in Flat 3, and (ii) the absence of private outdoor space for four of the five units.



- 7.38 In this revised scheme, Flat 3 has been reconfigured to address Officers previous concerns regarding outlook. The unit now comprises a dual-aspect kitchen/living/dining room with a primary north-facing window across the terrace and a secondary side-facing window providing additional light. CGI imagery submitted by the applicant demonstrates that the main habitable space now benefits from an outward view, materially improving upon the outlook criticised in the dismissed appeal. The small study room within Flat 3 is served by a rooflight; as it is not a habitable room, its daylight provision is acceptable. The improved outlook is demonstrated through figures 11 and 12 below.

***Figure 11: Internal CGI of Flat 3 showing views from the habitable living space***



- 7.39 Whilst it is recognised that one of the windows serving Flat 3 would face the Thomas Moore flank wall. A level of outlook would still be visible from this room along this elevation. The additional window facing northwards, creates a second fenestration opening to living space which ensures a suitable overall standard of accommodation for future occupants. Similarly for the bedroom, the floor to ceiling access door ensures that there would be a sufficient level of visible skyline past the terrace screening.

***Figure 12: Internal CGI of bedroom within Flat 3 showing large doors serving bedroom***



- 7.40 Internal relationships between units have been arranged to avoid harmful overlooking. The communal terrace is situated at a lower level relative to the main building, meaning it would not result in overlooking into Flat 2, whose habitable windows sit above the terrace level. Flat 3 has no windows on its eastern elevation, preventing any direct intervisibility with the terrace or neighbouring properties.
- 7.41 As such, it is considered that future occupiers would have a good standard of living accommodation complying with Policy D6 of the London Plan (2021) and Policy DMHB 16 of the Hillingdon Local Plan, Part 2 (2020).

#### *External*

- 7.42 Policy D6 of the London Plan and Policy DMHB 18 of the Local Plan Part Two require all new residential units to be provided with appropriate private or communal amenity space. In the previous appeal, the Inspector identified the absence of private amenity space for four of the five flats as a shortcoming, contributing to their overall conclusion that the living conditions for future occupiers were unsatisfactory.
- 7.43 In response, the revised scheme now provides Flat 3 with a materially improved private terrace. While the previous proposal included a small and enclosed area of limited usability, the current design increases its size, opens up the space, and integrates it directly with the main living area, resulting in a significantly better-quality private outdoor area.
- 7.44 In addition, the communal terrace serving the remaining units has been enlarged, landscaped and redesigned to improve functionality and usability. Although four units still rely on communal provision, the increased terrace size, enhanced green roof coverage and refined layouts deliver an improved standard of shared amenity.

***Figure 13: CGI birds eye view of proposed communal space and green roofs.***



**Figure 14: CGI showing proposed view of private terrace for Flat 3.**



- 7.45 Whilst this shortfall is acknowledged, the site benefits from close proximity to a wide range of publicly accessible open spaces. Taking into account the highly accessible town centre location, the physical constraints of the existing building, and the enhancements made to both the private terrace for Flat 3 and the enlarged communal terrace, the overall level of amenity provision is considered acceptable in this context. The scheme therefore provides a balanced and proportionate response to the Inspector's findings and is judged to offer an appropriate standard of living conditions for future occupiers, according with London Plan Policy D6, Policies DMHB 11 and DMHB 18 of the Local Plan Part Two (2020), and the relevant provisions of the NPPF (2024).

#### Highways and Parking

- 7.46 The site is located within Ruislip Town Centre, where a Controlled Parking Zone (CPZ) operates throughout the day and the majority of surrounding kerbside space is designated as pay-and-display. The site benefits from a Public Transport Accessibility Level (PTAL) of 4, reflecting good access to bus services and Ruislip Underground Station. In such locations, reliance on private vehicles is typically lower and car-free development is supported by London Plan policies.
- 7.47 No on-site parking is proposed. Although the maximum London Plan standard for the five units would allow between two and four parking spaces, Policy T6.1 confirms that car-free schemes are appropriate in accessible town centre settings. The Highway Authority has confirmed that any potential shortfall is marginal and

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would be unlikely to result in unacceptable parking stress, given the absence of residential parking permits within the surrounding CPZ, the controlled nature of nearby parking bays, and the Inspector's previous appeal findings that the earlier, similar scheme raised no highways concerns.

- 7.48 Cycle parking is proposed within an enclosed store at ground-floor level to the rear of the building, providing eight long-stay spaces, which meets the requirements of London Plan Policy T5. This location is accessible from the rear service alley and is considered acceptable. Short-stay cycle parking for visitors can be accommodated within the public realm.
- 7.49 Refuse storage is also positioned at ground-floor level to the rear, with collection taking place from the established servicing route between No. 6 High Street and the Thomas Moore building. This arrangement mirrors the servicing pattern for the existing commercial unit and is considered acceptable for a development of this scale. The Highway Authority raises no objection to the proposed refuse and servicing strategy.
- 7.50 The development is expected to generate very limited additional vehicle movements due to its car-free nature. Trip generation associated with servicing, deliveries and trade access would remain comparable to existing levels and can be accommodated safely within the local network. Accordingly, the proposal would not give rise to adverse impacts on congestion or highway safety.
- 7.51 Given the constrained town centre environment and the proximity to residential properties, a Construction Management Plan will be required by Condition 5 to ensure construction traffic, deliveries and contractor activity are managed to prevent disruption to the adjacent highway and footway network.
- 7.52 The Highway Authority has reviewed the application and raises no objection, subject to conditions relating to cycle parking and construction management. The proposal is therefore acceptable in highways and parking terms and complies with Policies DMT 1, DMT 2 and DMT 6 of the Hillingdon Local Plan: Part Two (2020) and Policies T4, T5 and T6 of the London Plan (2021).

### Noise

- 7.53 Policy D14 of the London Plan (2021) requires development to minimise noise impacts and protect the health and quality of life of occupants. The NPPF (2024) also requires that developments provide a high standard of amenity for existing and future users.
- 7.54 The site lies within a busy town centre context where a degree of activity, pedestrian movement, and servicing is already established. The proposed use of the upper floors as five residential units would not result in levels of operational noise that would be out of keeping with the High Street environment. The scheme would not introduce external plant or equipment likely to result in harmful noise emissions, and any internal ventilation or extraction equipment can be adequately controlled by Condition 7. However, in order to protect the amenity of future and

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neighbouring occupants, the ground floor Class E unit hours of use are proposed to be limited by Condition 15.

- 7.55 Concerns relating to construction noise are acknowledged, particularly given nearby residential accommodation. Construction-related impacts are temporary and can be controlled through a Construction Management Plan, secured by Condition 5, to ensure that noise, dust, vehicle movements and working hours are appropriately managed. Subject to this safeguard, the proposal is considered acceptable in noise terms.

#### Air Quality

- 7.56 The site is located within the Hillingdon Air Quality Focus Area and the Ruislip Town Centre NO<sub>2</sub> Focus Area, where elevated pollutant levels and high levels of human exposure require careful assessment. Policy D14 of the London Plan (2021) and Policy DMEI 14 of the Local Plan Part Two (2020) require development to minimise air quality impacts and avoid worsening local exposure.
- 7.57 An Air Quality Neutral Statement has been submitted. Initial review identified that vehicle trip generation associated with the scheme resulted in a modest exceedance of the transport emissions benchmark. Further modelling confirmed that the residual impact was very small in scale, reflecting the development's car-free nature, the limited number of units and the surrounding parking controls which restrict car ownership. The proposed all-electric heating strategy and increased green roof coverage provide additional on-site mitigation.
- 7.58 The Council's Air Quality Officer raised no objection, confirming that any residual impacts would be negligible and capable of mitigation through planning controls. Subject to the delivery of air quality mitigation measures, as secured under Conditions 2, 3 and 6, the proposal is considered acceptable in air quality terms.

#### Accessibility

- 7.59 Policy D7 of the London Plan (2021) sets requirements for accessible and adaptable dwellings. The proposal relates to the conversion of the upper floors of an existing building, where full step-free and M4(2) compliance cannot reasonably be achieved without extensive structural alteration. The Access Officer has confirmed that, in such circumstances, strict application of D7 is not required. No objections are raised from an accessibility perspective.

#### Trees and Landscaping

- 7.60 The site consists of a built-up High Street plot with no on-site trees or landscape features of significance. The rear courtyard is hard-surfaced and enclosed by existing built form. The proposed development includes the introduction of a green roof across the first-floor terrace areas, which would contribute positively to visual amenity and biodiversity within the constrained rear environment.

- 7.61 The increased extent of green roof planting represents an enhancement relative to the existing condition. Subject to Condition 6 which secures the planting specification and maintenance regime for the green roof, the development is considered to accord with Policy DMHB 14 of the Hillingdon Local Plan: Part Two (2020).

#### Biodiversity Net gain

- 7.62 The Environment Act 2021 requires new development to achieve a minimum 10% biodiversity net gain (BNG), measured using the statutory biodiversity metric.
- 7.63 The site comprises existing built form and hardstanding, with no landscaping of ecological value. The proposal includes the introduction of green roof areas, which provide habitat creation and an overall uplift compared with the existing baseline. Given the very small footprint and urban context, the proposal is not required to provide statutory 10% BNG but nevertheless delivers ecological enhancement through the green roof provision.

#### Ecology

- 7.64 Policy DMHB 14 of the Local Plan Part Two (2020) and Policy G6 of the London Plan (2021) require development to protect biodiversity and, where possible, secure enhancements. The existing site comprises a heavily built-up rear service yard and brick structures with no vegetation capable of supporting protected species. The proposed development meets the de-minimis exemption for mandatory BNG, i.e. it affects less than 25 square meters of on-site habitat and less than 5 meters of linear habitat (such as hedgerow).
- 7.65 Nonetheless, it is considered that the proposed soft landscaping scheme and green roof, whilst limited in scale, would provide biodiversity enhancements, to accord with paragraph 187 of the NPPF and Policy EM7 of the Local Plan. The green roof proposals offer new planting and ecological features suited to an urban setting. The development is therefore acceptable in ecological terms subject to Condition 6 which secures submission and compliance with a detailed green roof specification.
- 7.66 A Preliminary Roost Assessment (June 2024) identified several low-medium potential roost features, although the building was assessed overall as having low potential due to its urban context, light levels and lack of habitat connectivity. A Bat Emergence Survey (July 2024) recorded no bats emerging, entering or active around the structure, confirming likely absence. An updated survey undertaken in August 2025 by Ethos Environmental Planning accessed all parts of the building, including the loft void, and confirmed negligible bat roost potential, no evidence of bats and a high level of confidence that bats are not roosting in the building. The ecologist confirms that no further surveys or mitigation are required, and that an updated survey would only be necessary if more than two years lapse beyond August 2025. As Condition 3 requires the development to accord with the approved ecological documents, this requirement is secured, and no separate bat condition is necessary.

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- 7.67 On this basis, the proposal complies with wildlife legislation and Policy DMEI 7 of the Hillingdon Local Plan: Part Two (2020).

#### Flooding and Drainage

- 7.68 The site is in Flood Zone 1. The proposal involves the conversion of the upper floors of an existing building to residential, and a rear extension to the first and second floor which does not increase site coverage. Therefore, there are no additional drainage or flooding concerns, beyond that which can be dealt with through the Building Regulations process. Therefore, the proposed development is not expected to increase flood risk on-site or elsewhere, in accordance with Policies DMEI 9 and DMEI 10 of the Hillingdon Local Plan: Part 2 - Development Management Policies (2020) and Policies SI 12 and SI 13 of the London Plan (2021).

#### Sustainability

- 7.69 Given the nature of the proposal, there are inherent limitations in applying the full energy hierarchy requirements typically associated with new-build development. However, the re-use of the existing structure represents a sustainable approach that reduces embodied carbon compared with demolition and rebuild. In this context, the most appropriate and proportionate sustainability requirement relates to water efficiency.
- 7.70 The London Plan (Policy SI 5) and Policy DMEI 2 of the Local Plan Part 2 (2020) require new dwellings to minimise water consumption and to be designed to meet the optional Building Regulations target. Condition 12 is proposed and requires each unit to achieve a maximum indoor water consumption of 105 litres per person per day, which is considered both achievable and proportionate for a conversion of this scale
- 7.71 Beyond this, general energy efficiency measures and carbon performance improvements will be secured through the Building Regulations process, which is the appropriate mechanism for smaller conversion schemes where large-scale building fabric interventions are not feasible.
- 7.72 Subject to Condition 12, the proposal is considered compliant with Policies SI 5 and SI 2 of the London Plan (2021) and Policy DMEI 2 of the Local Plan Part 2 (2020).

#### Fire Safety

- 7.73 Policy D12 of the London Plan (2021) requires all major and non-major residential developments involving the creation of one or more dwellings to demonstrate that fire safety has been considered from the earliest stages of design. A Fire Statement, prepared by a suitably competent assessor, is required to show compliance with the criteria in Policy D12(B), including means of escape,

evacuation strategy, access for firefighting, and suitable fire safety measures for both new and existing building elements.

- 7.74 No Fire Statement has been submitted with this application. Given the proposed creation of five self-contained flats, the introduction of a communal terrace, and the mixed-use nature of the building (commercial at ground floor with residential above), a Fire Statement is required to ensure safe means of escape and appropriate fire-fighting access.
- 7.75 These matters can be satisfactorily addressed by condition. Condition 10 requires submission and approval of a Fire Statement prior to commencement of development. Subject to this condition, the proposal is considered capable of meeting the requirements of London Plan Policy D12 (2021).

#### Archaeology

- 7.76 The site is located within the Ruislip Motte & Bailey Archaeological Priority Area, however, having regard to the nature of the proposed development, it is not considered that the proposal would adversely impact upon archaeological remains.

#### Land Contamination

- 7.77 The site is identified as being within an area of potential land contamination. The proposed development is limited to internal works at ground floor level, together with the works above first-floor level.
- 7.78 On the basis of the submitted information, the proposal would not give rise to land contamination risks and is considered acceptable in this regard. Confirmation is currently being sought from the Council's Land Contamination Officer, and any updates will be reported to Members by way of an addendum, if necessary.

### **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

### *Planning Obligations*

- 8.3 Policy DMCI 7 of the Hillingdon Local Plan: Part 2 (2020) states that whilst infrastructure requirements will be predominantly addressed through the Council's Community Infrastructure Levy (CIL), planning obligations will be sought on a scheme-by-scheme basis. Applications that fail to secure an appropriate Planning Obligation to make the proposal acceptable will be refused.
- 8.4 The Community Infrastructure Levy Regulation 2010 (Regulations issued Pursuant to the 2008 Act) and the NPPF have put three tests on the use of planning obligations into law. It is unlawful (since 6th April 2010) to request planning obligations that do not meet the following tests:
- i. necessary to make the development acceptable in planning terms;
  - ii. directly related to the development; and
  - iii. fairly and reasonable related in scale and kind to the development.
- 8.5 The effect of the Regulations is that the Council must apply the tests much more strictly and is only to ask for planning obligations that are genuinely necessary and directly related to a development. Should planning obligations be requested that do not meet the policy tests the Council would have acted unlawfully and could be subject to a High Court challenge.
- 8.6 On the basis of the NPPF and the Community Infrastructure Levy Regulation 2010, it is not considered reasonable to request that any obligations be secured under a Section 106 legal agreement.

### *Community Infrastructure Levy*

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

## **9 Planning Balance**

- 9.1 The development would deliver five residential units (net contribution of 4 new units) in a highly accessible town centre location, making efficient use of an

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**PART 1 – Members, Public & Press**

existing building and contributing to the borough's housing stock in accordance with Policy H1 of the London Plan (2021). The retention of the ground-floor commercial unit supports the vitality and viability of Ruislip High Street and maintains an active frontage.

- 9.2 In the previous appeal decision, the Inspector confirmed that the development would preserve the character and appearance of the Ruislip Village Conservation Area, raised no objections to the design approach, and found no harm in respect of highways, servicing, noise, ventilation, or the commercial unit. The Inspector identified two key issues: (1) the constrained outlook to the bedroom of Flat 3, and (2) the tunnelling/enclosure effect to No. 80A. The current proposal has introduced substantive modifications in response, including the reconfiguration of Flat 3 to improve its outlook and dual aspect, and an increased set-back of the northern boundary fence to materially improve the relationship with No. 80A.
- 9.3 While the proposal still falls short of providing private amenity space for four of the five units, a deficiency acknowledged by the Inspector, the scheme now includes an enlarged communal roof terrace, exceeds internal space standards for all units, and is located within close walking distance of substantial publicly accessible open space. In this town centre setting where many comparable upper-floor residential units have no private external amenity space, the shortfall carries more limited weight. The revised layout also ensures that all other Inspector-led concerns have been addressed, allowing any remaining conflict with Policy DMHB 18 to be considered through the overall planning balance.
- 9.4 The development provides acceptable standards of internal and external amenity, meets daylight and sunlight expectations, protects the living conditions of neighbouring occupiers, and avoids unacceptable impacts related to highways, air quality, servicing or drainage. The scheme represents a notable improvement over the dismissed appeal proposal. When read as a whole, the development plan supports the delivery of needed residential accommodation in accessible locations, subject to appropriate living conditions being achieved, which is the case here.
- 9.5 On balance, the benefits of bringing an underused building back into active use, delivering additional housing in a sustainable town centre location, and responding positively to the Inspector's direction outweigh the limited residual conflict relating to private amenity space. The proposal is therefore acceptable when assessed against the development plan taken as a whole.

## **10 Conclusion**

- 10.1 The proposal has been carefully assessed against the development plan, the NPPF (2024), and the Inspector's previous decision. The revised scheme addresses the key concerns previously identified and provides an appropriate standard of living accommodation for future residents while safeguarding the amenity of neighbouring occupiers. The works preserve the character and appearance of the Ruislip Village Conservation Area, maintain the active

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commercial frontage, and make efficient use of a highly accessible town centre site. Consequently, the application is recommended for approval subject to the conditions set out in Appendix 1.

## **11 Background Papers**

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



# **APPENDICES**

## **Planning Application**

**78935/APP/2025/2287**

## Appendix 1: Recommended Conditions and Informatives

### Conditions

#### 1. RES3 Time Limit

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

#### REASON

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

#### 2. RES4 Accordance with Approved Plans

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

3616 / L / 01

3616 / P / 131 Rev A

3616 / P / 132 Rev A

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

#### REASON

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

#### 3. HO3 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:

Air Quality Neutral Statement, 82-84 High Street, Ruislip, prepared by Eight Versa Ltd, dated 28 August 2025

Preliminary Roost Assessment, 82-84 High Street, prepared by Grove Ecology Ltd, dated June 2024

Bat Emergence Survey Report, 82-84 High Street, prepared by Grove Ecology Ltd, dated July 2024

Bat Survey Technical Note, 82-84 High Street, prepared by Ethos Environmental Planning, dated 28 August 2025

Daylight and Sunlight Assessment, 82-84 High Street, prepared by T16 Design, dated June 2024

Transport Statement, 82-84 High Street, Ruislip, prepared by Pulsar Transport Planning, dated August 2025

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

#### REASON

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

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

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

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

#### REASON

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

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

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

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

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. RES9 Landscaping**

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

1. Details of Soft Landscaping (including defensible spaces to the front of the rear bedroom window serving Flat 2)
  - 1.a Planting plans (at not less than a scale of 1:100)
  - 1.b Written specification of planting and cultivation works to be undertaken
  - 1.c Schedule of plants giving species, plant sizes, and proposed numbers/densities where appropriate
2. Details of Hard Landscaping
  - 2.a Means of enclosure/boundary treatments
  - 2.b Hard Surfacing Materials
  - 2.c External Lighting
3. Details of Landscape Maintenance
  - 3.a Landscape Maintenance Schedule for a minimum period of 5 years
  - 3.b Proposals for the replacement of any tree, shrub, or area of turfing/seeding within the landscaping scheme which dies or in the opinion of the Local Planning Authority becomes seriously damaged or diseased
4. Living Roofs
  - 4.a Details of the inclusion of green roofs including: waterproof membrane (root resistant), protection layer, drainage and filter layers, growing medium/substrate depth (minimum 80-150mm unless otherwise justified) and species mix
5. Schedule for Implementation

Thereafter the development shall be constructed in full accordance with the approved details prior to occupation and be retained/maintained as such.

### **REASON**

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

## **7. NONSC Overheating and Ventilation Mitigation Strategy**

Prior to the first occupation of Flats 1 and 4, an Overheating and Ventilation Mitigation Strategy shall be submitted to and approved in writing by the Local Planning Authority. The Strategy shall demonstrate compliance with Part C of Policy D6 of the London Plan (2021) and shall include:

- a) Details of glazing specifications designed to limit solar gain;
- b) Confirmation of openable window arrangements to enable passive ventilation;
- c) Mechanical ventilation to kitchens and bathrooms, with extract rates meeting current Building Regulations;
- d) Any additional design or fabric measures necessary to prevent overheating and ensure acceptable internal temperatures under the CIBSE TM59 methodology (or updated equivalent).

The approved mitigation measures shall be implemented prior to first occupation of the relevant units and retained for the lifetime of the development.

#### REASON

To ensure the single-aspect units achieve satisfactory internal living conditions with respect to ventilation and overheating, in accordance with Policy D6 of the London Plan (2021) and Policy DMHB 16 of the Hillingdon Local Plan Part 2 (2020).

### **8. NONSC Privacy Screen Details (External Staircase)**

Prior to the first occupation of the development, a 1.8-metre-high privacy screen shall be installed at the upper landing of the external staircase providing access to the communal terrace, in accordance with details to be first submitted to and approved in writing by the Local Planning Authority.

The screen shall be constructed of a solid or semi-solid material to prevent direct overlooking of neighbouring properties. The approved screen shall be retained and maintained for the lifetime of the development.

#### REASON

To safeguard the privacy of neighbouring occupiers, in accordance with Policy DMHB 11 of the Hillingdon Local Plan Part 2 (2020).

### **9. NONSC Privacy Screen Details (Flat 3 Terrace)**

Prior to the occupation of Flat 3, details of the privacy screening to be installed to the edges of the private terrace shall be submitted to and approved in writing by the Local Planning Authority. The screening shall be a minimum of 1.8 metres in height, constructed of a solid or semi-solid material to prevent overlooking, and shall be installed in full prior to first occupation of the flat. The approved screening shall be retained and maintained for the lifetime of the development.

#### REASON

To safeguard the privacy of neighbouring occupiers and future occupiers of the development, in accordance with Policy DMHB 11 of the Local Plan Part 2 (2020).

### **10. NONSC Fire Statement**



Prior to the commencement of above-ground works, a Fire Statement, produced by a suitably qualified third-party assessor, shall be submitted to and approved in writing by the Local Planning Authority. The Statement shall demonstrate compliance with Policy D12(B) of the London Plan (2021) and shall include:

- a) means of escape and evacuation strategy;
- b) fire detection and alarm systems;
- c) external fire spread and materials;
- d) access for firefighting and equipment; and
- e) how the design accounts for the mixed-use nature of the building and the communal terrace.

The development shall be carried out in accordance with the approved Fire Statement and retained thereafter.

#### REASON

To ensure the development achieves the highest standards of fire safety in accordance with Policy D12 of the London Plan (2021).

### **11. NONSC Replacement Door Details**

Prior to installation of the replacement front entrance door, details of the proposed door shall be submitted to and approved in writing by the Local Planning Authority. The submitted details shall demonstrate that the door will be constructed of timber and shall replicate the design, proportions and detailing of the existing double door. The door shall be installed in accordance with the approved details and retained thereafter.

#### REASON

To safeguard the character and appearance of the Locally Listed building and the Ruislip Village Conservation Area, in accordance with Policies DMHB 1, DMHB 3, DMHB 4 and DMHB 11 of the Local Plan Part 2 (2020).

### **12. RES15 Water Consumption**

All dwellings shall be designed and constructed to achieve a maximum water consumption of 105 litres per person per day, in accordance with the optional technical standard set out in the Building Regulations (Part G).

Evidence of compliance shall be submitted to and approved in writing by the Local Planning Authority prior to occupation.

#### REASON

To ensure water efficiency in accordance with Policy SI 5 of the London Plan (2021) and Policy DMEI 2 of the Local Plan Part 2 (2020).

### **13. NONSC Communal Terrace Restriction**

The communal terrace hereby approved shall be used solely for the quiet enjoyment of residents and shall not be used for amplified music, organised gatherings, parties, events, or any other activity that would give rise to noise disturbance.

**REASON**

To safeguard the amenities of neighbouring occupiers in accordance with Policy DMHB 11 of the Local Plan Part 2 (2020) and Policy D14 of the London Plan (2021).

**14. NONSC Class C3 Use**

The residential units hereby approved shall be used only as dwellings within Use Class C3 of the Town and Country Planning (Use Classes) Order 1987 (as amended), and for no other purpose within the Schedule to that Order or any provision equivalent to that Class in any statutory instrument revoking and re-enacting that Order.

**REASON**

To ensure the development is used for residential purposes only and to allow the Local Planning Authority to retain control over any future change of use in the interests of residential amenity, in accordance with Policy DMHB 11 of the Local Plan Part 2 (2020).

**15. NONSC Class E - Hours of Use**

The Class E unit at ground floor level shall only operate between:

08:00 and 20:00, Monday to Saturday, and  
09:00 to 18:00, Sundays and Bank Holidays.

No customers shall be permitted on the premises outside these times.

**REASON**

To protect the amenities of nearby residential occupiers in accordance with Policy DMHB 11 of the Local Plan Part 2 (2020) and Policy D14 of the London Plan (2021).

**16. RES22 Cycle and Refuse Storage**

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

**REASON**

To ensure construction of a satisfactory development and to promote sustainable development in accordance with Policies DMT1, DMT2, DMT4, DMT5, London Plan and NPPF paragraph 116.

**17. 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).

### Informatives

#### 1. I70 LBH worked applicant in a positive & proactive (Granting)

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

#### 2. 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](mailto: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](http://www.planningportal.gov.uk/planning/applications/howtoapply/whattosubmit/cil)

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

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

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

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

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

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

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

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

#### **5. I2 Encroachment**

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

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

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

Care should be taken during the building works hereby approved to ensure no damage

occurs to the verge or footpaths during construction. Vehicles delivering materials to this development shall not override or cause damage to the public footway. Any damage will require to be made good to the satisfaction of the Council and at the applicant's expense.

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

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

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

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

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

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

## **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.

|         |  |
|---------|--|
| DMCI 7  | Planning Obligations and Community Infrastructure Levy |
| DMEI 10 | Water Management, Efficiency and Quality               |
| DMEI 2  | Reducing Carbon Emissions                              |
| DMEI 7  | Biodiversity Protection and Enhancement                |
| DMEI 9  | Management of Flood Risk                               |
| DMH 1   | Safeguarding Existing Housing                          |
| DMH 2   | Housing Mix  |
| DMHB 1  | Heritage Assets  |
| DMHB 11 | Design of New Development                              |

|            |   |
|------------|---|
| DMHB 12    | Streets and Public Realm  |
| DMHB 14    | Trees and Landscaping   |
| DMHB 16    | Housing Standards   |
| DMHB 18    | Private Outdoor Amenity Space   |
| DMHB 3     | Locally Listed Buildings  |
| DMHB 4     | Conservation Areas  |
| DMT 1      | Managing Transport Impacts  |
| DMT 2      | Highways Impacts  |
| DMT 5      | Pedestrians and Cyclists  |
| DMT 6      | Vehicle Parking   |
| LPP D12    | (2021) Fire safety  |
| 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 DF1    | (2021) Delivery of the Plan and Planning Obligations                            |
| LPP G7     | (2021) Trees and woodlands  |
| LPP GG2    | (2021) Making the best use of land  |
| LPP GG4    | (2021) Delivering the homes Londoners needs                                     |
| LPP H1     | (2021) Increasing housing supply  |
| LPP H10    | (2021) Housing size mix   |
| LPP HC1    | (2021) Heritage conservation and growth   |
| LPP SD6    | (2021) Town centres and high streets  |
| LPP SI12   | (2021) Flood risk management  |
| LPP SI13   | (2021) Sustainable drainage   |
| LPP SI2    | (2021) Minimising greenhouse gas emissions                                      |
| LPP T5     | (2021) Cycling  |
| LPP T6     | (2021) Car parking  |
| LPP T6.1   | (2021) Residential parking  |
| 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                                  |
| NPPF5 -24  | NPPF5 2024 - Delivering a sufficient supply of homes                            |





## Appendix 2: Relevant Planning History

78935/APP/2024/1992    82-84 High Street Ruislip

Extensions and alterations to ground, first and second floors with change of use of first floor from office (Class E) to residential (Class C3) to provide 4 x 1-bed flats and 1 x 2-bed flat with associated cycle and bin storage. Retention and reconfiguration of Class E unit at ground floor and alterations to fenestration.

**Decision:** 11-10-2024    Refused                      **Appeal:** 25-07-2025    Dismissed

## Appendix 3: List of Relevant Planning Policies

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

### Part 1 Policies:

PT1.BE1 (2012) Built Environment

PT1.HE1 (2012) Heritage

### Part 2 Policies:

DMCI 7 Planning Obligations and Community Infrastructure Levy

DMEI 10 Water Management, Efficiency and Quality

DMEI 2 Reducing Carbon Emissions

DMEI 7 Biodiversity Protection and Enhancement

DMEI 9 Management of Flood Risk

DMHB 3 Locally Listed Buildings

DMH 1 Safeguarding Existing Housing

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

NPPF5 -24 NPPF5 2024 - Delivering a sufficient supply of homes

NPPF9 -24 NPPF9 2024 - Promoting sustainable transport

DMH 2 Housing Mix

DMHB 1 Heritage Assets

DMHB 4 Conservation Areas

DMHB 11 Design of New Development

|          |   |
|----------|---|
| DMHB 12  | Streets and Public Realm  |
| DMHB 14  | Trees and Landscaping   |
| DMHB 16  | Housing Standards   |
| DMHB 18  | Private Outdoor Amenity Space                                   |
| DMT 1    | Managing Transport Impacts                                      |
| DMT 2    | Highways Impacts  |
| DMT 5    | Pedestrians and Cyclists  |
| DMT 6    | Vehicle Parking   |
| LPP D3   | (2021) Optimising site capacity through the design-led approach |
| LPP D4   | (2021) Delivering good design                                   |
| LPP D5   | (2021) Inclusive design   |
| LPP D6   | (2021) Housing quality and standards                            |
| LPP D7   | (2021) Accessible housing                                       |
| LPP GG2  | (2021) Making the best use of land                              |
| LPP GG4  | (2021) Delivering the homes Londoners needs                     |
| LPP DF1  | (2021) Delivery of the Plan and Planning Obligations            |
| LPP D12  | (2021) Fire safety  |
| LPP G7   | (2021) Trees and woodlands                                      |
| LPP H1   | (2021) Increasing housing supply                                |
| LPP H10  | (2021) Housing size mix   |
| LPP HC1  | (2021) Heritage conservation and growth                         |
| LPP SI12 | (2021) Flood risk management                                    |
| LPP SI13 | (2021) Sustainable drainage                                     |
| LPP SD6  | (2021) Town centres and high streets                            |
| LPP SI2  | (2021) Minimising greenhouse gas emissions                      |

|          |                            |
|----------|----------------------------|
| LPP T5   | (2021) Cycling             |
| LPP T6   | (2021) Car parking         |
| LPP T6.1 | (2021) Residential parking |

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

|                                    |                            |
|------------------------------------|----------------------------|
| Case Officer: <b>Samuel Patten</b> | <b>36969/APP/2025/2303</b> |
|------------------------------------|----------------------------|

|                         |                   |  |                   |
|-------------------------|-------------------|--|-------------------|
| Date Application Valid: | <b>03.09.2025</b> | Statutory / Agreed Determination Deadline: | <b>30.01.2026</b> |
| Application Type:       | <b>Full</b>       | Ward:                                      | <b>Ruislip</b>    |

Applicant: **Waitrose Ltd.**

Site Address: **9 Kingsend, Ruislip**

Proposal: **Facade alteration for the installation of On Demand Grocery Hatch (ODG) at ground floor level, with associated parking space for delivery vehicles.**

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

Reason Reported to Committee: **Required under Part 6 of the Planning Scheme of Delegation (the Council has a financial liability)**





## **Summary of Recommendation:**

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

### **1 Executive Summary**

- 1.1 Planning permission is sought for the installation of an On-Demand Grocery hatch to the exterior of a supermarket building, currently occupied by Waitrose Ltd. The proposal would also include the allocation of a dedicated parking space for delivery vehicles in the supermarket's customer car park, accessed off Wood Lane, Ruislip.
- 1.2 The purpose of the On-Demand Grocery hatch is to allow online orders to be collected by delivery drivers without needing to enter into the store, with the dedicated parking space offering a place for riders to safely park their bikes and reducing the risk of fly/illegal parking.
- 1.3 The Freehold of the customer car park is owned by the London Borough of Hillingdon. Therefore, whilst the Council is not the applicant, for transparency and in accordance with the Council's Scheme of Delegation, the application is referred to the Planning Committee for determination.
- 1.4 In terms of design, the proposed On-Demand Grocery hatch and dedicated parking space are considered to be minor additions to the site, with both being located on the southern side of the site. The southern elevation of the supermarket building is facing away from the nearby Ruislip Village Conservation Area and is located close to the London Underground railway line. Therefore, Officers consider that the proposal would not have a detrimental impact upon the character and appearance of the building nor the surrounding local area.
- 1.5 In terms of impacts upon neighbouring amenity, the collection of online orders currently occurs at the site. The closest residential properties would be located along Kingsend, with a separation distance of circa 40m. Therefore, there is likely to be minimal disruption to amenities of adjacent neighbouring properties. A condition restricting operating hours has been recommended. A further condition requiring an Operational Management Plan providing further detail on the management of the delivery service has been recommended prior to the delivery hatch becoming operational. This would provide further controls on how the delivery drivers would access the site, thereby mitigating against wider impact on the pedestrian pathways and nearby residents.
- 1.6 Hillingdon Council's Highways Team raised concerns regarding potential fly/illegal parking of bike riders. Following these comments, the applicant provided amended details which included the allocation of a dedicated parking space within acceptable distance from the delivery hatch. The Highways Officer has reviewed these additional details and is satisfied that the proposal would not lead to

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significant harm to highway safety both for pedestrians and vehicles. A condition requiring the installation of signage and anchor points for the parking space prior to use of the On-Demand Delivery hatch has also been recommended, to ensure the drivers are aware of the dedicated parking area. Subject to the parking and adverts being installed prior to the use of the hatch, it is considered that the proposal would not lead to any wider highway concerns.

- 1.7 It is concluded that the proposal complies with the Development Plan, and no material considerations indicate that a contrary decision should be taken. Therefore, this planning application is recommended for approval subject to the conditions set out in Appendix 1.

## **2 The Site and Locality**

- 2.1 The application site comprises a part single, part two storey supermarket building, with an associated customer car park located to the west, which is accessed via Wood Lane, and a staff/store delivery entrance to the north, which is accessed via Kingsend.
- 2.2 To the south of the site runs the London Underground and to the east is Ruislip Underground station and a block of residential flats, separated from the site by West End Road. In relation to West End Road, the supermarket site is located at lower level, due to the railway bridge over the underground line. There is a pedestrian access to the site from West End Road.
- 2.3 The site is located on the fringes of the Ruislip Village Conservation Area, with the boundary of the conservation area being located on the northern side of the site along Kingsend. This site is also classified as being with Ruislip Town Centre, which is designated a primary shopping area.

***Figure 1: Aerial View of Application Site***



**Figure 2: Location Plan (Locations of proposal outlined in red, and entire site outlined in blue)**



**Figure 3: Image from customer car park facing towards supermarket building.**



### 3 Proposal

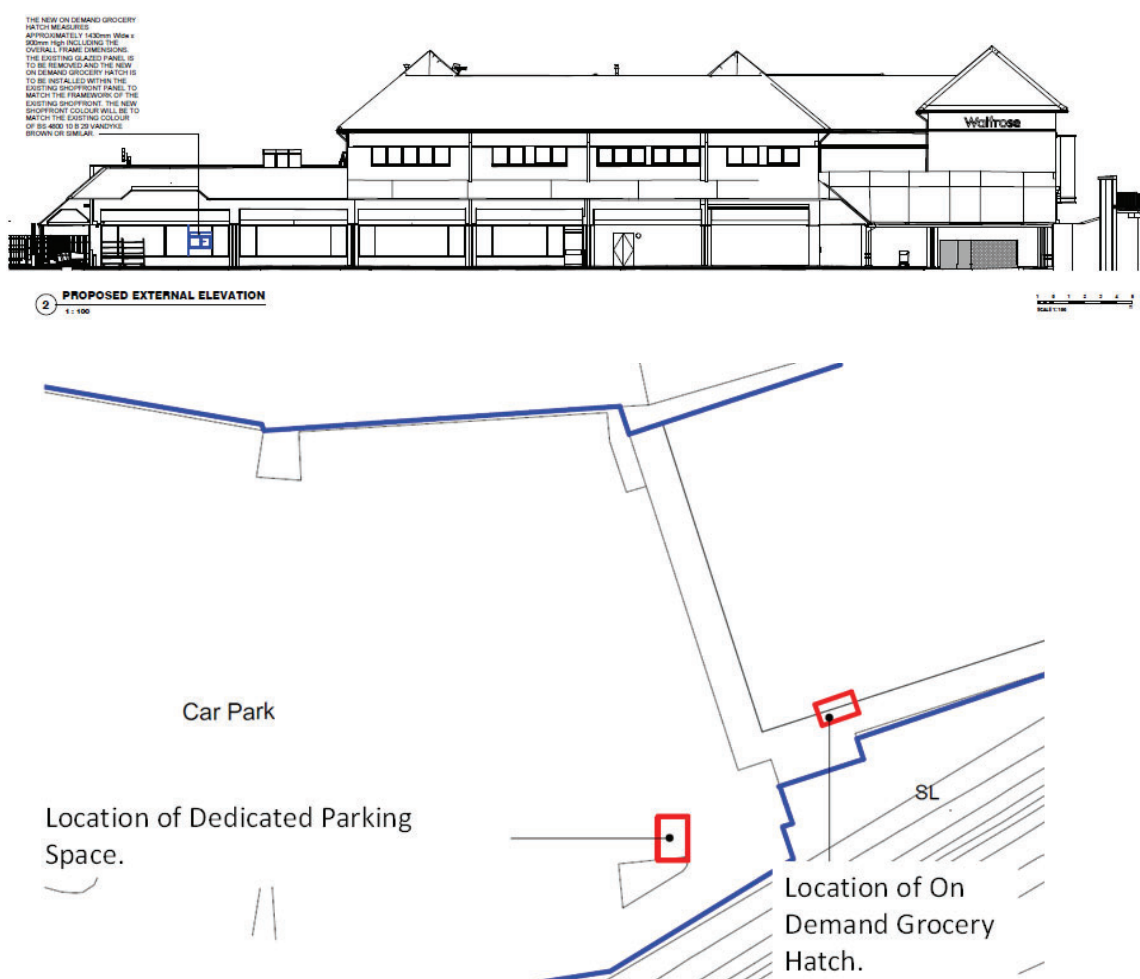
- 3.1 Planning permission is sought for the installation of an On-Demand Grocery hatch with associated parking space for delivery vehicles.

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- 3.2 The purpose of the On-demand Grocery hatch is to allow online orders to be collected without the need for the delivery drivers to enter the store. These delivery collections will take place between the hours of 07:00 - 22:30 Monday to Sunday. This would mean that some collections would lie outside of regular store opening hours which are 08:00 - 21:00 Monday to Saturday, and 10:00 - 16:00 Sunday. It should be noted that the hatch will only be used for the collection of online orders from approved delivery apps by delivery riders/drivers and not directly by the customers.
- 3.3 During the application process, amendments were made to the proposal following initial comments made by Hillingdon Council's Highways Team regarding concerns around highway safety. This included the allocation of a dedicated parking space within the customer car park that would be used by delivery riders when collecting from the On-Demand Grocery hatch. The proposed parking space would be located in close proximity to the hatch, with a separation distance of around 18.00m.

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





## 4 Relevant Planning History

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

## 5 Planning Policy

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

## 6 Consultations and Representations

- 6.1 10 Neighbouring Properties, Ruislip Residents Association, Hillingdon Council's Highways Team, and Hillingdon Council's Conservation and Urban Design team were initially consulted by letter for 21 days from 17-09-2025 until 08-10-2025.
- 6.2 Re-consultation letters were sent to those neighbouring properties and Ruislip Residents Association, and additional neighbouring properties were included in the consultation following amendments made to scheme. These amendments included the allocation of a dedicated parking space for delivery drivers and the expansion of the blue line for the application site. 2no. site notices were also displayed around the application site. This re-consultation period lasted from 19-11-2025 until 31-12-2025. All internal consultees were reconsulted during this process. A revised location plan which omitted properties Nos 7-11 Kingsend from the blue line (as not within the Ownership of the applicant) was received on 8th December 2025. It was not considered necessary to re-consult on this amendment, given it was not originally within the red line.
- 6.3 Representations received in response to public consultation are summarised in Table 1 (below). Consultee responses received are summarised in Table 2 (below). Full copies of the responses have also separately been made available to Members.

**Table 1: Summary of Representations Received**

| Representations   | Summary of Issues Raised   | Planning Officer Response  |
|---|--|--|
| 1no. Individual letter has been received from a resident. | 1. Concerns around the use of a footpath by delivery drivers as a shortcut. This footpath is located towards the | A condition has been attached requiring an Operational Management Plan to be submitted detailing how the Applicant will control delivery bikes from utilising this pathway. This provides an |

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|  |  |  |
|--|--|--|
|  | <p>northern side of the site adjacent to side and rear boundary of No.11 Kingsend and the northern flank of the Waitrose Building. This footpath provides a shortcut pedestrian access point which links Kingsend with the Waitrose customer entrance and car park. Concerns raised regarding the safety of pedestrians from its use by delivery cyclists.</p> | <p>appropriate mitigation control going forward. The delivery hatch shall not be used until this Operational Management Plan detail has been approved.</p>   |
|  | <p>2. Request for barriers to be installed to prevent riders using this footpath.</p>  | <p>This matter is discussed at paragraphs 7.17-7.19 of this report. In summary, the request to install a barrier along a pedestrian footpath would be considered unreasonable/unnecessary. Matters related to cycle traffic for the delivery service can be satisfactorily captured through the Operational Management Plan condition.</p> |
| Ruislip Residents Association Comments | <p>1. Clarification was sought on the blue line which initially included properties Nos 5, 7, 7a Kingsend.</p>   | <p>A revised Location Plan has been received which reflects the applicant's current leasehold/freehold arrangement.</p>  |
|  | <p>2. Clarification was sought regarding ownership of the public footpath</p>  | <p>The footpath between Kingsend and the customer car park is under the ownership of the</p>   |



|  |  |   |
|--|--|---|
|  | which links Kingsend to the Waitrose customer car park.                                | Freeholder of the supermarket site, which is currently Waitrose Ltd.  |
|  | 3. Request for barriers to be installed to prevent riders using this footpath.         | This matter is discussed at paragraphs 7.17-7.19 of this report. In summary, the request to install a barrier along a pedestrian footpath would be considered unreasonable/unnecessary. Matters related to cycle traffic for the delivery service can be satisfactorily captured through the Operational Management Plan condition. |
|  | 4. Clarification on why there are 2no. red boxes on the site location and block plans. | The 2no. red boxes on the site location and block plans are the areas that relate to this application. The red box on the supermarket building is where the delivery collection hatch will be located and the red box within the car park is where the dedicated parking space will be located.                                     |
|  | 5. Request for a dedicated bike safety route to be shown on the plans.                 | Following consultation with Highways Officers, they are satisfied that the car park is safe for bike riders to use with a 10mph speed limit, advisory walkways and has compliant car park aisle widths.   |

**Table 2: Summary of Consultee Responses**

| <b>Consultee and Summary of Comments</b>   | <b>Planning Officer Response</b>   |
|--|------------------------------------|
| <b>Hillingdon Council's Highways Team</b><br><br>No objection to the proposal subject to a pre-operation condition being added to the final decision | Noted – Issues surrounding highway |

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|   |   |
|---|---|
| <p>notice related to the allocation of the dedicated parking space for delivery riders.</p> <p>This condition requires the details of signage and anchor points for the dedicated parking space to be submitted to the Local Planning Authority for approval prior to the hatch becoming operational.</p> | <p>safety will be discussed further in the report below and the required condition has been drafted as shown in Appendix 1.</p> |
| <p><b>Hillingdon Council's Conservation and Urban Design Team.</b></p> <p>No objection from a design perspective.</p>   | <p>Noted – Design matters will be discussed further in Section 7.2 of this report.</p>  |
| <p><b>Hillingdon Council's Property Services</b></p> <p>No objection to the proposal as it fits within the current user clause of the lease.</p>  | <p>Noted</p>  |

## 7 Planning Assessment

### Principle of Development

- 7.1 The proposal is for minor alterations to a supermarket building and to an associated customer car park. As such, the principle of development is supported by national, regional and local planning policies, subject to the considerations set out below.

### Design / Character and Impact on the adjacent Conservation Area.

- 7.2 The application site lies on the fringes of the Ruislip Village Conservation Area and any application should ensure the setting of the conservation area is preserved. The National Planning Policy Framework (Chapter 16), the London Plan (2021) Policy HC1 and the Hillingdon Local Plan Parts 1 and 2 (including policies HE1, and DMHB 1 and DMHB 4 respectively) seek to protect, conserve and enhance heritage assets.
- 7.3 In addition to the above, Policy BE1 of the Hillingdon Local Plan Part 1 – Strategic Policies (2012), DMHB 11 and DMHB 12 of the Hillingdon Local Plan Part 2 – Development Management Policies (2020) are all directly relevant to the proposal. These policies can be read in full in the Committee Report Part 3 - Policy Appendix, and in summary, seek to secure a high quality of design that enhances and contributes to the area in terms of form, scale and materials, is appropriate to the identity and context of the townscape and would improve the quality of the

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public realm and respect local character. These aims are also supported by Chapter 12 of the NPPF.

- 7.4 In terms of design, the proposed On-Demand Grocery hatch and dedicated parking space are considered to be minor additions to the site. Both of these alterations would be located on the southern side of the site. The proposed on-demand grocery delivery hatch would be formed by the replacement of an existing glazed shopfront panel and would be integrated within the established shopfront. The hatch measures approximately 1.4m wide by 0.9m high (including frame) and is modest in scale relative to the host building, ensuring that it reads as a subordinate alteration rather than a visually prominent or discordant feature.
- 7.5 The proposed hatch would integrate within the existing fenestration to the existing supermarket building and be set in from the main customer car park located below a canopy. The elevation drawing demonstrates that the hatch would be set flush within the existing shopfront framework, maintaining the established proportions, alignment and fenestration pattern of the ground floor elevation. No projection beyond the existing building line is proposed, and the installation of a hatch would not result in any additional bulk, enclosure or visual clutter to the frontage.
- 7.6 Materials and colour treatment have been carefully considered. The proposed shopfront finish would match the existing, ensuring visual consistency with the remainder of the store frontage. In the context of the existing frontage, the material would ensure a visually cohesive addition to the building and avoids the introduction of contrasting or incongruous materials that could otherwise detract from the streetscene.
- 7.7 The southern elevation of the supermarket building is facing away from the nearby Ruislip Village Conservation Area and is located close to the London Underground railway line. Therefore, officers consider that the proposal would not have a detrimental impact upon the character and appearance of the building nor the surrounding local area or the setting of the adjoining Ruislip Village Conservation Area.
- 7.8 The proposal includes the allocation of an existing car parking space in close proximity to the on-demand grocery delivery hatch to support its operation. The works associated with the demarcation of this space would be minimal in nature and limited to minor surface markings and discreet signage and anchor points to identify its specific use. Given the modest scale of the works and their functional necessity, these works associated with the use would not result in visual harm or adversely affect the character or appearance of the car park or wider site. The signage and anchor points can be appropriately controlled by condition, as requested by the Highway Authority, to ensure that it remains proportionate, unobtrusive and acceptable in visual terms.
- 7.9 Overall, in terms of design and protection of the adjacent heritage asset of Ruislip Village Conservation Area, the proposal respects the architectural language of the existing Waitrose building and would not harm the character or appearance of the host property or the wider townscape. Officers consider that the development

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would be in accordance with Policy BE1 and HE1 of the Hillingdon Local Plan: Part One- Strategic Policies (2012), Policies DMHB 1, DMHB 4, DMHB 11 and DMHB 12 of the Hillingdon Local Plan: Part 2 - Development Management Policies (2020), Policies HC1 of the London Plan (2021) and the National Planning Policy Framework (2024).

#### Residential Amenity

- 7.10 Policy DMHB 11 of the Hillingdon Local Plan: Part 2 - Development Management Policies (2020) seeks to ensure a satisfactory relationship with adjacent properties with no unacceptable loss of outlook, amenity, daylight and sunlight to neighbouring occupiers.
- 7.11 Due to the scale and location of the proposed alterations to the supermarket building and car park, officers consider that there will be no significant harm to amenities of adjacent properties. The closest residential properties would be located on Kingsend, with No. 11 Kingsend being separated from the proposal by circa 40m. The proposed use of the hatch would be related to the existing use of the building, with online delivery collections already taking place on site during current opening hours
- 7.12 In order to minimise disruption to local residents, a condition has been recommended restricting the hours of operation of the hatch to between 07:00 - 22:30 Monday to Sunday, which is set out in Appendix 1. A further condition in relation to the management of the delivery service has also been recommended. This would require an Operational Management Plan to be submitted prior to operation of the use. This would ensure that operational details on how the commercial operator would manage the delivery service and ensure that it would not cause any significant amenity concerns to the wider neighbouring properties would be submitted to the Local Planning Authority for approval.
- 7.13 Having regard to the above and subject to conditions, it is considered that the proposal would not cause undue harm to the living conditions of neighbouring properties in accordance with Policies DMHB 11 of the Hillingdon Local Plan: Part Two - Development Management Policies (2020).

#### Highways and Parking

- 7.14 Policies T4, T6, T6.3 of the London Plan (2021), and DMT 1, DMT 2, DMT 5 and DMT 6 of the Hillingdon Local Plan: Part 2 (2020) are relevant to the proposed development. These policies can be read in full in the Committee Report Part 3 - Policy Appendix, and in summary, seek to deliver development which is sustainable in transport terms and safeguards highway and pedestrian safety.
- 7.15 The proposed On-Demand Grocery hatch will have a dedicated parking space in close proximity as shown in Figure 2 and on the proposed plans in Figure 3. This space will provide a safe place for riders to park their bikes, whilst also reducing the risk of fly/illegal parking along the pedestrian routes around the car park and store. The location of this space is within acceptable distance to ensure it would

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be practical for use by riders. The works associated with the demarcation of this space would be minimal in nature and limited to minor surface markings and discreet signage and anchor points to identify its specific use.

- 7.16 The Highways Officer has also recommended further details on secure anchor points to be submitted. These would be fixed or permanent features within the parking area that riders can secure their vehicles to while waiting or collecting orders. This would mitigate against any bikes or mopeds being left freely and potentially causing disruption to the footways or access routes thereby ensuring public and vehicular safety. Given the modest scale of the works and their functional necessity, the demarcation would not result in visual harm or adversely affect the character or appearance of the car park or wider site. Signage for its location would also be included, and it is sufficiently set in from the highway to not cause any impact on the surrounding highway network.
- 7.17 Highways officers have reviewed the scheme and are satisfied that following the addition of a dedicated parking space that highway safety concerns have been addressed. The Highways Officer has requested that a pre-operational condition be added to ensure that signage and anchor points are provided for the parking space. Planning officers have drafted this condition which is set out in Appendix 1.
- 7.18 Comments received during the consultation raised concern regarding the potential use of the adjacent pedestrian footpath by delivery riders and suggested the installation of a physical barrier to prevent such use. The pedestrian footpath in question provides a right of way for pedestrians from Kingsend adjacent to No 11 Kingsend. The pathway runs adjacent to the side boundary of No 11 Kingsend running to the rear of this neighbouring property. It provides a further pedestrian access point from Kingsend along the northern side of the Waitrose to the customer parking area associated with the building. In this instance given the modest nature of the application, it would not be reasonable or necessary to request a barrier to be installed. There is also a concern that such additional barrier could lead to accessibility issues were this element to be installed.
- 7.19 Given the modest nature of the proposal, which comprises a small-scale delivery hatch within an existing shopfront, the installation of a physical barrier would be disproportionate and unrelated to the physical impacts of the development itself. Instead, Officers consider a condition on the operation management of the service could mitigate against any potential anti-social behavioural issues.
- 7.20 To address these concerns, it is proposed that an Operational Management Plan be secured by condition prior to the use of the delivery hatch. This Plan would require the applicant to set out appropriate measures to control delivery activity, including clear instructions to drivers and cyclists prohibiting use of the pedestrian footpath and identifying appropriate access arrangements within the site. Officers are satisfied that this approach represents a reasonable and effective means of mitigating potential highway and pedestrian safety impacts.

- 7.21 Comments from the consultation also requested that a dedicated cycle safety route be shown on the submitted plans. This request has been reviewed by the Highway Authority, which has confirmed that such a measure is not necessary. The site already benefits from established access arrangements that allow cyclists to enter and manoeuvre within the car park safely. In addition, the car park operates with a low-speed environment, including a 10mph speed limit, and incorporates advisory pedestrian walkways, which collectively provide an appropriate level of safety for all users.
- 7.22 In light of the above, officers are satisfied that the existing site measures are sufficient and that the modest scale and nature of the development does not justify the introduction of a formalised or segregated cycle route. As such, the absence of a dedicated cycle safety route is not considered to give rise to highway safety concerns, and the proposal is acceptable in transport and highway terms.
- 7.23 Having regard to the above and subject to conditions, it is considered that the proposal would not lead to significant harm to the highway safety of the area and supermarket site. Therefore, the proposal complies with the objectives of Policies T4, T6, T6.3 of the London Plan (2021), and DMT 1, DMT 2, DMT 5 and DMT 6 of the Hillingdon Local Plan: Part 2 (2020).

#### Advertisement

- 7.24 Hillingdon Council's Highways Team have asked for signage to be erected adjacent to the dedicated parking space to ensure all users of the car park are made aware of this space's allocation. These details would be secured via condition, and the nature of the adverts means they are considered to have deemed consent under the Advert Regulations (2007) Class 2: miscellaneous advertisements on any premises.

## **8 Other Matters**

#### Human Rights

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

#### Equality

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

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## Local Finance Considerations and CIL

- 8.3 Not applicable. The proposed development is not CIL liable.

## **9 Conclusion / Planning Balance**

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

## **10 Background Papers**

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

# **APPENDICES**

## **Planning Application**

**36969/APP/2025/2303**

## Appendix 1: Recommended Conditions and Informatives

### Conditions

#### 1. HO1 Time Limit

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

#### REASON

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

#### 2. HO2 Accordance with approved

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

11469-BAR-CR-ZZ-DR-T-01001\_S2-P03 (Site Location Plan)

11469-BAR-CR-ZZ-DR-T-01010\_S2-P03 (Block Plan)

11469-BAR-CR-XX-DR-T-03130\_S2-P00 (Existing and Proposed Elevations)

11469-BAR-CR-00-DR-T-03110\_S2-P00 (Proposed Ground Floor Plan)

#### REASON

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

#### 3. HO4 Materials

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

#### REASON

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

#### 4. NONSC Signage and Anchor Points for Parking Space

Prior to the approved delivery hatch becoming operational, details of the signage and anchor points that will be provided for the parking space dedicated for use by delivery riders, as shown on approved plan ref. 11469-BAR-CR-ZZ-DR-T-01010\_S2-P03, shall be submitted to and approved in writing by the Local Planning Authority. The signage should convey the message that the parking space is for the exclusive use by delivery riders. The approved signage and anchor points shall be installed and made available for use prior to the first operation of the delivery hatch and thereafter they shall be maintained and retained for the

Delegated -

lifetime of the development.

#### REASON

In the interest of highway safety and traffic management, in accordance with the requirements of policies DMT 1, DMT 2, DMT 5 and DMT 6 of the Hillingdon Local Plan Part 2 (2020).

### **5. NONSC Operational Management Plan**

Prior to the approved delivery hatch becoming operational, an Operational Management Plan for the use and monitoring of the delivery hatch shall be submitted to and approved in writing by the Local Planning Authority. The approved Operational Management Plan shall thereafter be implemented in full and retained for the lifetime of the development.

The Operational Management Plan shall include (but not be limited to) details of:

- a) How the delivery collection hatch will be operated by the store, including operation hours.
- b) The collection procedure that delivery collection riders must follow in order to utilise the delivery hatch, which should include but not be limited to the parking of cycles within the designated parking space and not loitering in and around the site for long periods of time around collection of deliveries.
- c) The enforcement procedure to be put in place by the store to deal with delivery riders who do not follow the collection procedure requested under point b.
- d) Measures to be put in place to prevent the improper use of pedestrian footpaths that run through the site by delivery riders, including but not limited to riding bikes through these spaces.
- e) The methods of communication that will be utilised between the parties of interest, including the relevant delivery apps and riders, in order to implement and maintain compliance with procedures requested under points b.) and c.).
- f) A review and monitoring procedure, including how complaints relating to behaviour of delivery riders will be logged and addressed.

#### REASON

To ensure the safe and convenient use of the site by all users, and to prevent detrimental harm to the amenities of the neighbouring properties to the site, in accordance with policies DMHB 11, DMT 1, DMT 2, DMT 5 and DMT 6 of the Hillingdon Local Plan Part 2 (2020).

### **6. COM22 Operating Hours**

The delivery hatch shall not be used except between:-  
07:00 - 22:30 Mondays - Sundays, Public or Bank Holidays.

#### REASON

To safeguard the residential amenity of the occupiers of adjoining and nearby properties in accordance with policy DMHB 11 of the Hillingdon Local Plan Part 2 (2020).

## Informatives

### 1. I15 Control of Environmental Nuisance from Construction Work

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

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

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

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

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

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

### 2. I52 Compulsory Informative (1)

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

### 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.

DMHB 1 Heritage Assets

Delegated -

|            |   |
|------------|---|
| DMHB 11    | Design of New Development                                       |
| DMHB 12    | Streets and Public Realm  |
| DMHB 4     | Conservation Areas  |
| DMT 1      | Managing Transport Impacts                                      |
| DMT 2      | Highways Impacts  |
| DMT 5      | Pedestrians and Cyclists  |
| DMT 6      | Vehicle Parking   |
| LPP HC1    | (2021) Heritage conservation and growth                         |
| LPP T4     | (2021) Assessing and mitigating transport impacts               |
| LPP T6     | (2021) Car parking  |
| LPP T6.3   | (2021) Retail parking   |
| NPPF12 -24 | NPPF12 2024 - Achieving well-designed places                    |
| NPPF16 -24 | NPPF16 2024 - Conserving and enhancing the historic environment |
| NPPF4 -24  | NPPF4 2024 - Decision making                                    |



## Appendix 2: Relevant Planning History

36969/AC/94/1248      Waitrose Supermarket, 9 Kingsend Ruislip

Variation of condition 10 of planning permission ref. 36969C/88/982 dated 15/09/89; condition 8 of planning permission ref. 36969G/89/2037 dated 30/11/93; condition 13 of planning permission ref. 36969C/88/982 dated 15/09/89; and condition 9 of planning permission ref. 36969G/89/2037 dated 30/11/93 to allow Sunday/Bank Holiday opening and deliveries

**Decision:** 01-03-1995      Approved

36969/ADV/2001/102      Waitrose Supermarket, 9 Kingsend Ruislip

INSTALLATION OF SEASONAL DECORATIVE BANNERS ON EXISTING LAMP POSTS

**Decision:** 29-10-2001      Approved

36969/ADV/2003/89      Waitrose, 9 Kingsend Ruislip

INSTALLATION OF VARIOUS REPLACEMENT AND NEW SIGNAGE ON BUILDING

**Decision:** 28-01-2004      Approved

36969/ADV/2009/71      Boots The Chemist, Waitrose Supermarket 9 Kingsend Ruislip

Installation of 1 non-illuminated projecting sign and 1 non-illuminated logo sign.  
Retrospective Application

**Decision:** 16-12-2009      Approved

36969/ADV/2025/39      9 Kingsend Ruislip

Replacement of existing signage with 2no. internally illuminated letter signs, 3no. externally illuminated flag banners, 1no. non-illuminated totem sign, 1no. non-illuminated fence mounted sign, 1no. non-illuminated car park entrance sign and 1no. non-illuminated free standing sign (Description Amended).

**Decision:** 19-11-2025      Approved

36969/ADV/2025/39      9 Kingsend Ruislip

Replacement of existing signage with 2no. internally illuminated letter signs, 3no. externally illuminated flag banners, 1no. non-illuminated totem sign, 1no. non-illuminated fence mounted sign, 1no. non-illuminated car park entrance sign and 1no. non-illuminated free standing sign (Description Amended).

**Decision:** 19-11-2025      Approved

Delegated -

36969/AE/94/3127      Waitrose, 9 Kingsend Ruislip  
Refurbishment and replacement of various internally illuminated signs  
**Decision:** 10-04-1995      Approved

36969/AF/94/1827      Bounded By Kingsend, West End Road And Wood Lane Ruislip  
Amendments to erection of 13-unit shopping mall with staff/storage accommodation and extension to Waitrose supermarket with additional new proposal to erect offices above, incorporating additional car parking  
**Decision:** 26-04-1995      Approved

36969/AH/96/0275      Waitrose, 9 Kingsend Ruislip  
Installation of external security shutters  
**Decision:** 21-05-1996      Approved

36969/AJ/96/0410      Bounded By Kingsend, West End Road And Wood Lane Ruislip  
Amendments to planning permissions ref. 36969C/88/ 982 dated 15/09/89, 36969G/89/2037 dated 30/11/93 and 36969AC/94/1248 dated 01/03/95 to include Class A2 and Class A3 uses, enlarged first floors to Units 6,7,8 and 9, minor changes to elevations and reduction in the number of parking spaces from that approved in planning permission ref. 36969C/ 88/982 dated 15/09/89; Erection of 13 unit shopping mall and extension to supermarket  
**Decision:** 08-01-1997      Approved

36969/AK/97/1819      Bounded By Kingsend, West End Road And Wood Lane Ruislip  
Relaxation of condition 18 of planning permission ref.36969AJ/96/410 dated 08/01/97 to allow use of Units 6, 7, 8 and 9 as a public house  
**Decision:** 21-01-1998      Approved

36969/AL/98/0343      Waitrose Supermarket, 9 Kingsend Ruislip  
Installation of security shutters  
**Decision:** 06-05-1998      Approved

36969/AM/98/3034      Moss Chemists, Waitrose Store, 9 Kingsend Ruislip  
Installation of 2 non-illuminated pole mounted poster signs and one internally illuminated projecting box sign  
**Decision:** 06-05-1998      Approved

36969/AN/99/0285      Bounded By Kingsend, West End Road And Wood Lane Ruislip  
Removal of conditions 15 and 16 (to close gates to the shopping area and service yard at specified times) of planning permission ref.36969AJ/96/410 dated 08/11/97; Erection of 13 unit shopping mall and extension to supermarket

**Decision:** 05-05-1999      Approved

36969/AP/99/0287      Adj To Kingsend Court & Waitrose Store West End Road Ruislip  
Erection of nine single domestic garages for Kingsend Court

**Decision:** 05-05-1999      Refused

36969/APP/2001/1664      Waitrose, 9 Kingsend Ruislip  
INSTALLATION OF ADDITIONAL LIGHT TO CAR PARK EXTENSION, REPLACEMENT OF CAR PARKING SIGNAGE, INSTALLATION OF CAR PARK CONTROL SYSTEM AND TICKET MACHINE, REPLACEMENT OF LIGHTING HEADS TO EXISTING LOCAL AUTHORITY LIGHT COLUMNS

**Decision:** 11-09-2001      Approved

36969/APP/2001/295      Waitrose, 9 Kingsend Ruislip  
VARIATION OF CONDITION 9 (TO ALLOW DELIVERIES BETWEEN 0600 HOURS AND 2000 HOURS MONDAY TO SATURDAY) OF PLANNING PERMISSION REF.36969/G/89/2037 DATED 30/11/93; RETAIL DEVELOPMENT

**Decision:** 25-07-2001      Approve Limited  
Time

36969/APP/2001/296      Waitrose, 9 Kingsend Ruislip  
VARIATION OF CONDITIONS 3 AND 4 (TO ALLOW DELIVERIES BETWEEN 0800 AND 1700 HOURS ON SUNDAYS AND BANK HOLIDAYS) OF PLANNING PERMISSION REF.36969AC/94/1248 DATED 01/03/95; RETAIL DEVELOPMENT

**Decision:** 25-07-2001      Approve Limited  
Time

36969/APP/2002/133      Waitrose Supermarket Kingsend Ruislip  
REMOVAL OF CONDITION 13 OF PLANNING PERMISSION REF.36969C/88/982 AND CONDITION 9 OF PLANNING PERMISSION REF. 36969G/89/2037 BOTH SUBSEQUENTLY VARIED BY CONSENTS REF.36969AC/94/1248, 36969/APP/2001/295 AND 36969/APP/2001/1296 AND THEIR REPLACEMENT BY A CONDITION TO PERMIT DELIVERIES BETWEEN 0600 HOURS AND 2000 HOURS MONDAYS TO SATURDAYS AND 0800 HOURS AND 1700 HOURS SUNDAYS AND BANK HOLIDAYS, AND TO ALLOW DELIVERIES BY FREEZER CONTAINER VEHICLES, ARTICULATED HGVS AND

OTHER HGVS ON A PERMANENT BASIS

**Decision:** 10-07-2002      Approved

36969/APP/2004/2834      Waitrose Supermarket, 9 Kingsend Ruislip

DETAILS OF SCHEME FOR MONITORING NOISE LEVELS IN COMPLIANCE WITH  
CONDITION 2 OF PLANNING PERMISSION REF. 6969/APP/2004/803 DATED  
21.07.2004: VARIATION OF CONDITION 2 (TO ALLOW SUNDAY/BANK HOLIDAY  
OPENING BETWEEN 09.00 AND 16.00 HOURS INCLUSIVE) OF PLANNING  
PERMISSION REF. 36969AC/94/1248 DATED 1 MARCH 1995 (TO ALLOW FOR  
SUNDAY AND BANK HOLIDAY OPENING)

**Decision:** 04-01-2005      Approved

36969/APP/2004/803      Waitrose Supermarket, 9 Kingsend Ruislip

VARIATION TO CONDITION 2 (TO ALLOW SUNDAY/BANK HOLIDAY OPENING  
BETWEEN 0900 AND 1600 HOURS INCLUSIVE) OF PLANNING PERMISSION  
REF.36969/AC/94/1248 DATED 01/03/1995 (TO ALLOW FOR SUNDAY AND BANK  
HOLIDAY OPENING)

**Decision:** 13-07-2004      Approve Limited  
Time

36969/APP/2005/1565      Waitrose, 9 Kingsend Ruislip

REMOVAL OF CONDITION 2 OF PLANNING PERMISSION REF.36969/AC/94/1248  
DATED 21/07/1994, TO ALLOW PERMANENT OPENING BETWEEN 08:30 AND 18:00  
HOURS ON SUNDAYS AND BANK HOLIDAYS

**Decision:** 04-08-2005      Approved

36969/APP/2007/275      Waitrose, 9 Kingsend Ruislip

INSTALLATION OF 4 ADDITIONAL CHILLER SYSTEM PLANT UNITS.

**Decision:** 26-03-2007      Approved

36969/APP/2011/2450      Waitrose, 9 Kingsend Ruislip

Variation of condition 8 of planning permission ref. 36969/G/89/2037 dated 30/11/1993 to  
extend Saturday opening hours (Erection of 13 unit shopping mall; extension to  
supermarket; and provision of additional parking (involving demolition of Kingsend Court  
and 5 & 7 Kingsend))

**Decision:** 02-12-2011      Approved

36969/APP/2013/918      Waitrose, 9 Kingsend Ruislip

Variation of condition 1 of planning permission ref: 36969/APP/2011/2450 dated 02/12/2011

to extend opening hours (Variation of condition 8 of planning permission ref. 36969/G/89/2037 dated 30/11/1993 to extend Saturday opening hours (Erection of 13 unit shopping mall; extension to supermarket; and provision of additional parking (involving demolition of Kingsend Court and 5 & 7 Kingsend)))

**Decision:** 07-08-2013      Approved

36969/APP/2015/2159      Waitrose, 9 Kingsend Ruislip

Variation of condition 9 (Delivery Times) of planning permission ref: 36969/APP/2013/918, dated 16/03/2013, to extend the stores delivery hours (Variation of condition 1 of planning permission ref: 36969/APP/2011/2450 dated 02/12/2011 to extend opening hours).

**Decision:** 28-10-2015      Approved

36969/APP/2015/2167      Waitrose, 9 Kingsend Ruislip

Variation of condition 1 (Delivery Times) of planning permission ref: 36969/APP/2002/133, dated 10-07-02, to extend the stores delivery hours (Removal of condition 13 of planning permission ref: 36969C/88/982 and condition 9 of planning permission ref: 36969G/89/2037, and replacement delivery hours condition)

**Decision:** 28-10-2015      Approved

36969/APP/2015/4251      Waitrose, 9 Kingsend Ruislip

Installation of new window to north east elevation

**Decision:** 19-01-2016      Approved

36969/APP/2022/816      9 Kingsend Ruislip

Variation of Condition 7 (opening hours) of planning permission ref. 36969/APP/2015/2159 (dated 03/11/2015) to extend store opening hours

**Decision:** 20-05-2022      Approved

36969/APP/2025/2390      9 Kingsend Ruislip

Proposed removal of existing plant units at roof level and installation of 2no. new DAC Units, 6no. new LT & HT CUBO Condenser units and 2no. Air Source Heat Pumps, at existing roof level.

**Decision:** 06-11-2025      Approved

36969/C/88/0982      Waitrose, 9 Kingsend Ruislip

Erection of a supermarket and retail unit with associated parking; and erection of Health Centre with associated parking (by conversion/extension of "Pax")

**Decision:** 15-09-1989      Approved

Delegated -

- 36969/F/89/2025                      Bounded By West End Rd, Wood Lane & Kingsend Ruislip  
 Details of materials in compliance with condition 12 of Planning permission ref  
 36969c/88/982 dated 15th September 1989 Erection of a supermarket and retail unit with  
 associated parking, and erection of health centre with associated parking  
**Decision:** 29-11-1989      Approved
- 36969/G/89/2037                      Kingsend Court 5-7 And Rear Of 13-25 Kingsend Ruislip  
 Erection of 13 unit shopping mall; extension to supermarket; and provision of additional  
 parking (involving demolition of Kingsend Court and 5 & 7 Kingsend)  
**Decision:** 30-11-1993      Approved
- 36969/P/91/3582                      Rear Of Kingsend Court West End Road Ruislip  
 Erection of advertisement hoarding  
**Decision:** 11-10-1991      Approved
- 36969/R/91/1454                      Waitrose Supermarket, 9 Kingsend Ruislip  
 Siting of 3 Durabank bottle banks  
**Decision:** 02-06-1992      Approve  
    Deemed Hill.
- 36969/W/92/2069                      Waitrose Car Park, Wood Lane Ruislip  
 Installation of one can bank, one paper bank and one textile bank  
**Decision:** 25-03-1993      Approve Limited  
    Time
- 36969/Z/93/3130                      Rear Of Kingsend Court West End Road Ruislip  
 Retention of two advertisement hoardings  
**Decision:** 15-12-1993      Approved



## Appendix 3: List of Relevant Planning Policies

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

Part 1 Policies:

Part 2 Policies:

|            |   |
|------------|---|
| DMHB 1     | Heritage Assets   |
| DMHB 4     | Conservation Areas  |
| DMHB 11    | Design of New Development                                       |
| DMHB 12    | Streets and Public Realm  |
| DMT 1      | Managing Transport Impacts                                      |
| DMT 2      | Highways Impacts  |
| DMT 5      | Pedestrians and Cyclists  |
| DMT 6      | Vehicle Parking   |
| LPP HC1    | (2021) Heritage conservation and growth                         |
| LPP T4     | (2021) Assessing and mitigating transport impacts               |
| LPP T6     | (2021) Car parking  |
| LPP T6.3   | (2021) Retail parking   |
| NPPF4 -24  | NPPF4 2024 - Decision making                                    |
| NPPF12 -24 | NPPF12 2024 - Achieving well-designed places                    |
| NPPF16 -24 | NPPF16 2024 - Conserving and enhancing the historic environment |

Delegated -

# 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)

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

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

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

### **B) Rear Extensions**

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

### **C) Side Extensions**

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

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

#### D) Front Extensions

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

#### E) Roof Extensions

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

#### F) Front Gardens and Parking

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



## **LP2 DMHD 2: Outbuildings**

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

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

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

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

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

B) Schemes should ensure that they:

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

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

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

## LP D6: Housing Quality and Standards

A) Housing development should be of high quality design and provide adequately-sized rooms (see Table 3.1) with comfortable and functional layouts which are fit for purpose and meet the needs of Londoners without differentiating between tenures.

B) Qualitative aspects of a development are key to ensuring successful sustainable housing. Table 3.2 sets out key qualitative aspects which should be addressed in the design of housing developments.

C) Housing development should maximise the provision of dual aspect dwellings and normally avoid the provision of single aspect dwellings. A single aspect dwelling should only be provided where it is considered a more appropriate design solution to meet the requirements of Part D in Policy D3 Optimising site capacity through the design-led approach than a dual aspect dwelling, and it can be demonstrated that it will have adequate passive ventilation, daylight and privacy, and avoid overheating.

D) The design of development should provide sufficient daylight and sunlight to new and surrounding housing that is appropriate for its context, whilst avoiding overheating, minimising overshadowing and maximising the usability of outside amenity space.

E) Housing should be designed with adequate and easily accessible storage space that supports the separate collection of dry recyclables (for at least card, paper, mixed plastics, metals, glass) and food waste as well as residual waste

F) Housing developments are required to meet the minimum standards below which apply to all tenures and all residential accommodation that is self-contained.

### Private internal space

1. Dwellings must provide at least the gross internal floor area and built-in storage area set out in Table 3.1.

2. A dwelling with two or more bedspaces must have at least one double (or twin) bedroom that is at least 2.75m wide. Every other additional double (or twin) bedroom must be at least 2.55m wide.

3. A one bedspace single bedroom must have a floor area of at least 7.5 sq.m. and be at least 2.15m wide.

4. A two bedspace double (or twin) bedroom must have a floor area of at least 11.5 sq.m.

5. Any area with a headroom of less than 1.5m is not counted within the Gross Internal Area unless used solely for storage (If the area under the stairs is to be used for storage, assume a general floor area of 1 sq.m. within the Gross Internal Area).

6. Any other area that is used solely for storage and has a headroom of 0.9-1.5m (such as under eaves) can only be counted up to 50 per cent of its floor area, and any area lower than 0.9m is not counted at all.

7. A built-in wardrobe counts towards the Gross Internal Area and bedroom floor area requirements, but should not reduce the effective width of the room below the minimum widths set out above. Any built-in area in excess of 0.72 sq.m. in a double

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

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

#### Private outside space

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

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

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

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

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

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

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

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

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

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

## **LP H2: Small sites**

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

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

B Boroughs should:

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

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

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

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

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

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

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

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

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

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

## **LP1 H1: Housing Growth**

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

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

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

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

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

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

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

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

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

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

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

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

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

A) In all parts of the Borough

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

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

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



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

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

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

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

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

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

A) In accordance with national policy:

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

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

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

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

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

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

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

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

The design-led approach

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

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

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

#### D) Development proposals should:

##### Form and layout

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

##### Experience

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

##### Quality and character

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

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

## **LP D5: Inclusive Design**

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

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

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

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

## **LP D7: Accessible Housing**

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

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

## **LP D8: Public Realm**

Development Plans and development proposals should:

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

B) All major development proposals should be submitted with a Fire Statement, which is an independent fire strategy, produced by a third party, suitably qualified assessor.

The statement should detail how the development proposal will function in terms of:

1. the building's construction: methods, products and materials used, including manufacturers' details



2. the means of escape for all building users: suitably designed stair cores, escape for building users who are disabled or require level access, and associated evacuation strategy approach
3. features which reduce the risk to life: fire alarm systems, passive and active fire safety measures and associated management and maintenance plans
4. access for fire service personnel and equipment: how this will be achieved in an evacuation situation, water supplies, provision and positioning of equipment, firefighting lifts, stairs and lobbies, any fire suppression and smoke ventilation systems proposed, and the ongoing maintenance and monitoring of these
5. how provision will be made within the curtilage of the site to enable fire appliances to gain access to the building
6. ensuring that any potential future modifications to the building will take into account and not compromise the base build fire safety/protection measures.

### **LP HC1: Heritage Conservation and Growth**

A) Boroughs should, in consultation with Historic England, local communities and other statutory and relevant organisations, develop evidence that demonstrates a clear understanding of London's historic environment. This evidence should be used for identifying, understanding, conserving, and enhancing the historic environment and heritage assets, and improving access to, and interpretation of, the heritage assets, landscapes and archaeology within their area.

B) Development Plans and strategies should demonstrate a clear understanding of the historic environment and the heritage values of sites or areas and their relationship with their surroundings. This knowledge should be used to inform the effective integration of London's heritage in regenerative change by:

1. setting out a clear vision that recognises and embeds the role of heritage in place-making
2. utilising the heritage significance of a site or area in the planning and design process
3. integrating the conservation and enhancement of heritage assets and their settings with innovative and creative contextual architectural responses that contribute to their significance and sense of place
4. delivering positive benefits that conserve and enhance the historic environment, as well as contributing to the economic viability, accessibility and environmental quality of a place, and to social wellbeing.

C) Development proposals affecting heritage assets, and their settings, should conserve their significance, by being sympathetic to the assets' significance and appreciation within their surroundings. The cumulative impacts of incremental change from development on heritage assets and their settings should also be actively managed. Development proposals should avoid harm and identify enhancement opportunities by integrating heritage considerations early on in the design process.

D) Development proposals should identify assets of archaeological significance and use this information to avoid harm or minimise it through design and appropriate mitigation. Where applicable, development should make provision for the protection of significant archaeological assets and landscapes. The protection of undesignated heritage assets of archaeological interest equivalent to a scheduled monument should be given equivalent weight to designated heritage assets.

E) Where heritage assets have been identified as being At Risk, boroughs should identify specific opportunities for them to contribute to regeneration and place-making, and they should set out strategies for their repair and re-use.

## **LP G7: Trees and Woodlands**

A) London's urban forest and woodlands should be protected and maintained, and new trees and woodlands should be planted in appropriate locations in order to increase the extent of London's urban forest – the area of London under the canopy of trees.

B) In their Development Plans, boroughs should:

1. protect 'veteran' trees and ancient woodland where these are not already part of a protected site<sup>139</sup>
2. identify opportunities for tree planting in strategic locations.

C) Development proposals should ensure that, wherever possible, existing trees of value are retained.<sup>140</sup> If planning permission is granted that necessitates the removal of trees there should be adequate replacement based on the existing value of the benefits of the trees removed, determined by, for example, i-tree or CAVAT or another appropriate valuation system. The planting of additional trees should generally be included in new developments – particularly large-canopied species which provide a wider range of benefits because of the larger surface area of their canopy.

## **LP 1 BE1: Built Environment**

The Council will require all new development to improve and maintain the quality of the built environment in order to create successful and sustainable neighbourhoods, where people enjoy living and working and that serve the long-term needs of all residents. All new developments should:

1. Achieve a high quality of design in all new buildings, alterations, extensions and the public realm which enhances the local distinctiveness of the area, contributes to community cohesion and a sense of place;
2. Be designed to be appropriate to the identity and context of Hillingdon's buildings, townscapes, landscapes and views, and make a positive contribution to the local

area in terms of layout, form, scale and materials and seek to protect the amenity of surrounding land and buildings, particularly residential properties;

3. Be designed to include “Lifetime Homes” principles so that they can be readily adapted to meet the needs of those with disabilities and the elderly, 10% of these should be wheelchair accessible or easily adaptable to wheelchair accessibility encouraging places of work and leisure, streets, neighbourhoods, parks and open spaces to be designed to meet the needs of the community at all stages of people’s lives;

4. In the case of 10 dwellings or over, achieve a satisfactory assessment rating in terms of the latest Building for Life standards (as amended or replaced from time to time);

5. Improve areas of poorer environmental quality, including within the areas of relative disadvantage of Hayes, Yiewsley and West Drayton. All regeneration schemes should ensure that they are appropriate to their historic context, make use of heritage assets and reinforce their significance;

6. Incorporate a clear network of routes that are easy to understand, inclusive, safe, secure and connect positively with interchanges, public transport, community facilities and services;

7. Improve the quality of the public realm and provide for public and private spaces that are attractive, safe, functional, diverse, sustainable, accessible to all, respect the local character and landscape, integrate with the development, enhance and protect biodiversity through the inclusion of living walls, roofs and areas for wildlife, encourage physical activity and where appropriate introduce public art;

8. Create safe and secure environments that reduce crime and fear of crime, anti-social behaviour and risks from fire and arson having regard to Secure by Design standards and address resilience to terrorism in major development proposals;

9. Not result in the inappropriate development of gardens and green spaces that erode the character and biodiversity of suburban areas and increase the risk of flooding through the loss of permeable areas;

10. Maximise the opportunities for all new homes to contribute to tackling and adapting to climate change and reducing emissions of local air quality pollutants. The Council will require all new development to achieve reductions in carbon dioxide emission in line with the London Plan targets through energy efficient design and effective use of low and zero carbon technologies. Where the required reduction from on-site renewable energy is not feasible within major developments, contributions off-site will be sought. The Council will seek to merge a suite of sustainable design goals, such as the use of SUDS, water efficiency, lifetime homes, and energy efficiency into a requirement measured against the Code for Sustainable

Homes and BREEAM. These will be set out within the Hillingdon Local Plan: Part 2- Development Management Policies Local Development Document (LDD). All developments should be designed to make the most efficient use of natural resources whilst safeguarding historic assets, their settings and local amenity and include sustainable design and construction techniques to increase the re-use and recycling of construction, demolition and excavation waste and reduce the amount disposed to landfill;

11. In the case of tall buildings, not adversely affect their surroundings including the local character, cause harm to the significance of heritage assets or impact on important views. Appropriate locations for tall buildings will be defined on a Character Study and may include parts of Uxbridge and Hayes subject to considering the Obstacle Limitation Surfaces for Heathrow Airport. Outside of Uxbridge and Hayes town centres, tall buildings will not be supported. The height of all buildings should be based upon an understanding of the local character and be appropriate to the positive qualities of the surrounding townscape. Support will be given for proposals that are consistent with local strategies, guidelines, supplementary planning documents and Hillingdon Local Plan: Part 2- Development Management Policies.

## **LP2 DMHB 1: Heritage Assets**

A) The Council will expect development proposals to avoid harm to the historic environment. Development that has an effect on heritage assets will only be supported where:

- i) it sustains and enhances the significance of the heritage asset and puts them into viable uses consistent with their conservation;
- ii) it will not lead to a loss of significance or harm to an asset, unless it can be demonstrated that it will provide public benefit that would outweigh the harm or loss, in accordance with the NPPF;
- iii) it makes a positive contribution to the local character and distinctiveness of the area;
- iv) any extensions or alterations are designed in sympathy, without detracting from or competing with the heritage asset;
- v) the proposal would relate appropriately in terms of siting, style, scale, massing, height, design and materials;
- vi) buildings and structures within the curtilage of a heritage asset, or in close proximity to it, do not compromise its setting; and
- vii) opportunities are taken to conserve or enhance the setting, so that the significance of the asset can be appreciated more readily.

B) Development proposals affecting designated heritage assets need to take account of the effects of climate change and renewable energy without impacting negatively on the heritage asset. The Council may require an alternative solution which will protect the asset yet meet the sustainability objectives of the Local Plan.

C) The Council will seek to secure the repair and reuse of Listed Buildings and monuments and improvements to Conservation Areas on the Heritage at Risk Register, through negotiations with owners, the provision of advice and guidance, the use of appropriate legal action, and through bids for external funding for improvement works.

## **LP2 DMHB 2: Listed Buildings**

A) Applications for Listed Building Consent and planning permission to alter, extend, or change the use of a statutorily Listed Building will only be permitted if they are considered to retain its significance and value and are appropriate in terms of the fabric, historic integrity, spatial quality and layout of the building. Any additions or alterations to a Listed Building should be sympathetic in terms of scale, proportion, detailed design, materials and workmanship.

B) Applications should include a Heritage Statement that demonstrates a clear understanding of the importance of the building and the impact of the proposals on its significance.

C) The substantial harm to or total loss of significance of a statutory Listed Building will only be permitted in exceptional circumstances when the nature of the heritage asset prevents all reasonable use of the building, no viable use can be found through marketing, grant-funding or charitable or public ownership and the loss is outweighed by bringing the site back into use. In such circumstances, full archaeological recording of the building will be required.

D) Planning permission will not be granted for proposals which are considered detrimental to the setting of a Listed Building.

## **LP2 DMHB 3: Locally Listed Buildings**

A) There is a general presumption in favour of the retention of buildings, structures and features included in the Local List. The Council will take into account the effect of a proposal on the building's significance and the scale of any harm of loss when considering planning applications, including those for major alterations and extensions. Proposals will be permitted where they retain the significance, appearance, character or setting of a Locally Listed Building.

B) Applications should include a Heritage Statement that demonstrates a clear understanding of the importance of the structure and the impact of the proposals on the significance of the Locally Listed Building.

C) Replacement will only be considered if it can be demonstrated that the community benefits of such a proposal significantly outweigh those of retaining the Locally Listed Building.

## **LP2 DMHB 4: Conservation Areas**

New development, including alterations and extensions to existing buildings, within a Conservation Area or on its fringes, will be expected to preserve or enhance the character or appearance of the area. It should sustain and enhance its significance and make a positive contribution to local character and distinctiveness. In order to achieve this, the Council will:

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

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

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

## **LP2 DMHB 5: Areas of Special Local Character**

A) Within Areas of Special Local Character, new development should reflect the character of the area and its original layout. Alterations should respect the established scale, building lines, height, design and materials of the area.

B) Extensions to dwellings should be subservient to, and respect the architectural style of the original buildings and allow sufficient space for appropriate landscaping, particularly between, and in front of, buildings.

C) The replacement of buildings which positively contribute to the character and local importance of Areas of Special Local Character will normally be resisted.

## **LP2 DMHB 11: Design of New Development**

A) All development, including extensions, alterations and new buildings will be required to be designed to the highest standards and, incorporate principles of good design including:

- i) harmonising with the local context by taking into account the surrounding:
  - scale of development, considering the height, mass and bulk of adjacent structures;
  - building plot sizes and widths, plot coverage and established street patterns;
  - building lines and setbacks, rooflines, streetscape rhythm, for example, gaps between structures and other streetscape elements, such as degree of enclosure;
  - architectural composition and quality of detailing;
  - local topography, views both from and to the site; and



- impact on neighbouring open spaces and their environment.
- ii) ensuring the use of high quality building materials and finishes;
- iii) ensuring that the internal design and layout of development maximises sustainability and is adaptable to different activities;
- iv) protecting features of positive value within and adjacent to the site, including the safeguarding of heritage assets, designated and un-designated, and their settings; and
- v) landscaping and tree planting to protect and enhance amenity, biodiversity and green infrastructure.

B) Development proposals should not adversely impact on the amenity, daylight and sunlight of adjacent properties and open space.

C) Development will be required to ensure that the design safeguards the satisfactory re-development of any adjoining sites which have development potential. In the case of proposals for major development<sup>5</sup> sites, the Council will expect developers to prepare master plans and design codes and to agree these with the Council before developing detailed designs.

D) Development proposals should make sufficient provision for well designed internal and external storage space for general, recycling and organic waste, with suitable access for collection. External bins should be located and screened to avoid nuisance and adverse visual impacts to occupiers and neighbours.

## **LP2 DMHB 12: Streets and Public Realm**

A) Development should be well integrated with the surrounding area and accessible. It should:

- i) improve legibility and promote routes and wayfinding between the development and local amenities;
- ii) ensure public realm design takes account of the established townscape character and quality of the surrounding area;
- iii) include landscaping treatment that is suitable for the location, serves a purpose, contributes to local green infrastructure, the appearance of the area and ease of movement through the space;
- iv) provide safe and direct pedestrian and cycle movement through the space;
- v) incorporate appropriate and robust hard landscaping, using good quality materials, undertaken to a high standard;
- vi) where appropriate, include the installation of public art; and
- vii) deliver proposals which incorporate the principles of inclusive design. Proposals for gated developments will be resisted.

B) Public realm improvements will be sought from developments located close to transport interchanges and community facilities to ensure easy access between different transport modes and into local community facilities.

## **LP2 DMHB 14: Trees and Landscaping**

A) All developments will be expected to retain or enhance existing landscaping, trees, biodiversity or other natural features of merit.

B) Development proposals will be required to provide a landscape scheme that includes hard and soft landscaping appropriate to the character of the area, which supports and enhances biodiversity and amenity particularly in areas deficient in green infrastructure.

C) Where space for ground level planting is limited, such as high rise buildings, the inclusion of living walls and roofs will be expected where feasible.

D) Planning applications for proposals that would affect existing trees will be required to provide an accurate tree survey showing the location, height, spread and species of trees. Where the tree survey identifies trees of merit, tree root protection areas and an arboricultural method statement will be required to show how the trees will be protected. Where trees are to be removed, proposals for replanting of new trees on-site must be provided or include contributions to offsite provision.

## **LP2 DMHB 15: Planning for Safer Places**

The Council will require all new development to ensure safe and attractive public and private spaces by referring to the Council's latest guidance on Secured by Design principles. Where relevant, these should be included in the Design and Access Statement. Development will be required to comprise good design and create inclusive environments whilst improving safety and security by incorporating the following specific measures:

- i) providing entrances in visible, safe and accessible locations;
- ii) maximising natural surveillance;
- iii) ensuring adequate defensible space is provided;
- iv) providing clear delineations between public and private spaces; and
- v) providing appropriate lighting and CCTV.

## **LP D13: Agent of Change**

A) The Agent of Change principle places the responsibility for mitigating impacts from existing noise and other nuisance-generating activities or uses on the proposed new noise-sensitive development. Boroughs should ensure that Development Plans and planning decisions reflect the Agent of Change principle and take account of existing noise and other nuisance-generating uses in a sensitive manner when new development is proposed nearby.

B) Development should be designed to ensure that established noise and other nuisance-generating uses remain viable and can continue or grow without unreasonable restrictions being placed on them.

C) New noise and other nuisance-generating development proposed close to residential and other noise-sensitive uses should put in place measures to mitigate and manage any noise impacts for neighbouring residents and businesses.

D) Development proposals should manage noise and other potential nuisances by:

1. ensuring good design mitigates and minimises existing and potential nuisances generated by existing uses and activities located in the area
2. exploring mitigation measures early in the design stage, with necessary and appropriate provisions including ongoing and future management of mitigation measures secured through planning obligations
3. separating new noise-sensitive development where possible from existing noise-generating businesses and uses through distance, screening, internal layout, sound-proofing, insulation and other acoustic design measures.

E) Boroughs should not normally permit development proposals that have not clearly demonstrated how noise and other nuisances will be mitigated and managed.

#### **LP D14: Noise**

A) In order to reduce, manage and mitigate noise to improve health and quality of life, residential and other non-aviation development proposals should manage noise by:

1. avoiding significant adverse noise impacts on health and quality of life
2. reflecting the Agent of Change principle as set out in Policy D13 Agent of Change
3. mitigating and minimising the existing and potential adverse impacts of noise on, from, within, as a result of, or in the vicinity of new development without placing unreasonable restrictions on existing noise-generating uses
4. improving and enhancing the acoustic environment and promoting appropriate
5. separating new noise-sensitive development from major noise sources (such as road, rail, air transport and some types of industrial use) through the use of distance, screening, layout, orientation, uses and materials – in preference to sole reliance on sound insulation
6. where it is not possible to achieve separation of noise-sensitive development and noise sources without undue impact on other sustainable development objectives, then any potential adverse effects should be controlled and mitigated through applying good acoustic design principles
7. promoting new technologies and improved practices to reduce noise at source, and on the transmission path from source to receiver.

B) Boroughs, and others with relevant responsibilities, should identify and nominate new Quiet Areas and protect existing Quiet Areas in line with the procedure in Defra's Noise Action Plan for Agglomerations.

## **LP SI 2: Minimising Greenhouse Gas Emissions**

A) Major development should be net zero-carbon.<sup>151</sup> This means reducing greenhouse gas emissions in operation and minimising both annual and peak energy demand in accordance with the following energy hierarchy:

1. be lean: use less energy and manage demand during operation
2. be clean: exploit local energy resources (such as secondary heat) and supply energy efficiently and cleanly
3. be green: maximise opportunities for renewable energy by producing, storing and using renewable energy on-site
4. be seen: monitor, verify and report on energy performance.

B) Major development proposals should include a detailed energy strategy to demonstrate how the zero-carbon target will be met within the framework of the energy hierarchy.

C) A minimum on-site reduction of at least 35 per cent beyond Building Regulations<sup>152</sup> is required for major development. Residential development should achieve 10 per cent, and non-residential development should achieve 15 per cent through energy efficiency measures. Where it is clearly demonstrated that the zero-carbon target cannot be fully achieved on-site, any shortfall should be provided, in agreement with the borough, either:

1. through a cash in lieu contribution to the borough's carbon offset fund, or
2. off-site provided that an alternative proposal is identified and delivery is certain.

D) Boroughs must establish and administer a carbon offset fund. Offset fund payments must be ring-fenced to implement projects that deliver carbon reductions. The operation of offset funds should be monitored and reported on annually.

E) Major development proposals should calculate and minimise carbon emissions from any other part of the development, including plant or equipment, that are not covered by Building Regulations, i.e. unregulated emissions.

F) Development proposals referable to the Mayor should calculate whole life-cycle carbon emissions through a nationally recognised Whole Life-Cycle Carbon Assessment and demonstrate actions taken to reduce life-cycle carbon emissions.

## **LP SI 12: Flood Risk Management**

A) Current and expected flood risk from all sources (as defined in paragraph 9.2.12) across London should be managed in a sustainable and cost-effective way in collaboration with the Environment Agency, the Lead Local Flood Authorities, developers and infrastructure providers.

B) Development Plans should use the Mayor's Regional Flood Risk Appraisal and their Strategic Flood Risk Assessment as well as Local Flood Risk Management

Strategies, where necessary, to identify areas where particular and cumulative flood risk issues exist and develop actions and policy approaches aimed at reducing these risks. Boroughs should cooperate and jointly address cross-boundary flood risk issues including with authorities outside London.

C) Development proposals should ensure that flood risk is minimised and mitigated, and that residual risk is addressed. This should include, where possible, making space for water and aiming for development to be set back from the banks of watercourses.

D) Developments Plans and development proposals should contribute to the delivery of the measures set out in Thames Estuary 2100 Plan. The Mayor will work with the Environment Agency and relevant local planning authorities, including authorities outside London, to safeguard an appropriate location for a new Thames Barrier.

E) Development proposals for utility services should be designed to remain operational under flood conditions and buildings should be designed for quick recovery following a flood.

F) Development proposals adjacent to flood defences will be required to protect the integrity of flood defences and allow access for future maintenance and upgrading. Unless exceptional circumstances are demonstrated for not doing so, development proposals should be set back from flood defences to allow for any foreseeable future maintenance and upgrades in a sustainable and cost-effective way.

G) Natural flood management methods should be employed in development proposals due to their multiple benefits including increasing flood storage and creating recreational areas and habitat.

### **LP SI 13: Sustainable Drainage**

A) Lead Local Flood Authorities should identify – through their Local Flood Risk Management Strategies and Surface Water Management Plans – areas where there are particular surface water management issues and aim to reduce these risks. Increases in surface water run-off outside these areas also need to be identified and addressed.

B) Development proposals should aim to achieve greenfield run-off rates and ensure that surface water run-off is managed as close to its source as possible. There should also be a preference for green over grey features, in line with the following drainage hierarchy:

1. rainwater use as a resource (for example rainwater harvesting, blue roofs for irrigation)
2. rainwater infiltration to ground at or close to source
3. rainwater attenuation in green infrastructure features for gradual release (for example green roofs, rain gardens)

4. rainwater discharge direct to a watercourse (unless not appropriate)
5. controlled rainwater discharge to a surface water sewer or drain
6. controlled rainwater discharge to a combined sewer.

C) Development proposals for impermeable surfacing should normally be resisted unless they can be shown to be unavoidable, including on small surfaces such as front gardens and driveways.

D) Drainage should be designed and implemented in ways that promote multiple benefits including increased water use efficiency, improved water quality, and enhanced biodiversity, urban greening, amenity and recreation.

### **LP1 EM6: Flood Risk Management**

The Council will require new development to be directed away from Flood Zones 2 and 3 in accordance with the principles of the National Planning Policy Framework (NPPF).

The subsequent Hillingdon Local Plan: Part 2 -Site Specific Allocations LDD will be subjected to the Sequential Test in accordance with the NPPF. Sites will only be allocated within Flood Zones 2 or 3 where there are overriding issues that outweigh flood risk. In these instances, policy criteria will be set requiring future applicants of these sites to demonstrate that flood risk can be suitably mitigated.

The Council will require all development across the borough to use sustainable urban drainage systems (SUDS) unless demonstrated that it is not viable. The Council will encourage SUDS to be linked to water efficiency methods. The Council may require developer contributions to guarantee the long term maintenance and performance of SUDS is to an appropriate standard.

### **LP1 EM8: Land, Water, Air and Noise**

#### **Water Quality**

The Council will seek to safeguard and improve all water quality, both ground and surface. Principal Aquifers, and Source Protection Zones will be given priority along with the:

- River Colne
- Grand Union Canal
- River Pinn
- Yeading Brook
- Porter Land Brook
- River Crane
- Ruislip Lido



## Air Quality

All development should not cause deterioration in the local air quality levels and should ensure the protection of both existing and new sensitive receptors.

All major development within the Air Quality Management Area (AQMA) should demonstrate air quality neutrality (no worsening of impacts) where appropriate; actively contribute to the promotion of sustainable transport measures such as vehicle charging points and the increased provision for vehicles with cleaner transport fuels; deliver increased planting through soft landscaping and living walls and roofs; and provide a management plan for ensuring air quality impacts can be kept to a minimum.

The Council seeks to reduce the levels of pollutants referred to in the Government's National Air Quality Strategy and will have regard to the Mayor's Air Quality Strategy. London Boroughs should also take account of the findings of the Air Quality Review and Assessments and Actions plans, in particular where Air Quality Management Areas have been designated.

The Council has a network of Air Quality Monitoring stations but recognises that this can be widened to improve understanding of air quality impacts. The Council may therefore require new major development in an AQMA to fund additional air quality monitoring stations to assist in managing air quality improvements.

## Noise

The Council will investigate Hillingdon's target areas identified in the Defra Noise Action Plans, promote the maximum possible reduction in noise levels and will minimise the number of people potentially affected.

The Council will seek to identify and protect Quiet Areas in accordance with Government Policy on sustainable development and other Local Plan policies.

The Council will seek to ensure that noise sensitive development and noise generating development are only permitted if noise impacts can be adequately controlled and mitigated.

## Land Contamination

The Council will expect proposals for development on contaminated land to provide mitigation strategies that reduce the impacts on surrounding land uses. Major development proposals will be expected to demonstrate a sustainable approach to remediation that includes techniques to reduce the need to landfill.

## Water Resources

The Council will require that all new development demonstrates the incorporation of water efficiency measures within new development to reduce the rising demand on potable water. All new development must incorporate water recycling and collection facilities unless it can be demonstrated it is not appropriate. For residential

developments, the Council will require applicants to demonstrate that water consumption will not surpass 105 litres per person per day.

## **LP2 DMEI 2: Reducing Carbon Emissions**

- A) All developments are required to make the fullest contribution to minimising carbon dioxide emissions in accordance with London Plan targets.
- B) All major development proposals must be accompanied by an energy assessment showing how these reductions will be achieved.
- C) Proposals that fail to take reasonable steps to achieve the required savings will be resisted. However, where it is clearly demonstrated that the targets for carbon emissions cannot be met onsite, the Council may approve the application and seek an off-site contribution to make up for the shortfall.

## **LP2 DMEI 9: Management of Flood Risk**

- A) Development proposals in Flood Zones 2 and 3a will be required to demonstrate that there are no suitable sites available in areas of lower flood risk. Where no appropriate sites are available, development should be located on the areas of lowest flood risk within the site. Flood defences should provide protection for the lifetime of the development. Finished floor levels should reflect the Environment Agency's latest guidance on climate change.
- B) Development proposals in these areas will be required to submit an appropriate level Flood Risk Assessment (FRA) to demonstrate that the development is resilient to all sources of flooding.
- C) Development in Flood Zone 3b will be refused in principle unless identified as an appropriate development in Flood Risk Planning Policy Guidance. Development for appropriate uses in Flood Zone 3b will only be approved if accompanied by an appropriate FRA that demonstrates the development will be resistant and resilient to flooding and suitable warning and evacuation methods are in place.
- D) Developments may be required to make contributions (through legal agreements) to previously identified flood improvement works that will benefit the development site.
- E) Proposals that fail to make appropriate provision for flood risk mitigation, or which would increase the risk or consequences of flooding, will be refused.

## **LP2 DMEI 10: Water Management, Efficiency, and Quality**

- A) Applications for all new build developments (not conversions, change of use, or refurbishment) are required to include a drainage assessment demonstrating that

appropriate sustainable drainage systems (SuDS) have been incorporated in accordance with the London Plan Hierarchy (Policy 5.13: Sustainable drainage).

B) All major new build developments, as well as minor developments in Critical Drainage Areas or an area identified at risk from surface water flooding must be designed to reduce surface water run-off rates to no higher than the pre-development greenfield run-off rate in a 1:100 year storm scenario, plus an appropriate allowance for climate change for the worst storm duration. The assessment is required regardless of the changes in impermeable areas and the fact that a site has an existing high run-off rate will not constitute justification.

C) Rain Gardens and non householder development should be designed to reduce surface water run-off rates to Greenfield run-off rates.

D) Schemes for the use of SuDS must be accompanied by adequate arrangements for the management and maintenance of the measures used, with appropriate contributions made to the Council where necessary.

E) Proposals that would fail to make adequate provision for the control and reduction of surface water run-off rates will be refused.

F) Developments should be drained by a SuDS system and must include appropriate methods to avoid pollution of the water environment. Preference should be given to utilising the drainage options in the SuDS hierarchy which remove the key pollutants that hinder improving water quality in Hillingdon. Major development should adopt a 'treatment train' approach where water flows through different SuDS to ensure resilience in the system. Water Efficiency

G) All new development proposals (including refurbishments and conversions) will be required to include water efficiency measures, including the collection and reuse of rain water and grey water.

H) All new residential development should demonstrate water usage rates of no more than 105 litres/person/day.

I) It is expected that major development proposals will provide an integrated approach to surface water run-off attenuation, water collection, recycling and reuse. Water and Wastewater Infrastructure

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

## **LP2 DMEI 12: Development of Land Affected by Contamination**

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

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

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

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

## **LP2 DMEI 14: Air Quality**

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

B) Development proposals should, as a minimum:

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

## **TP T4: Assessing and Mitigating Transport Impacts**

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

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

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

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

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

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

F) Development proposals should not increase road danger.

#### **LP T5: Cycling**

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

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

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

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

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

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

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

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

### **LP T6: Car Parking**

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

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

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

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

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

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

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



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

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

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

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

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

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

### **LP T6.1: Residential Parking**

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

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

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

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

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

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

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

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

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

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

## **LP2 DMT 1: Managing Transport Impacts**

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

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

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

B) Development proposals will be required to undertake a satisfactory Transport Assessment and Travel Plan if they meet or exceed the appropriate thresholds. All major developments<sup>11</sup> that fall below these thresholds will be required to produce a satisfactory Transport Statement and Local Level Travel Plan. All these plans should demonstrate how any potential impacts will be mitigated and how such measures will be implemented.

## **LP2 DMT 2: Highways Impacts**

Development proposals must ensure that:

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

## **LP2 Policy DMT 5: Pedestrians and Cyclists**

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

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

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

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

## **LP2 DMT 6: Vehicle Parking**

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

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

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

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# Hillingdon Planning Committee

Wednesday 14th January 2026



**HILLINGDON**  
LONDON

[www.hillingdon.gov.uk](http://www.hillingdon.gov.uk)



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

**Address:**

47 SWEETCROFT LANE, HILLINGDON

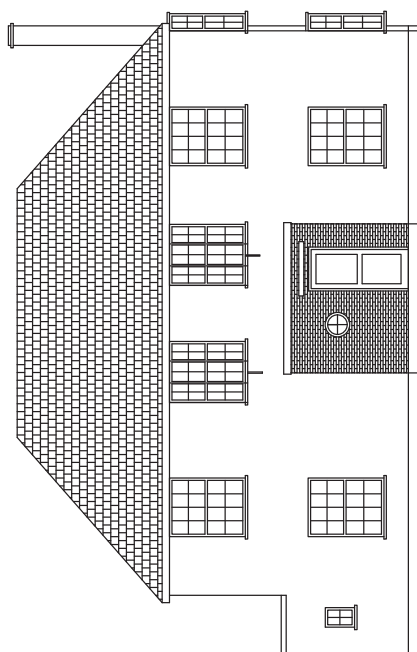
**Development:**

Demolition of existing house and erection of a two storey, new build house consisting of 6no. bedrooms with a basement (Amended plans and description).

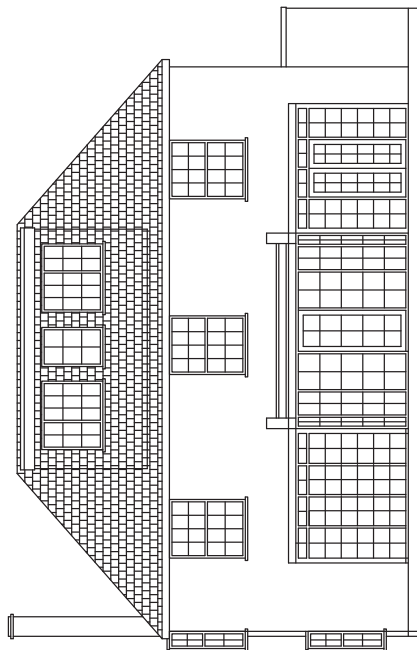
**LBH Ref Nos:**

15756/APP/2024/3112

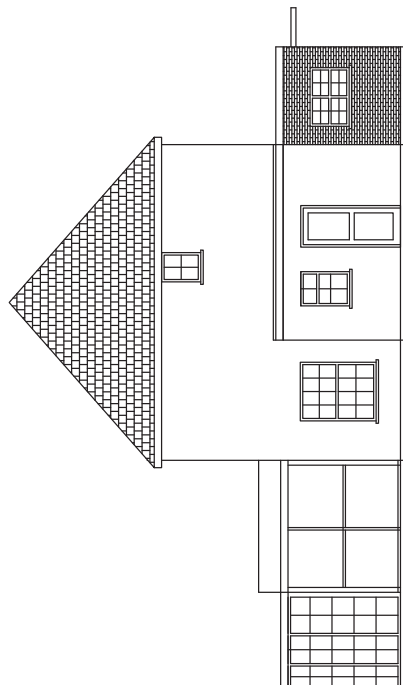




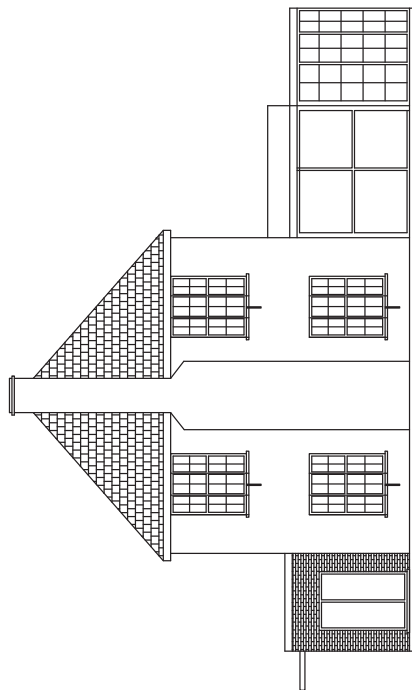
EXISTING FRONT ELEVATION



EXISTING REAR ELEVATION



EXISTING SIDE ELEVATION



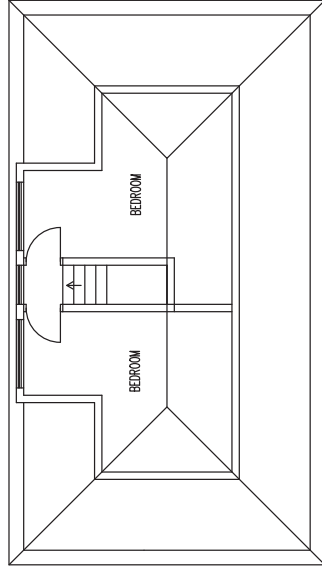
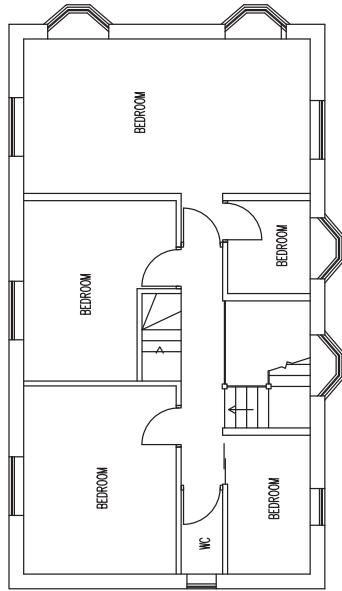
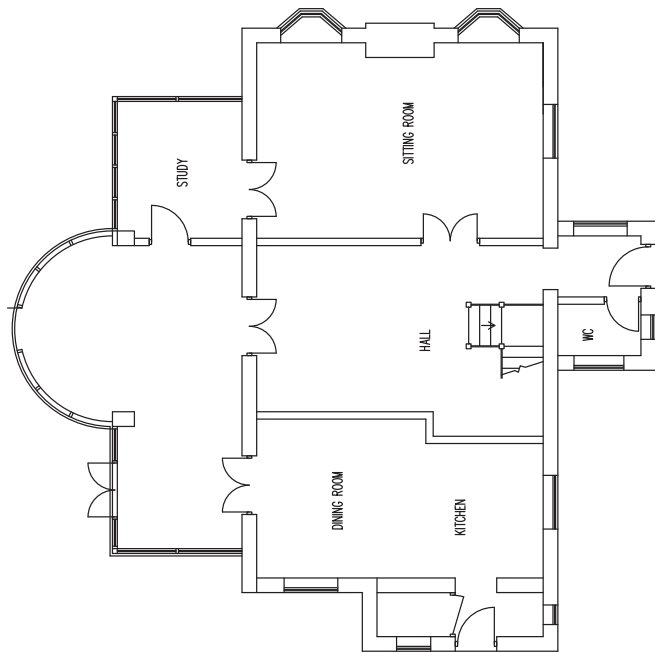
EXISTING SIDE ELEVATION



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| Scale 1:100 @ A3 | Date 08/06/2023 |

Drawing Title :  
EXISTING ELEVATIONS  
47 SWEETCROFT LANE  
UXBRIDGE  
UB10 9LE

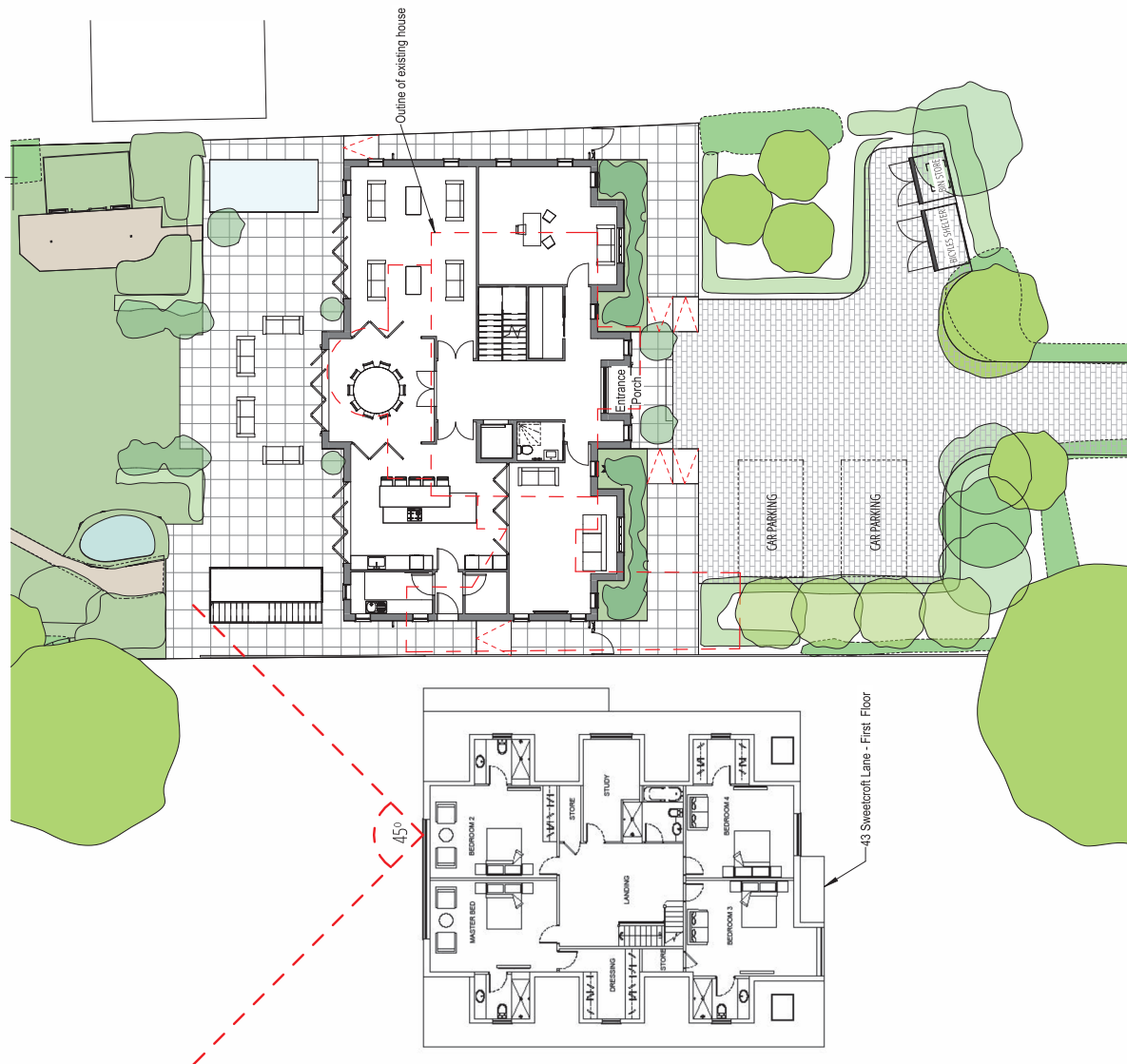
Drawing No: KGS/SWE/1140P1/2



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| Drawing Title :<br>EXISTING FLOOR PLANS<br>47 SWEETCROFT LANE<br>UXBRIDGE<br>UB10 9LE | Drawing No:<br>KGS/SWE/1140P1/1 |
|---|---------------------------------|





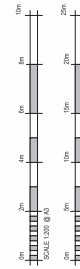
1 Partial Site Plan  
1:200

NOTE: Please see the Landscape Strategy Plan provided with the application for detailed information

43 Sweetcroft Lane - First Floor



2 Proposed Site Plan full  
1:500



47 Sweetcroft Lane, LB10 9LE  
Site Plan  
Scale 1:500 A3  
Scale 1:200 A4

Project No: 21060  
Date: 24/12/2025  
Project No: 21060-GAA-ZJ-00-DR-T-0102  
Project No: 21060-GAA-ZJ-00-DR-T-0102





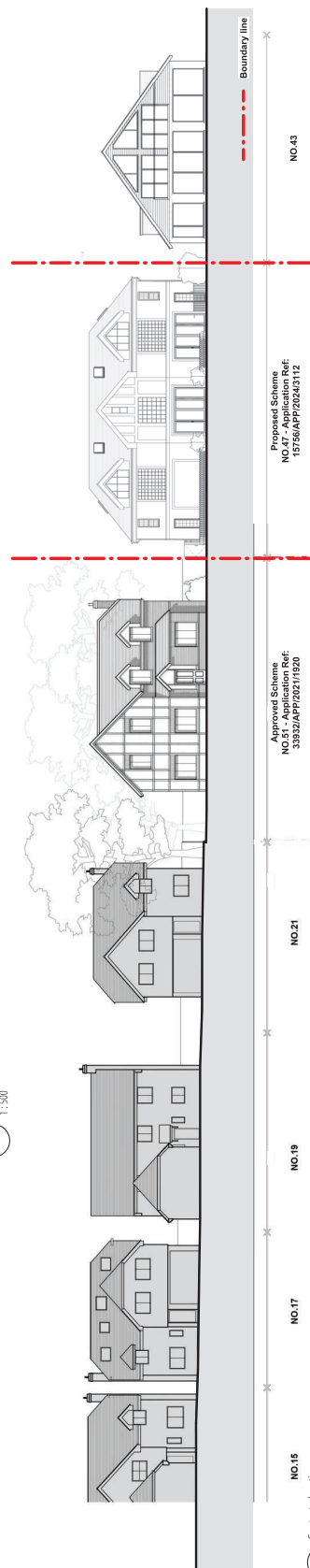


Key Legend - Application Ref: 33932/APP/2021/1920

New Site Access Portman Gardens

Approved Scheme for New Dwellings at No.51

1 Proposed Site Block Plan with approved scheme (No.51)  
1:500



2 Context elevation  
1:250

Approved Scheme  
NO.51 - Application Ref:  
33932/APP/2021/1920

NO.21

NO.19

NO.17

NO.15

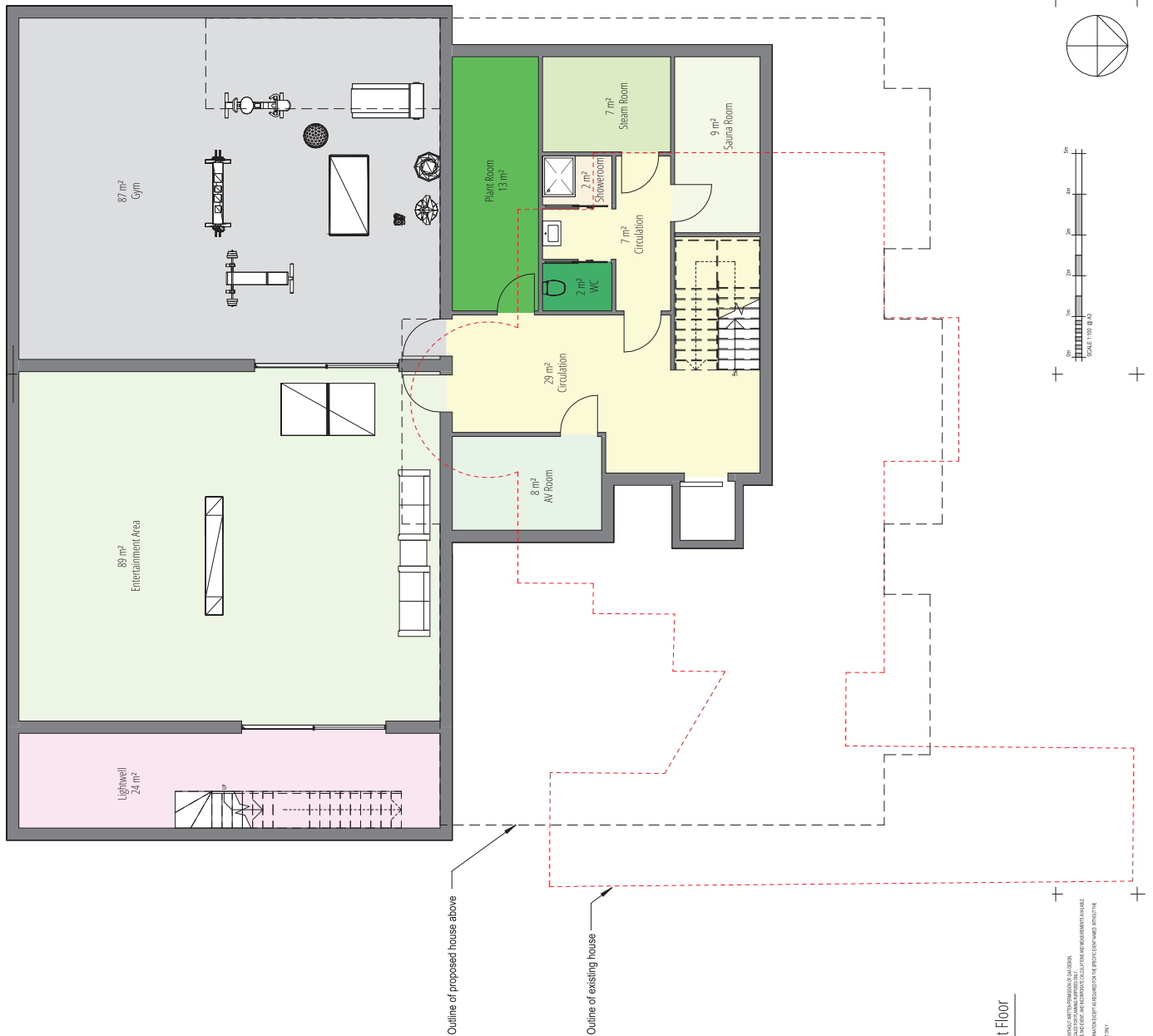
NO.43

NO.47

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6. THE ARCHITECT HAS NOT BEEN ADVISED OF ANY CHANGES TO THE SITE OR THE BUILDING SINCE THE DATE OF THE LAST VISIT.  
7. THE ARCHITECT HAS NOT BEEN ADVISED OF ANY CHANGES TO THE SITE OR THE BUILDING SINCE THE DATE OF THE LAST VISIT.  
8. THE ARCHITECT HAS NOT BEEN ADVISED OF ANY CHANGES TO THE SITE OR THE BUILDING SINCE THE DATE OF THE LAST VISIT.  
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PROJECT NO. 33932/APP/2021/1920  
DATE 18/06/2025  
DRAWN BY VT  
CHECKED BY VT  
APPROVED BY GT  
PROJECT NAME  
PROPOSED SITE BLOCK PLAN WITH APPROVED SCHEME NO.51  
DRAWN BY  
CHECKED BY  
APPROVED BY  
DATE  
PROJECT NO. 33932/APP/2021/1920  
DATE 18/06/2025  
DRAWN BY VT  
CHECKED BY VT  
APPROVED BY GT  
PROJECT NAME  
PROPOSED SITE BLOCK PLAN WITH APPROVED SCHEME NO.51  
DRAWN BY  
CHECKED BY  
APPROVED BY  
DATE



### By Room Name Legend

- AV Room
- Circulation
- Entertainment Area
- Gym
- Lightwell
- Plant Room
- Sauna Room
- Showerroom
- Steam Room
- WC

1 Proposed Basement Floor  
1 : 100

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5. THE ARCHITECT HAS NOT BEEN ADVISED OF ANY CHANGES TO THE INFORMATION PROVIDED IN THE PREVIOUS EDITIONS OF THIS DRAWING.





1

| Room               | Color        |
|--------------------|--------------|
| Breakfast/ Kitchen | Light Pink   |
| Coats Room         | Light Green  |
| Corridor           | Light Purple |
| Dining Room        | Light Green  |
| Drawing Room       | Light Purple |
| Entrance Hall      | Light Blue   |
| Larder             | Yellow       |
| Lift               | Light Pink   |
| Study              | Light Orange |
| TV/ Family Room    | Light Grey   |
| Utility            | Light Grey   |
| WC                 | Dark Green   |

Note: All ramps with 1:15 slope





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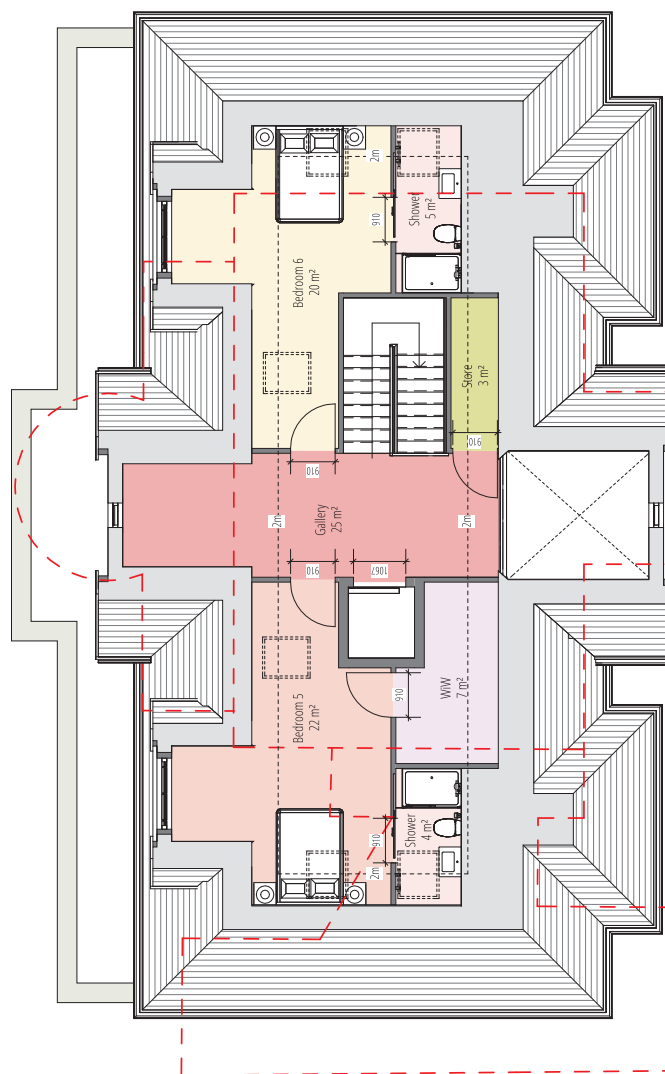
PROJECT NAME  
47 Sweetcroft Lane UB10.9LE

DRAWING TITLE  
Proposed First Floor Plan

MODEL REV. SUBTILITY CODE DESCRIPTION  
A2 - Authorized and approved work stage

PROJECT CODE: 21060  
GAA PROJECT NO.: 21060  
DRAWING: VT  
DATE: 05/03/2025  
SCALE: 1 : 100  
REVISION: VT  
DOCUMENT NO.: 21060-GAA-ZZ-01-DR-T-2003

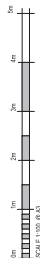




### By Room Name Legend

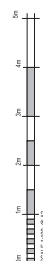
- Bedroom 5  
Bedroom 6  
Gallery  
Shower  
Store  
W/W

1  
Proposed Second Floor  
1:100





1 : 100



PROJECT NAME  
47 Sweetcroft Lane UB10 9LE

DRAWING TITLE  
Roof Plan

MODEL, REV. SUITABILITY CODE - DESCRIPTION  
A2 - Authorized and approved for work stage

|                           |          |          |
|---------------------------|----------|----------|
| PROJECT CODE              | DRAWING  | CHECK    |
| 21060                     | VT       | SW       |
| DATE                      | REVISION | APPROVED |
| 05/03/2025                | VT       | AS       |
| SCALE                     |          |          |
| 1 : 100                   |          |          |
| DOCUMENT NO.              | REV. NO. |          |
| 21060-GAA-ZZ-RF-DR-T-2005 | C02      |          |



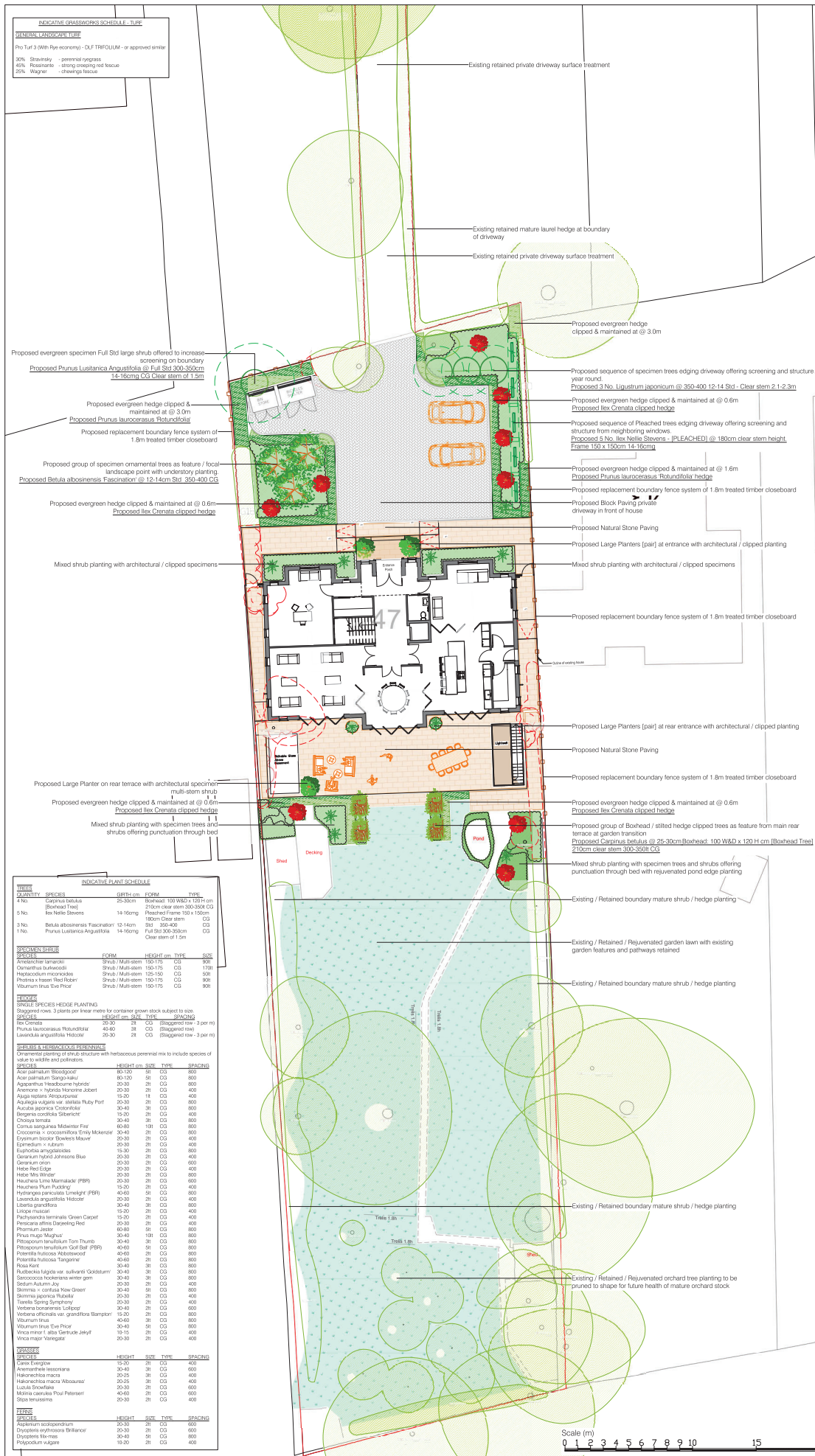












## KEY

### soft landscape

**EXISTING RETAINED TREES**  
Retained trees and canopy boundary of existing trees as positioned following topographical survey of the existing site & Arboricultural Impact Assessment & Method Statement (TPP) by PJC Consultancy Ltd. Ref: PJC6711/24/D Rev 01 Dated 11th Nov. 24

**EXISTING TREES & VEGETATION TO BE REMOVED**  
Canopy boundary of existing trees & vegetation to be removed as positioned following topographical survey of the existing site & Arboricultural Impact Assessment & Method Statement (TPP) by PJC Consultancy Ltd. Ref: PJC6711/24/D Rev 01 Dated 11th Nov. 24

**PROPOSED SPECIMEN TREES**  
Specimen tree & large shrub planting proposed. Minimum 400mm depth of specific purpose free draining topsoil to BS 3882:2015 for tree planting (see INDICATIVE PLANTING SCHEDULE)

**PROPOSED PLEACHED TREES**  
Pleached tree planting proposed. Minimum 400mm depth of specific purpose free draining topsoil to BS 3882:2015 for tree planting (see INDICATIVE PLANTING SCHEDULE)

**PROPOSED TREE PLANTING**  
Minimum 900mm depth of specific purpose free draining topsoil to BS 3882:2015 for tree planting (see INDICATIVE PLANTING SCHEDULE)

**PROPOSED SPECIMEN MULTI-STEM SHRUB PLANTS**  
Minimum 600mm depth of specific purpose free draining topsoil to BS 3882:2015 for large specimen shrub planting (see INDICATIVE PLANTING SCHEDULE)

**PLANTING BEDS**  
Minimum 400mm depth of specific purpose free draining topsoil to BS 3882:2015 for shrub & mixed herbaceous perennial planting. Plant species to provide pollen, nectar and fruit. (see INDICATIVE PLANTING SCHEDULE)

**HEDGE PLANTING - ORNAMENTAL SHRUB HEDGE**  
Staggered double rows, 3 plants per linear metre for container grown stock. Minimum 400mm depth of specific purpose free draining topsoil to BS 3882:2015 for hedge planting (see INDICATIVE PLANTING SCHEDULE)

**GRASSWORKS - PROPOSED LANDSCAPE TURF**  
Areas of proposed amenity grass turf installed upon a minimum of 150mm depth of specific purpose free draining topsoil to BS 3882:2015. Soil leveled and prepared to a fine fifth prior to turf laying. (see INDICATIVE PLANTING SCHEDULE)

### hard landscape

**HARD LANDSCAPE - PROPOSED NATURAL STONE PAVING**  
Laid: Staggered  
Build-ups & Specification to project engineers specification and Local Conservation Area guidance.

**HARD LANDSCAPE - PROPOSED BLOCK PAVING**  
Proposed mixed size block paving units laid randomly. Build-ups & Specification to project engineers specification

### boundary treatment

1.8m treated timber Closeboard fence system with timber post & gravel board

All works to conform to BS 5837:2012 Trees in relation to design, demolition and construction. Plus conforming to arboricultural method statements.

BS 4038:1988 Code of practice for general landscape operations (excluding hard surfaces)

BS 8465:2014 Trees from nursery to independence in the landscape

Recommendations

BS 5837:2012

Standard Specification for Topsoil Used for Landscaping Purposes

This drawing indicates design arrangement only. All works to be undertaken in accordance with best practice and all current BS & Building Regulations. Do not scale from drawing. Use figured dimensions only after checking.

**A** Amendments to include evergreen screening 04.03.25

**B** Minor amendments to proposed landscape arrangement 19.11.24

Client: ROMIN KUMAR

Project Name: SWEETCROFT LANE, UXBRIDGE, UB10 9LE

Drawing title: Proposed Landscape Plan

Drawing no: PJC 1235.001 Rev: B


Scale: 1:200 at A2 Date: 27.06.2023

Drawn by: TR Designed by: TR

**PJC**

PJC Consultancy  
Plymouth, Devon, UK  
Newcombe, Plymouth, East Devon, UK  
01303 803338  
info@pjcconsultancy.com  
www.pjcconsultancy.com



|  |  |  |                                    |   |  |
|--|--|--|------------------------------------|---|--|
| <b>KEY :</b><br><div><div></div> Site Boundary</div>   |  | <b>ADDRESS :</b><br><br>47 SWEETCROFT                                  |                                    | <b>LONDON BOROUGH OF HILLINGDON</b><br><br><b>RESIDENTS SERVICES<br/>PLANNING SECTION</b> |  |
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|  |  | <b>PLANNING COMMITTEE :</b>  | <b>DATE :</b><br><br>December 2025 |      |  |
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**Report of the Head of Development Management and Building Control**

**Address:**

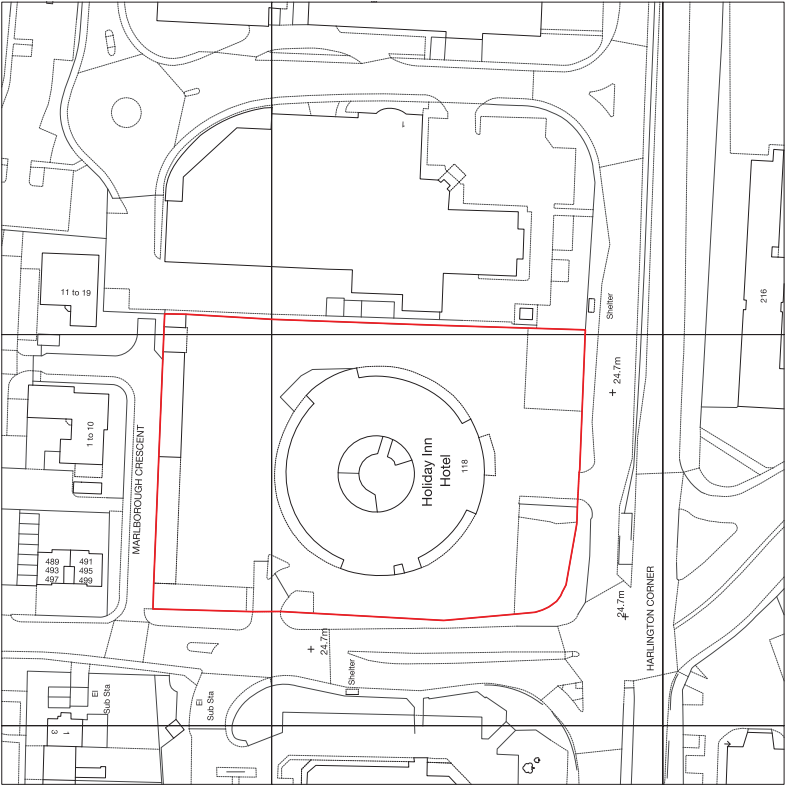
Ariel Hotel, 118 BATH ROAD




**Development:**

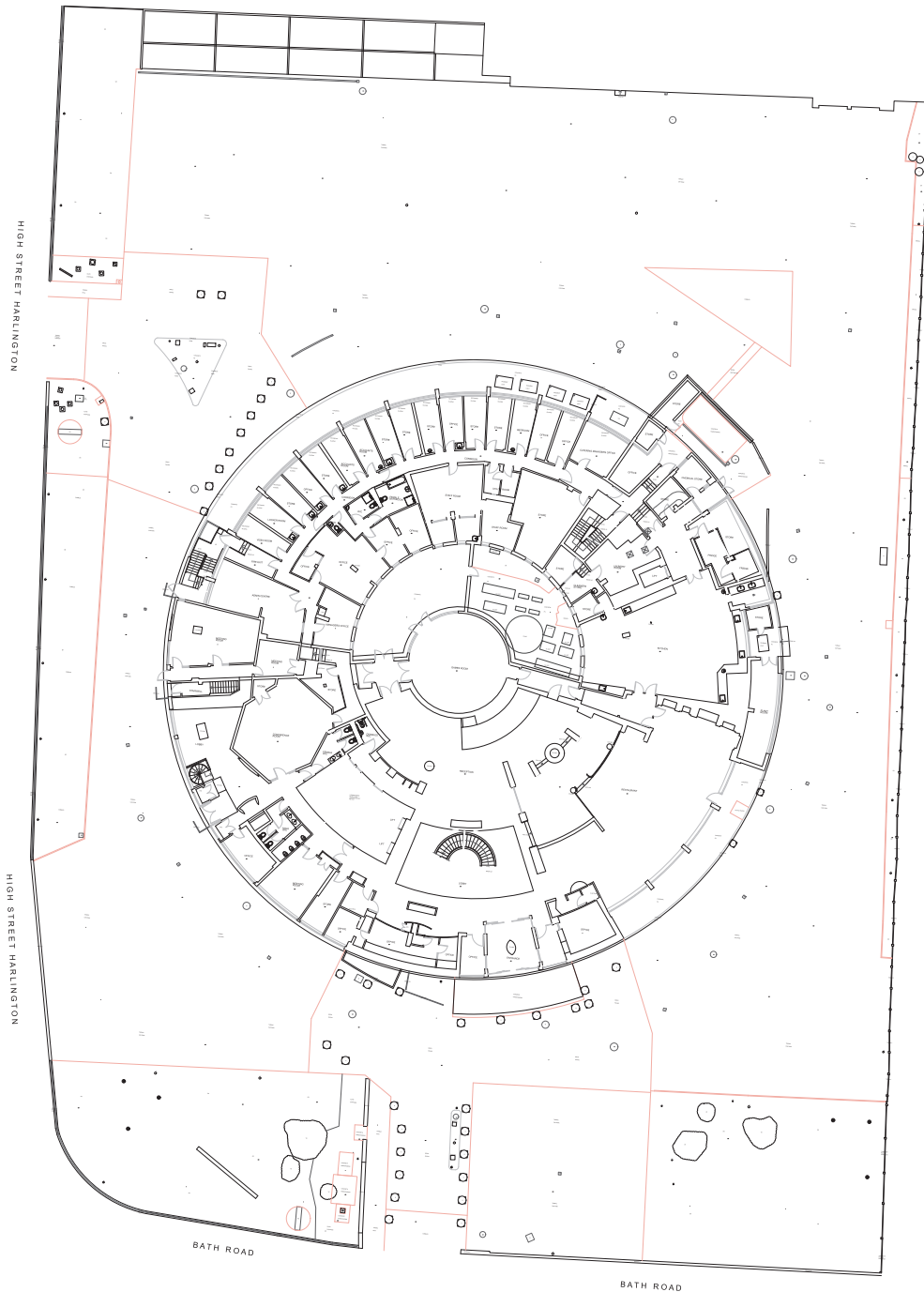
Reconfiguration, alteration, and extension of existing hotel (providing additional hotel rooms) (Use Class C1), together with erection of a new apart-hotel building (Use Class C1) on car park land to the north

**LBH Ref Nos:**

1126/APP/2023/3671



|  |  |  |                 |  |                                      |  |                                  |                           |
|--|--|--|-----------------|--|--------------------------------------|--|----------------------------------|---------------------------|
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|  |  |  |                 |  | <b>DRAWING NO.</b><br>1041-001       | <b>DRAWING</b><br>Location Plan                | <b>REVISION</b><br>P1            |                           |
|  |  |  |                 |  |                                      |  |                                  |                           |
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|  |  |  |                 | <b>Drawn</b><br>JM   | <b>Checked</b><br>AB                 | <b>Scale</b><br>1:1250@A3                      | <b>Current Stage</b><br>Planning | <b>Date</b><br>23/11/2023 |



Existing Site Plan

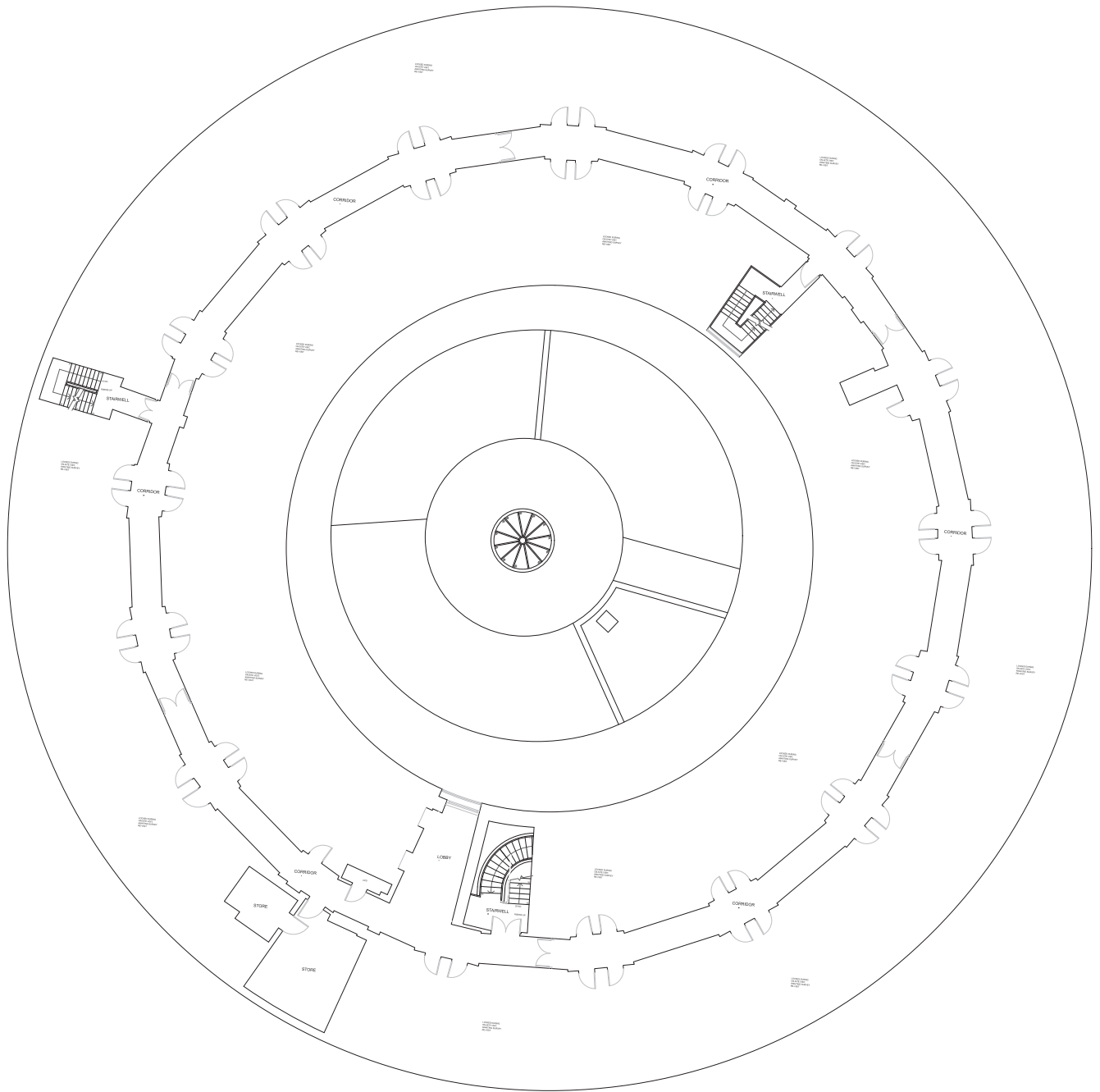
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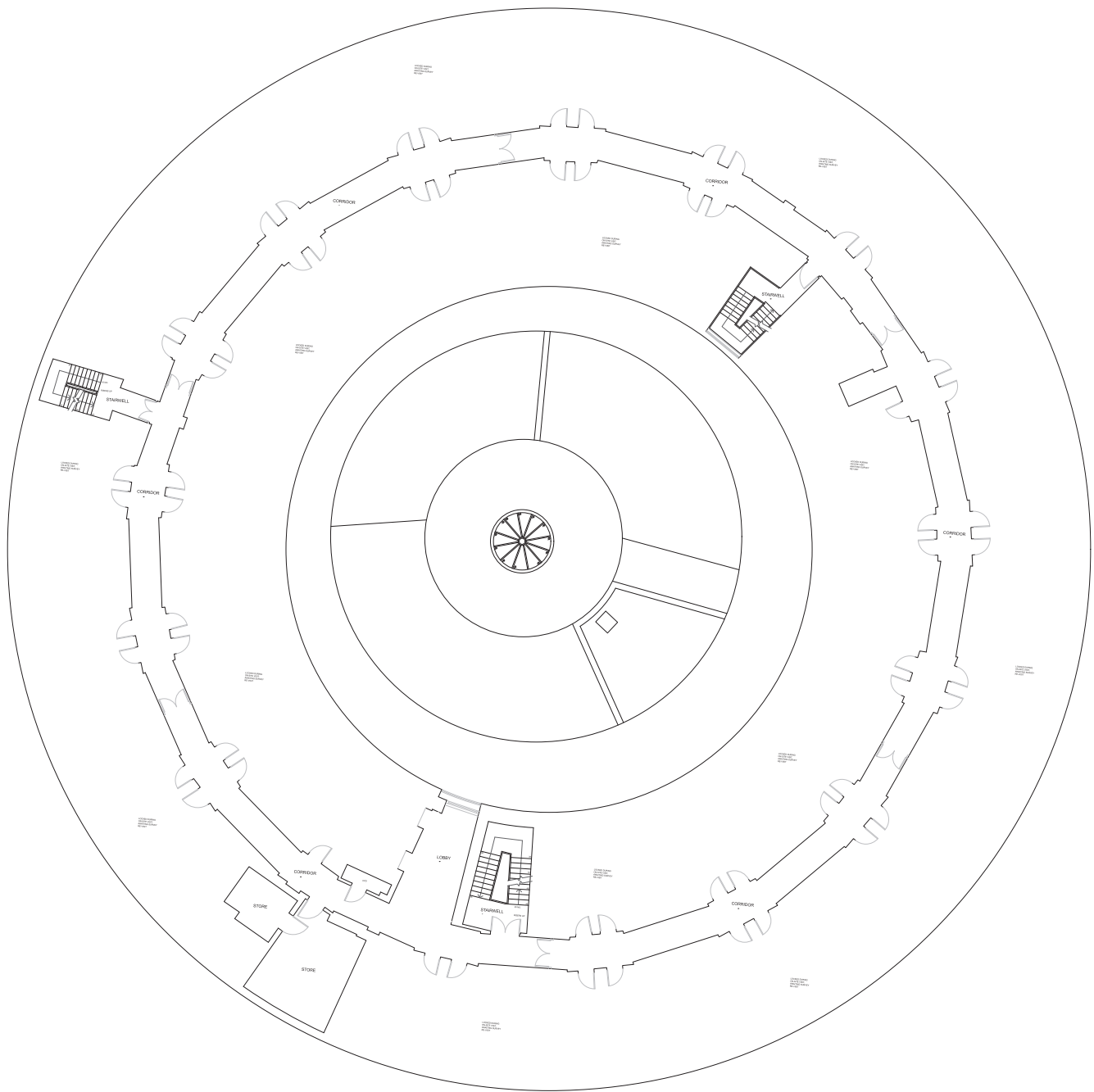




Existing First Floor

1:100

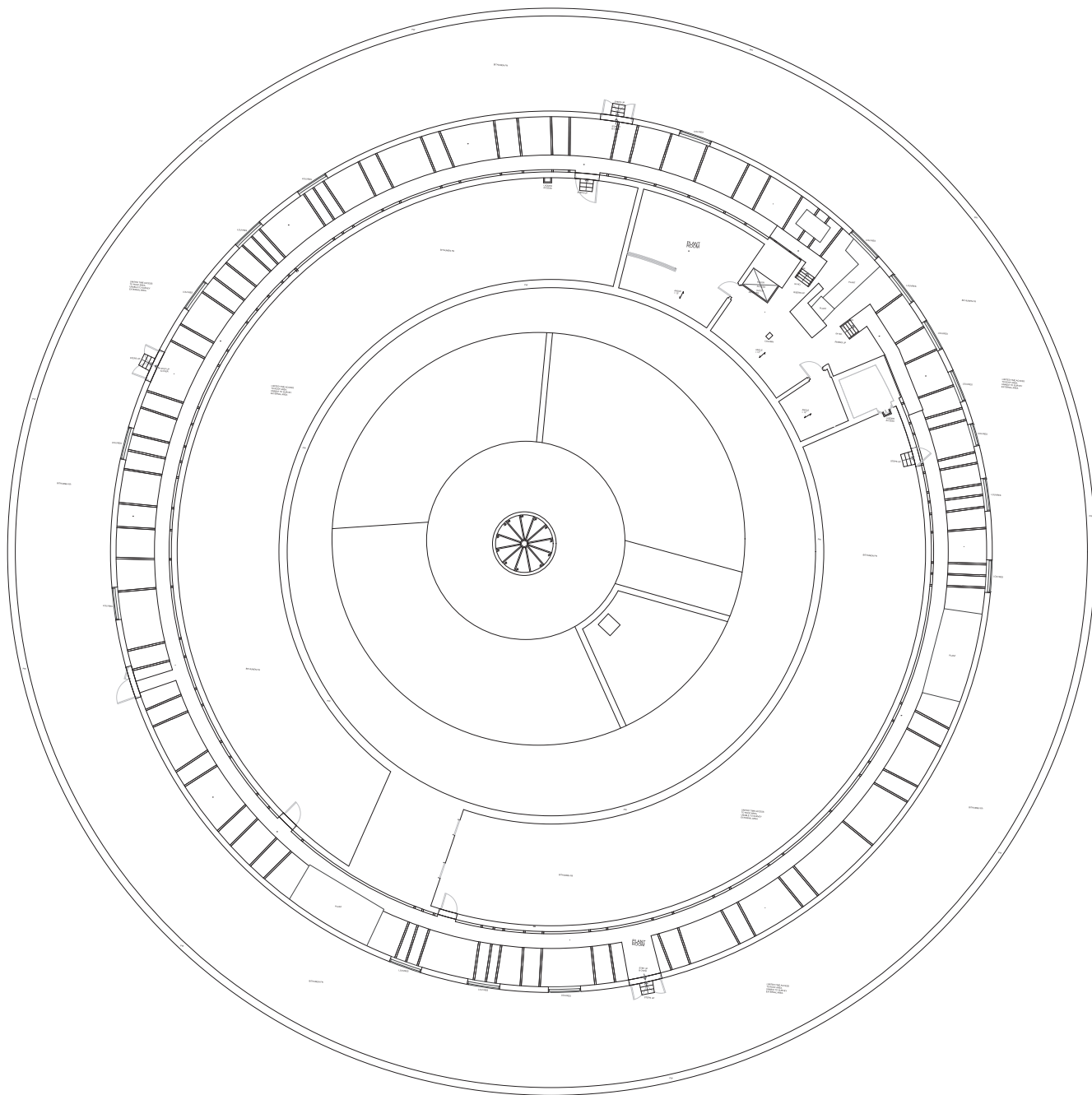
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|--|---|--|---------------------|--|---|



Existing Second - Third Floor

1:100

|  |   |   |                     |  |  |
|--|---|---|---------------------|--|--|
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|--|---|---|---------------------|--|--|



Existing Fourth Floor

1:100

|   |  |  |
|---|--|--|
| <div><div><div>A</div><div>Ackroyd<br/>Lowrie</div></div><div><div>22 Silver Street, London SE1 2QD</div><div>Ph: 0203 770 9780</div><div>www.ackroydlowrie.com</div></div></div> | <div>NOTE</div> <div><div>DO NOT SCALE DRAWINGS</div><div>DO NOT USE ANY DIMENSIONS FOR CONSTRUCTION, PURCHASE OR FOR ANY OTHER PURPOSES (FOR OFFICE USE ONLY)</div><div>DO NOT SCALE DRAWINGS</div><div>DO NOT SCALE DRAWINGS</div></div> | <div>KEY</div> <div><div><div><div><div></div></div><div>Site boundary</div></div><div><div><div></div></div><div>Existing structure</div></div></div><div><div><div>0</div><div>5</div><div>10m</div></div><div><div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><di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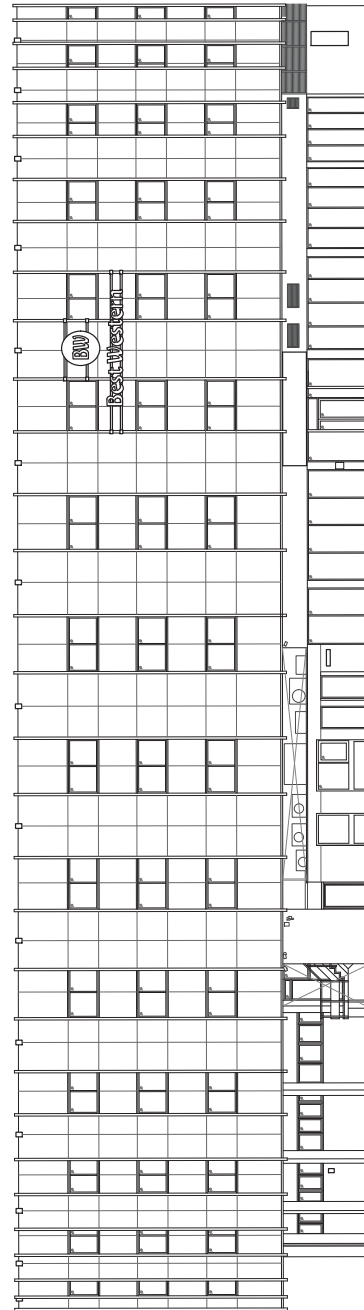
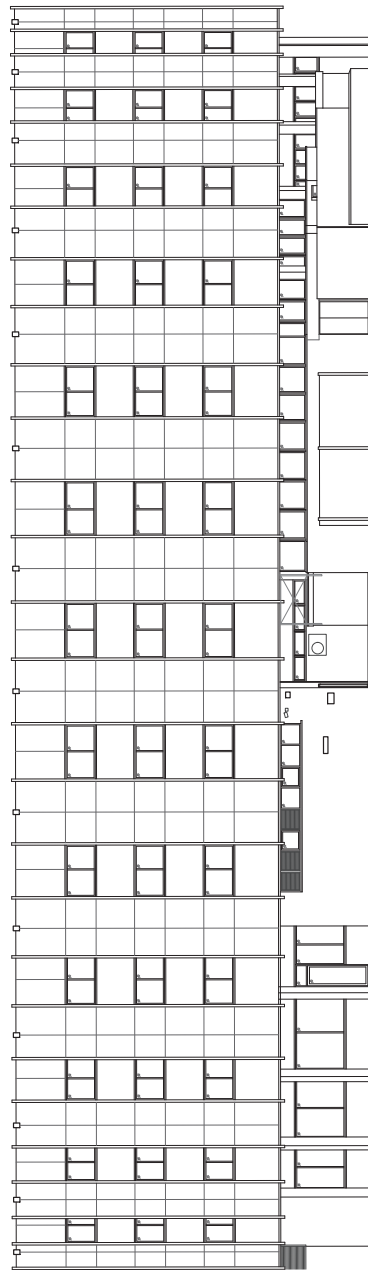
Existing Roof Plan

1:100

| <div><div><div>A</div><div>Ackroyd<br/>Lowrie</div></div><div><div>22 Vaux Street, London SE1 0DU</div><div>Ph: 0203 770 9780</div><div>www.ackroydlowrie.com</div></div></div> | <div>NOTE</div> <div>DO NOT SCALE FROM THIS DRAWING</div> <div>CHECK FOR ANY AMENDMENTS TO THE DRAWING, PURCHASE</div> <div>AND FOR ANY AMENDMENTS TO THE DRAWING, PURCHASE</div> <div>AND FOR ANY AMENDMENTS TO THE DRAWING, PURCHASE</div> | <div>KEY</div> <div><div><div><div></div></div>Site boundary</div><div><div><div></div></div>Existing structure</div></div> <div><div><div>0100</div><div>0</div><div>1</div><div>10m</div></div><div><div>N</div><div></div></div></div> | <div>LOCATION</div> | <div>ISSUE</div> <table><tr><th>No.</th><th>Date</th><th>Comment</th></tr><tr><td>P1</td><td>25/11/2023</td><td>Planning Issue</td></tr><tr><td></td><td></td><td></td></tr><tr><td></td><td></td><td></td></tr><tr><td></td><td></td><td></td></tr><tr><td></td><td></td><td></td></tr></table> | No. | Date | Comment | P1 | 25/11/2023 | Planning Issue |  |  |  |  |  |  |  |  |  |  |  |  | <div><div>PROJECT</div><div>NAME</div><div>1041 - Ariel Hotel</div><div>CLIENT</div><div>R Heathrow Ariel Opco Limited</div></div> <div><div>DRAWING NO.</div><div>1041-016</div><div>DRAWING</div><div>Existing Roof Plan</div><div>REVISION</div><div>P1</div></div> <div><div>Drawn</div><div>BT</div><div>Checked</div><div>OL</div><div>Scale</div><div>1:500@A1</div><div>Current Stage</div><div>Planning</div><div>Date</div><div>25/11/2023</div></div> |
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|   | No.  | Date  | Comment             |  |     |      |         |    |            |                |  |  |  |  |  |  |  |  |  |  |  |  |  |
|   | P1   | 25/11/2023  | Planning Issue      |  |     |      |         |    |            |                |  |  |  |  |  |  |  |  |  |  |  |  |  |
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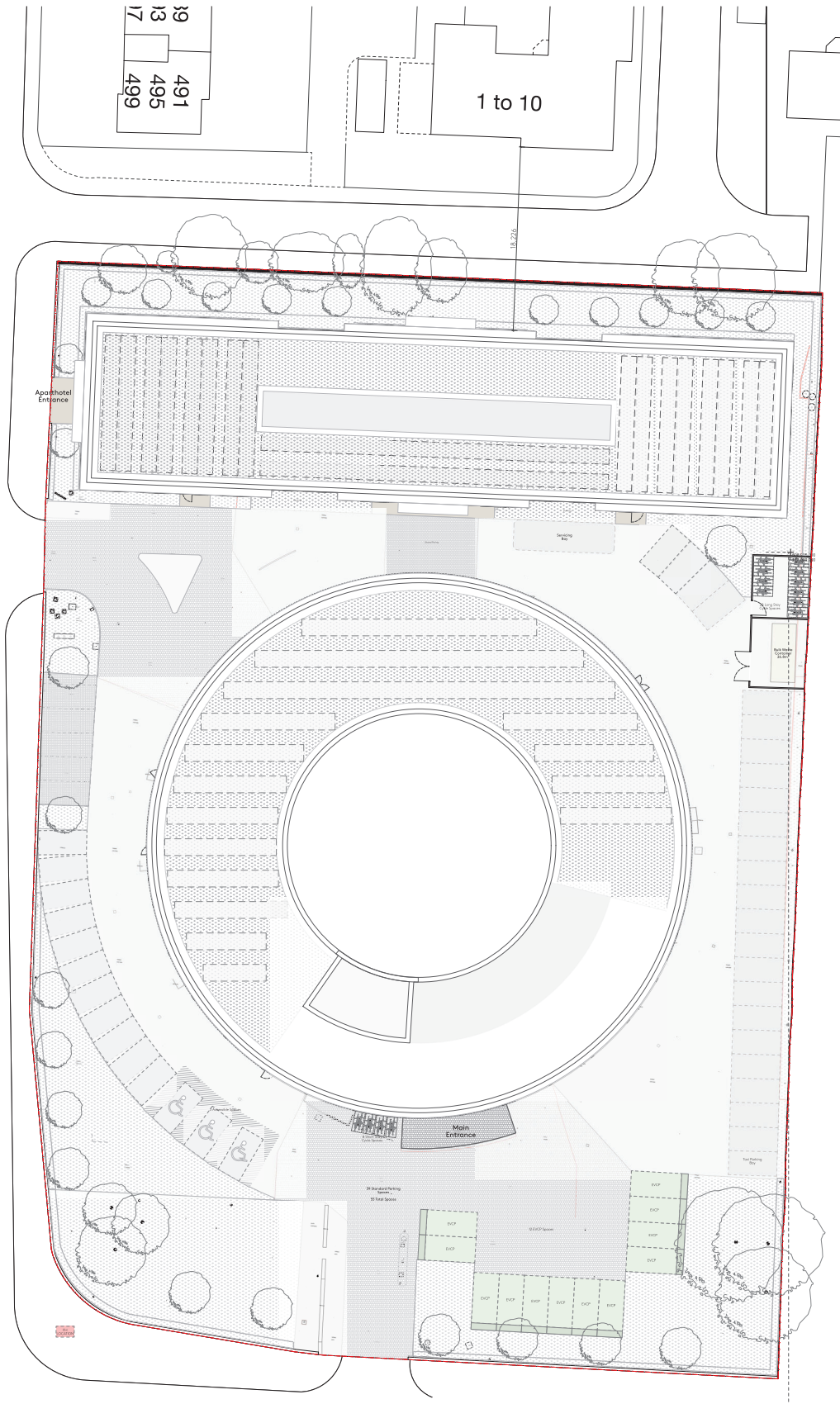




[illegible]







Proposed Site Plan

1:200

Ackroyd  
Lowrie

22 River Street, London SE10 2DE  
Ph: 0203 770 9780  
www.ackroydlowrie.com

NOTE

DO NOT SCALE DRAWINGS

DO NOT use any areas reserved for other purposes, including but not limited to, parking, or other reserved areas.

DO NOT use any areas reserved for other purposes, including but not limited to, parking, or other reserved areas.

KEY

Site boundary

0m

10m

20m

30m

40m

50m

60m

70m

80m

90m

100m

N

LOCATION

ISSUE

| No. | Date       | Comment          |
|-----|------------|------------------|
| 01  | 05/11/2023 | Planning Issue   |
| 02  | 16/10/2024 | Planning Update  |
| 03  | 05/05/2025 | Planning Update  |
| 04  | 06/11/2025 | Dimension Update |

PROJECT NAME

1041 - Ariel Hotel

CLIENT

R Heathrow Ariel Opco Limited

DRAWINGS NO.

1041-99

DRAWING

Proposed Site Plan

REVISION

P4

Drawn

Checked

Scale

Current Stage

Date

AL

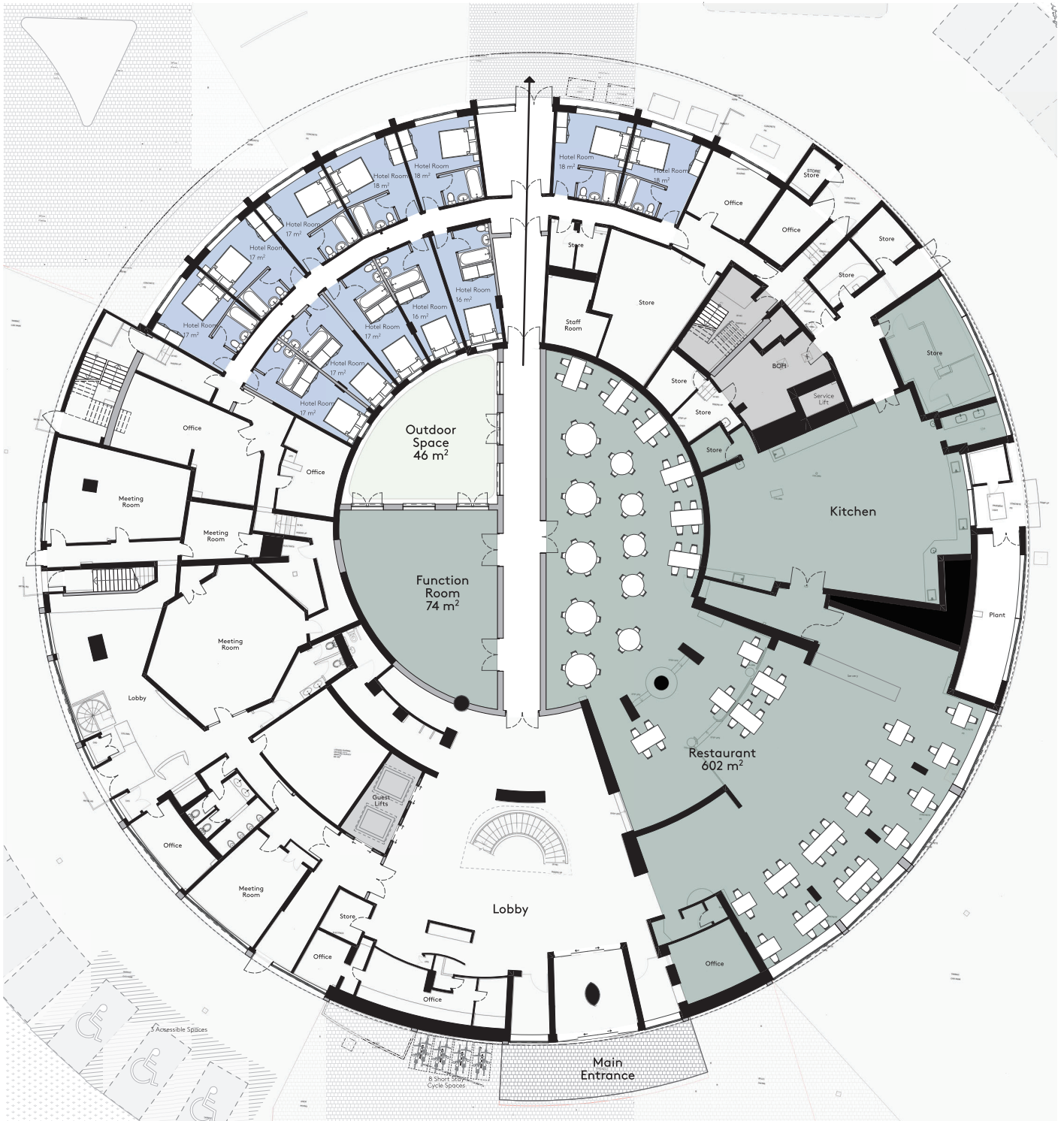
AL

1:200@A4

Current Stage

05/11/2025





Proposed Ground Floor

1:100

Ackroyd  
Lowrie

22 Vyne Street, London SE10 0ES  
Tel: 0203 770 9180  
www.ackroydlowrie.com

NOTE

CONCEPTUAL PRELIMINARY DRAWING

DESIGN HAS BEEN DEVELOPED WITH OTHER CONSULTANTS, INCLUDING ARCHITECTS, ENGINEERS, PLANNING, AND OTHER PROFESSIONALS. ALL INFORMATION IS FOR INFORMATION ONLY. NO GUARANTEE IS MADE FOR THE ACCURACY OF THE INFORMATION OR THE COMPLETION OF THE PROJECT.

DO NOT REPRODUCE ANY PART OF THIS DRAWING WITHOUT THE WRITTEN PERMISSION. ANY REPRODUCTION WITHOUT THE CONSENT OF ACKROYD LOWRIE LTD.

KEY

Site boundary

Existing structure

Proposed structure

1000

LOCATION

ISSUE

| No. | Date       | Comments        |
|-----|------------|-----------------|
| 01  | 03/10/2023 | Planning Issue  |
| 02  | 14/10/2024 | Planning Update |

PROJECT NAME

W41 - Ariel Hotel

CLIENT

R Heathrow Ariel Opco Limited

DRAWINGS NO.

W41-101

Proposed Hotel Ground Floor Plan

P2

REVISION

P2

DATE

14/10/2024

Drawn

AL

Checked

AL

Scale

1:500 @ A1

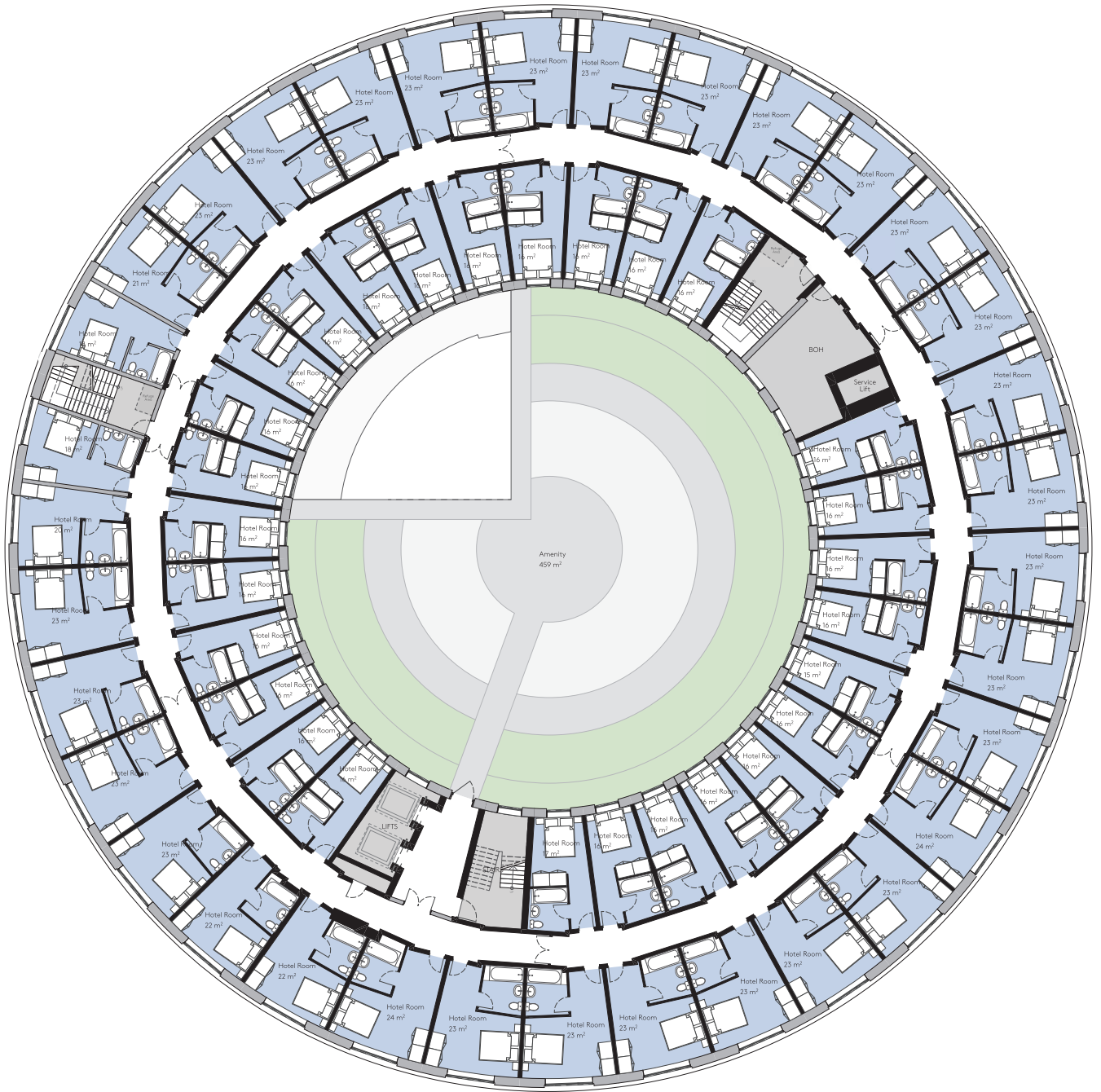
Current Stage

Planning

Date

14/10/2024





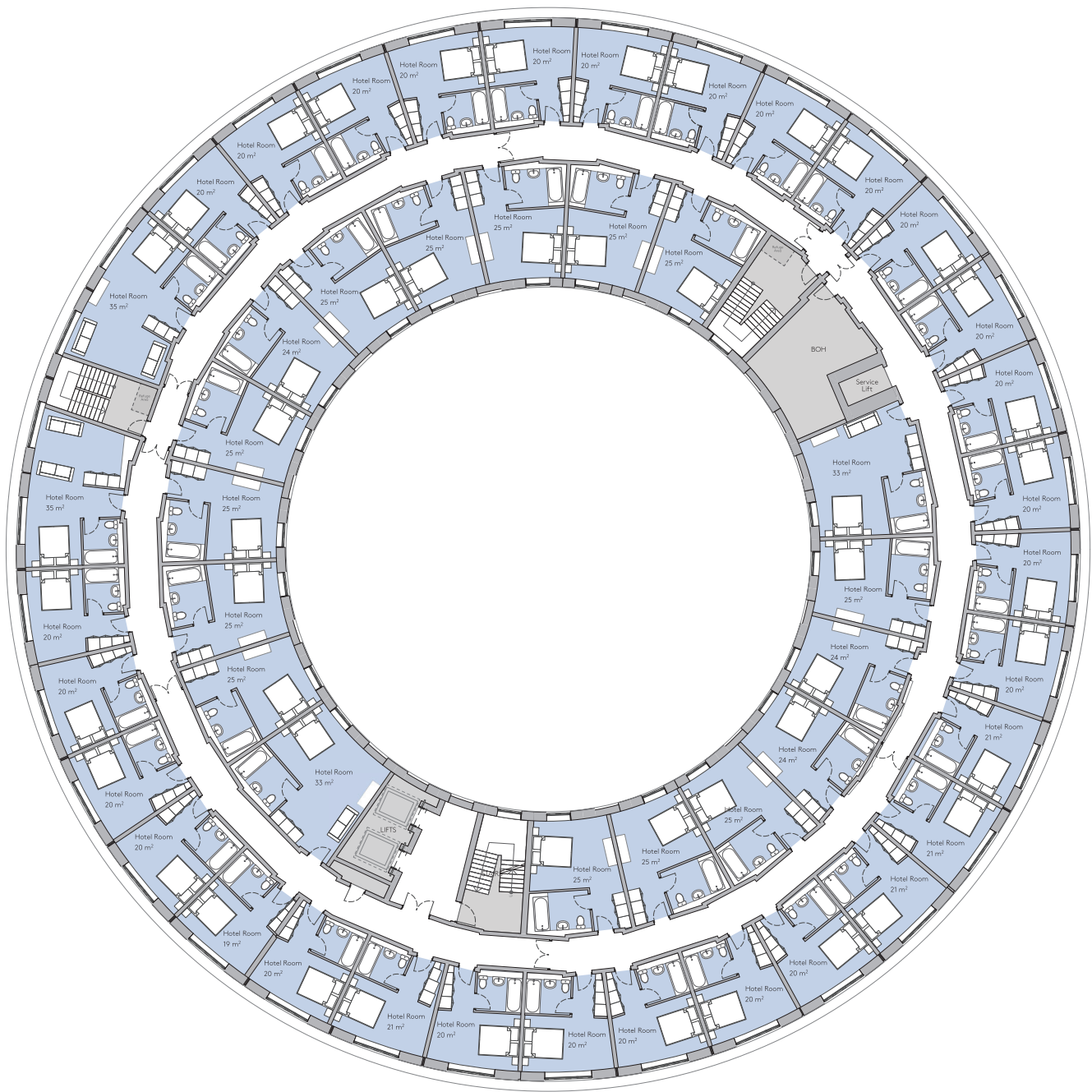
Proposed First - Third Floor

1:100

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| <div><div><div></div><div></div></div><div><div></div><div></div></div></div> <div>Ackroyd<br/>Lowrie</div> | <div>NOTE</div> <div>DO NOT SCALE. PREPARE THE DRAWINGS.</div> <div>DO NOT SCALE. PREPARE THE DRAWINGS.</div> <div>DO NOT SCALE. PREPARE THE DRAWINGS.</div> <div>DO NOT SCALE. PREPARE THE DRAWINGS.</div> <div>DO NOT SCALE. PREPARE THE DRAWINGS.</div> <div>DO NOT SCALE. PREPARE THE DRAWINGS.</div> <div>DO NOT SCALE. PREPARE THE DRAWINGS.</div> <div>DO NOT SCALE. PREPARE THE DRAWINGS.</div> <div>DO NOT SCALE. PREPARE THE DRAWINGS.</div> <div>DO NOT SCALE. PREPARE THE DRAWINGS.</div> <div>DO NOT SCALE. PREPARE THE DRAWINGS.</div> <div>DO NOT SCALE. PREPARE THE DRAWINGS.</div> <div>DO NOT SCALE. PREPARE THE DRAWINGS.</div> <div>DO NOT SCALE. PREPARE THE DRAWINGS.</div> <div>DO NOT SCALE. PREPARE THE DRAWINGS.</div> <div>DO NOT SCALE. PREPARE THE DRAWINGS.</div> <div>DO NOT SCALE. PREPARE THE DRAWINGS.</div> <div>DO NOT SCALE. PREPARE THE DRAWINGS.</div> <div>DO NOT SCALE. 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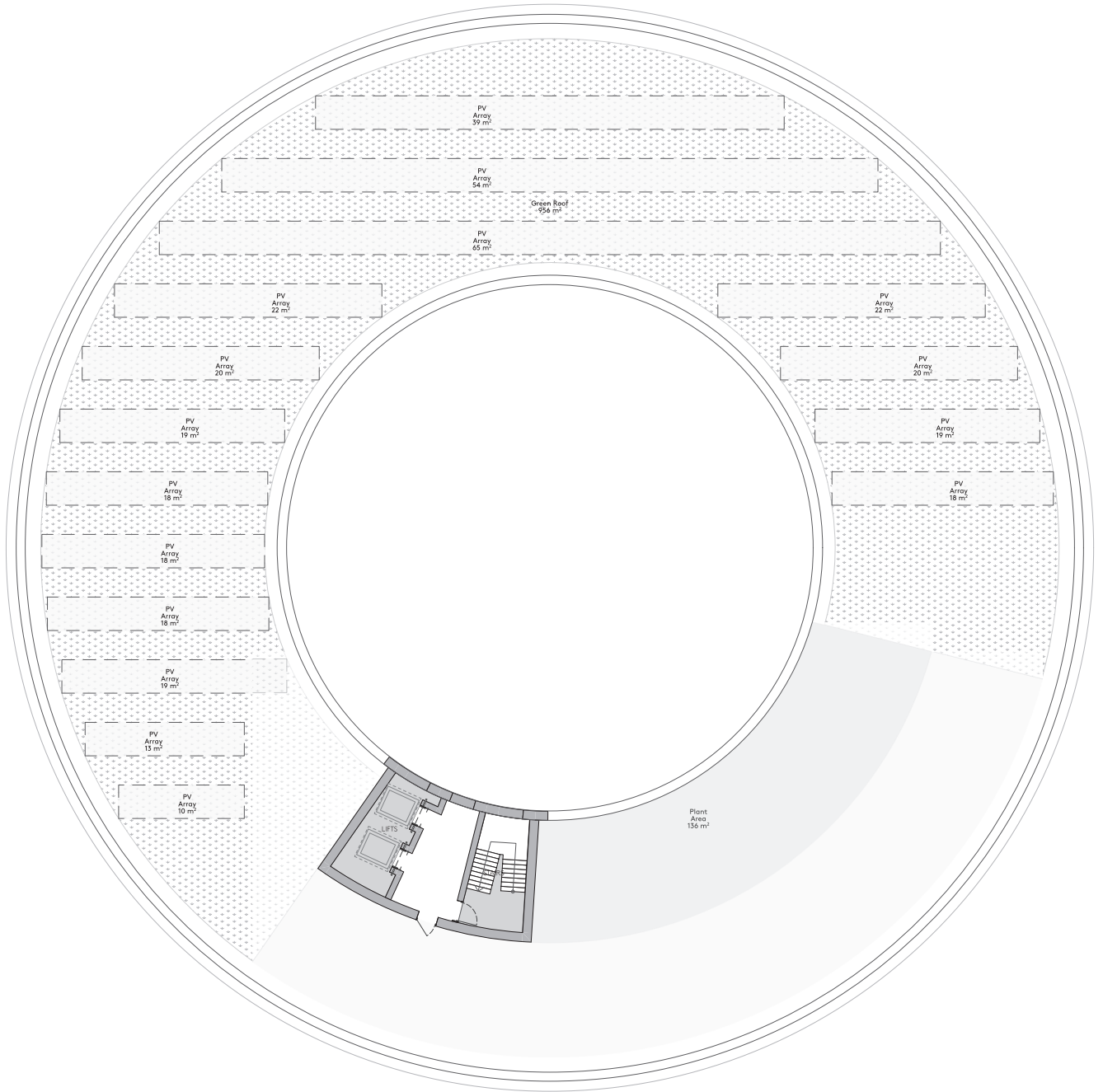
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Proposed Fifth Floor

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| <div><div>Ackroyd<br/>Lowrie</div><div><div>22 Silver Street, London E1 2DB</div><div>Ph: 0203 770 9780</div><div>www.ackroydlowrie.com</div></div></div> | <div>NOTE</div> <div>DO NOT SCALE DRAWINGS</div> <div>DO NOT USE ANY AREA INFORMATION WITH OTHER INFORMATION, INCLUDING BUT NOT LIMITED TO, FOR THE PURPOSES OF DESIGN OR CONSTRUCTION.</div> <div>DO NOT SCALE DRAWINGS</div> | <div>KEY</div> <div><div><div><div>Site boundary</div></div><div><div>Existing structure</div></div><div><div>Proposed structure</div></div></div><div><div>1000</div><div><div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div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Proposed Roof Plan

1:100

Ackroyd  
Lowrie

22 Silver Street, London E1 2DB  
Ph: 0203 770 9780  
www.ackroydlowrie.com

NOTE

DO NOT SCALE FROM THIS DRAWING  
ALL WORK ON ANY AREA MUST BE DONE IN ACCORDANCE WITH THE CURRENT BUILDING REGULATIONS AND ALL APPLICABLE STANDARDS AND SPECIFICATIONS.  
THE INFORMATION CONTAINED HEREIN IS FOR INFORMATION ONLY AND DOES NOT CONSTITUTE A CONTRACT OR A GUARANTEE OF ANY KIND.

KEY

--- Site boundary

Existing structure

Proposed structure

01000

0m

N

LOCATION

ISSUE

| No. | Date       | Comments          |
|-----|------------|-------------------|
| 01  | 25/11/2023 | Planning Referral |
| 02  | 14/10/2024 | Planning Update   |

PROJECT NAME

1041 - Ariel Hotel

CLIENT

A Heathrow Ariel Opco Limited

DRAWINGS NO.

1041-106

DRAWINGS

Proposed Hotel Roof Plan

REVISION

P2

Drawn

Checked

Scale

Current Stage

Date

JM

AL

1:100@A1

Planning

14/10/2024











1:100

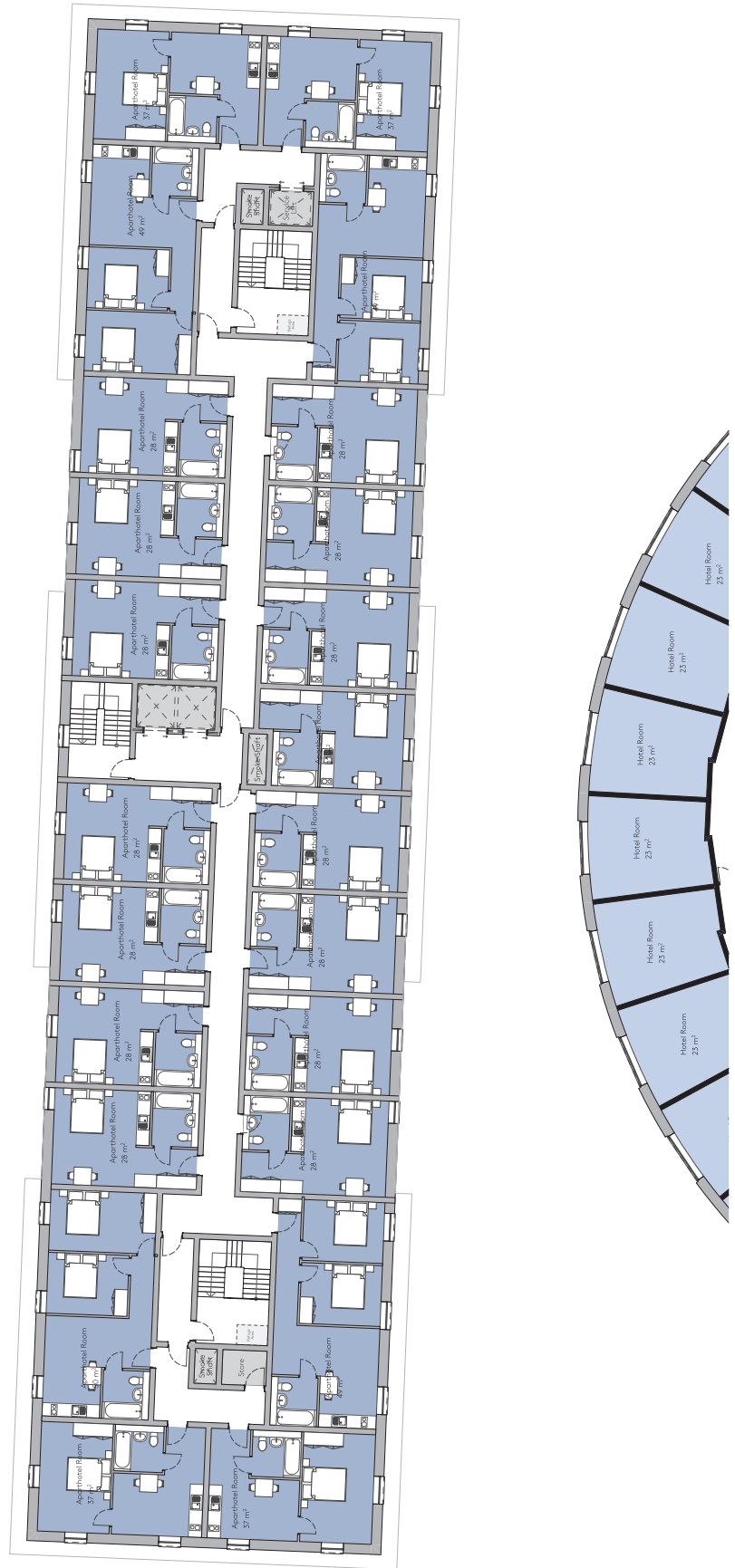
[illegible]





Proposed First & Second Floor

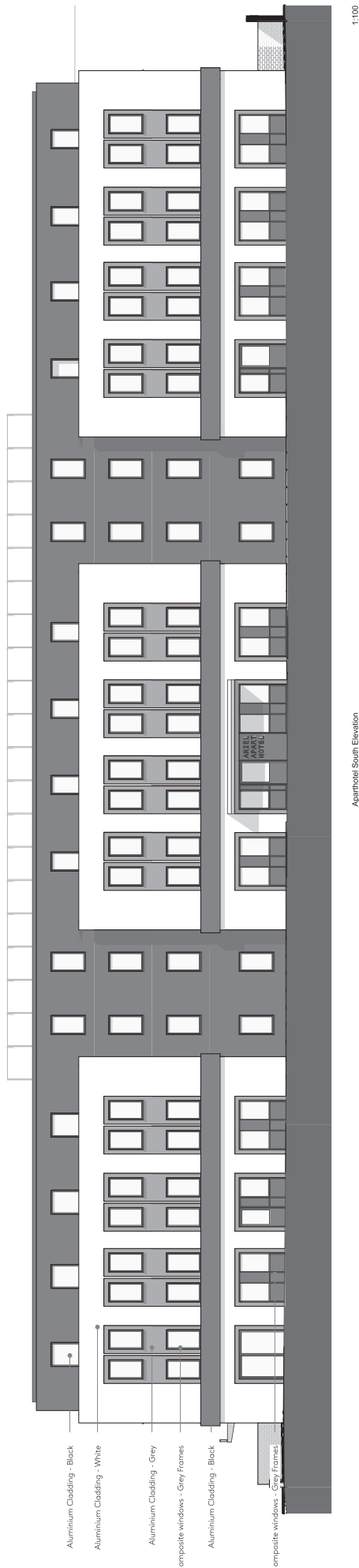
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| <p><b>NOTE</b></p> <p>1. All dimensions are in millimetres.</p> <p>2. All dimensions are to the centre of the wall unless otherwise stated.</p> <p>3. All dimensions are to the finished floor level unless otherwise stated.</p> <p>4. All dimensions are to the finished floor level unless otherwise stated.</p> <p>5. All dimensions are to the finished floor level unless otherwise stated.</p> <p>6. All dimensions are to the finished floor level unless otherwise stated.</p> <p>7. All dimensions are to the finished floor level unless otherwise stated.</p> <p>8. All dimensions are to the finished floor level unless otherwise stated.</p> <p>9. All dimensions are to the finished floor level unless otherwise stated.</p> <p>10. All dimensions are to the finished floor level unless otherwise stated.</p> | <p><b>KEY</b></p> <p>— Existing</p> <p>— Proposed</p> <p>— Proposed (to be confirmed)</p> <p>— Proposed (to be confirmed)</p> <p>— Proposed (to be confirmed)</p> <p>— Proposed (to be confirmed)</p> <p>— Proposed (to be confirmed)</p> <p>— Proposed (to be confirmed)</p> <p>— Proposed (to be confirmed)</p> <p>— Proposed (to be confirmed)</p> <p>— Proposed (to be confirmed)</p> | <p><b>PROJECT</b></p> <p>1041 - Aerial View</p> <p>1041-100</p> <p>1041-100</p> <p>1041-100</p> <p>1041-100</p> <p>1041-100</p> <p>1041-100</p> <p>1041-100</p> <p>1041-100</p> <p>1041-100</p> | <p><b>LOCATION</b></p> <p>1041 - Aerial View</p> <p>1041-100</p> <p>1041-100</p> <p>1041-100</p> <p>1041-100</p> <p>1041-100</p> <p>1041-100</p> <p>1041-100</p> <p>1041-100</p> <p>1041-100</p> | <p><b>1:100</b></p> <p>1041 - Aerial View</p> <p>1041-100</p> <p>1041-100</p> <p>1041-100</p> <p>1041-100</p> <p>1041-100</p> <p>1041-100</p> <p>1041-100</p> <p>1041-100</p> |
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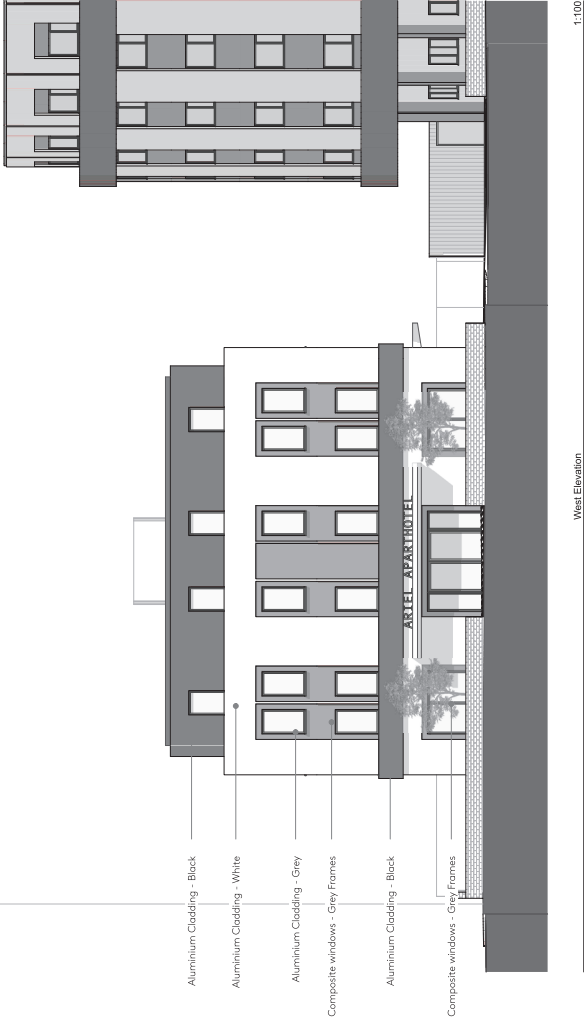
Proposed Third Floor

1:100

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| <b>NOTE</b><br>1. All dimensions are in millimetres unless otherwise stated.<br>2. All dimensions are to the centre of the wall unless otherwise stated.<br>3. All dimensions are to the face of the wall unless otherwise stated.<br>4. All dimensions are to the face of the wall unless otherwise stated. | <b>KEY</b><br>- - - - - Site Boundary<br>- - - - - Proposed Extension<br>- - - - - Proposed Extension | <b>LOCATION</b><br>1041 - Ariel Hotel<br>1041-109<br>1041-109<br>1041-109 | <b>PROJECT</b><br>1041 - Ariel Hotel<br>1041-109<br>1041-109<br>1041-109 | <b>CLIENT</b><br>R. Heathrow And Opus Limited<br>1041-109<br>1041-109<br>1041-109 | <b>REVISIONS</b><br>P4 - WIP<br>1041-109<br>1041-109<br>1041-109 | <b>DATE</b><br>1041-109<br>1041-109<br>1041-109 | <b>WORK IN PROGRESS</b><br>1041-109<br>1041-109<br>1041-109 |
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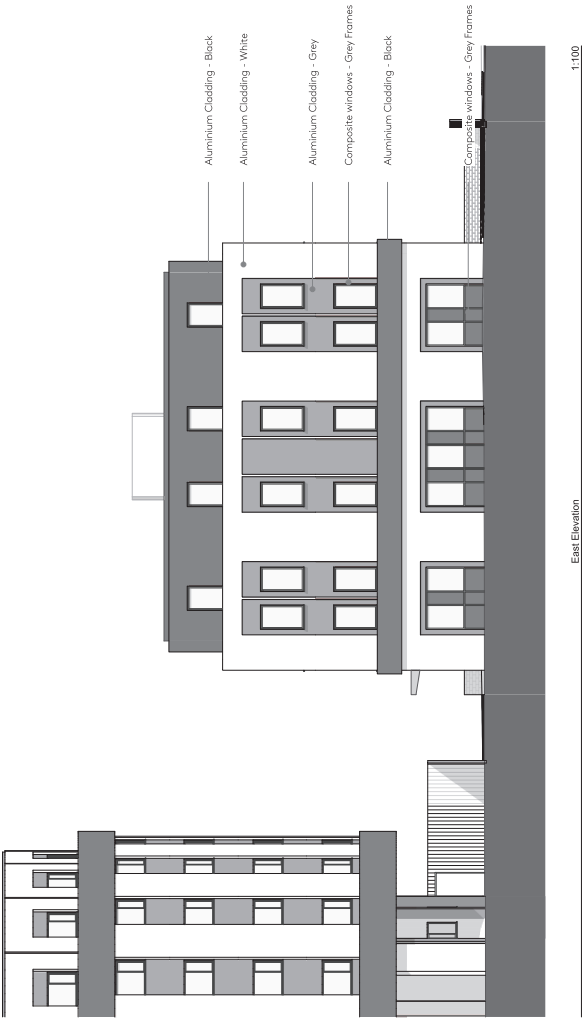


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| <b>NOTE</b><br>1. All dimensions are to the face of the work unless otherwise stated.<br>2. All dimensions are to be confirmed by the contractor.<br>3. All dimensions are to be confirmed by the contractor.<br>4. All dimensions are to be confirmed by the contractor. | <b>KEY</b><br>1. To Boundary<br>2. To Boundary<br>3. To Boundary<br>4. To Boundary | <b>LOCATION</b><br>1. To Boundary<br>2. To Boundary<br>3. To Boundary<br>4. To Boundary | <b>ISSUE</b><br>1. To Boundary<br>2. To Boundary<br>3. To Boundary<br>4. To Boundary | <b>PROJECT</b><br>1. To Boundary<br>2. To Boundary<br>3. To Boundary<br>4. To Boundary | <b>CLIENT</b><br>1. To Boundary<br>2. To Boundary<br>3. To Boundary<br>4. To Boundary | <b>DATE</b><br>1. To Boundary<br>2. To Boundary<br>3. To Boundary<br>4. To Boundary | <b>REVISION</b><br>1. To Boundary<br>2. To Boundary<br>3. To Boundary<br>4. To Boundary | <b>PROJECT</b><br>1. To Boundary<br>2. To Boundary<br>3. To Boundary<br>4. To Boundary | <b>CLIENT</b><br>1. To Boundary<br>2. To Boundary<br>3. To Boundary<br>4. To Boundary | <b>DATE</b><br>1. To Boundary<br>2. To Boundary<br>3. To Boundary<br>4. To Boundary | <b>REVISION</b><br>1. To Boundary<br>2. To Boundary<br>3. To Boundary<br>4. To Boundary |
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West Elevation

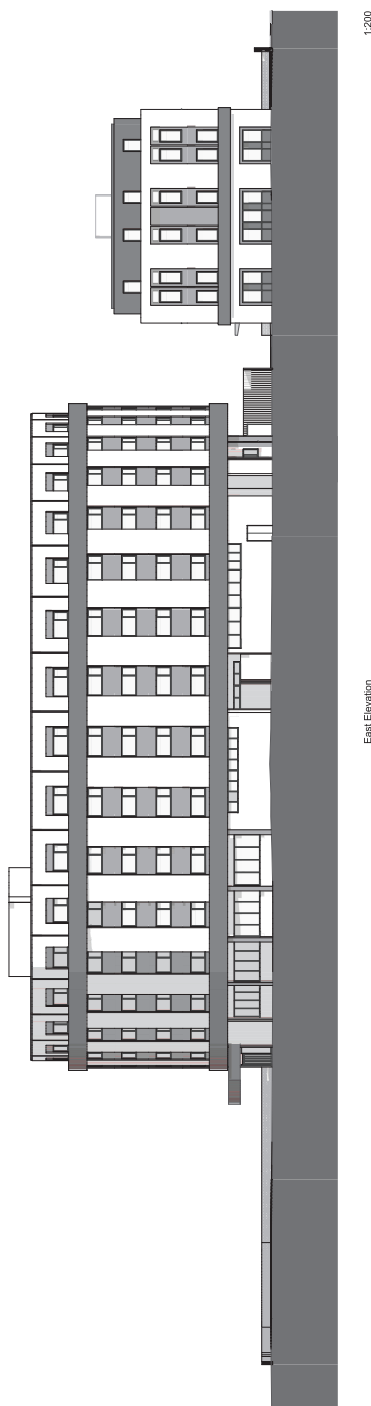
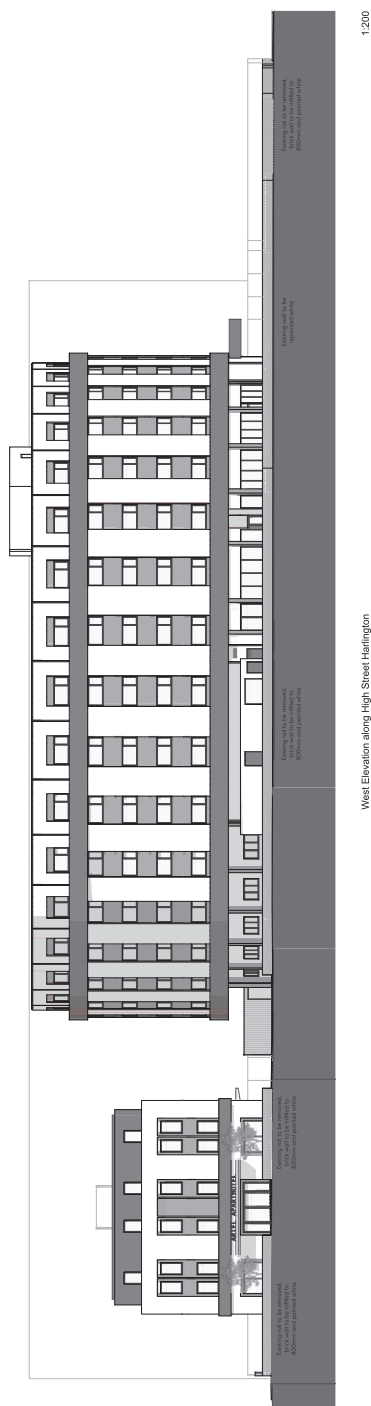
1:100



East Elevation

1:100

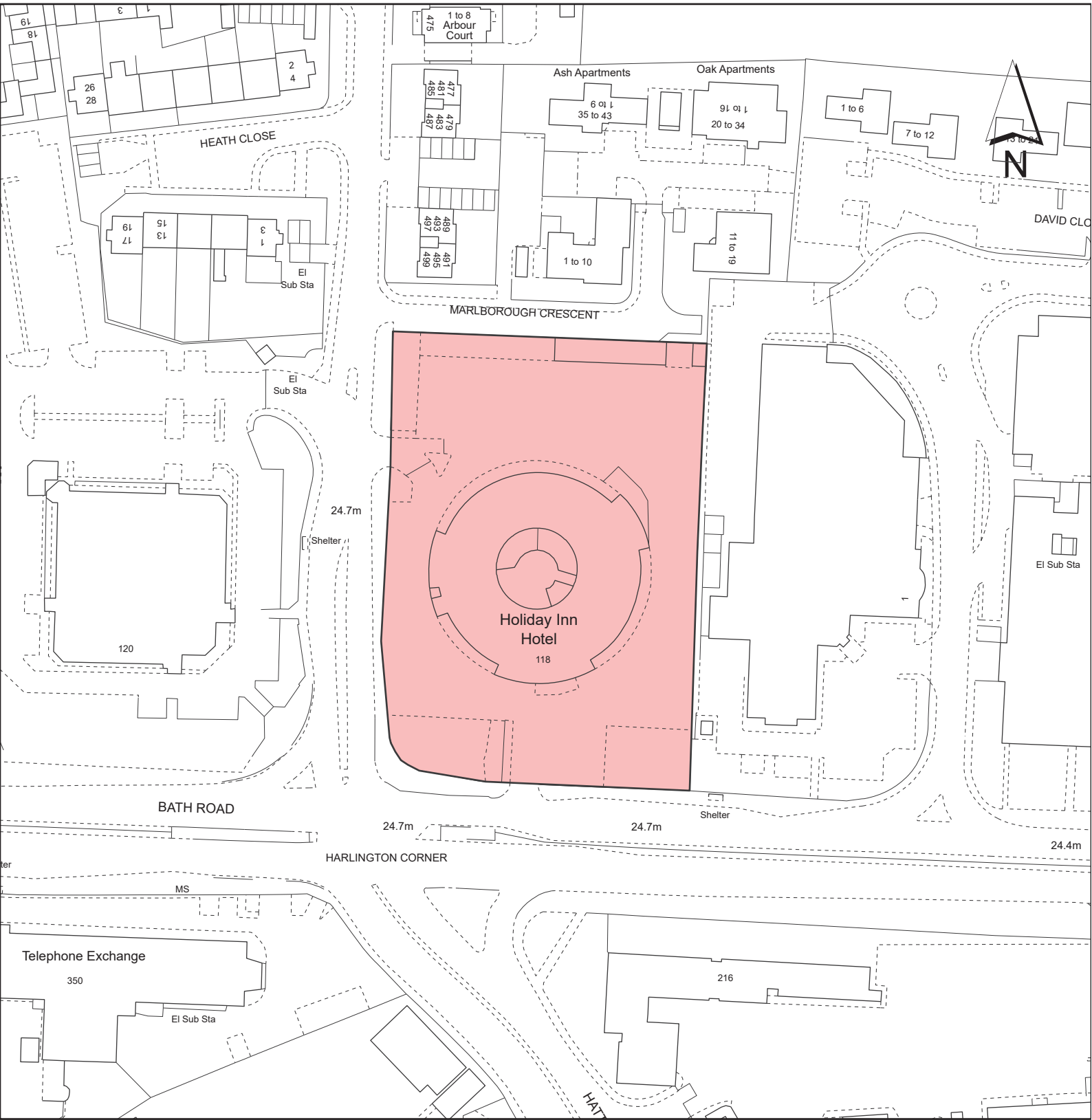
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| <b>NOTE</b><br>1. ALL DIMENSIONS ARE TO FACE UNLESS OTHERWISE SPECIFIED.<br>2. ALL MATERIALS AND FINISHES TO BE AS SHOWN ON THE DRAWINGS.<br>3. ALL WORK TO BE IN ACCORDANCE WITH THE CITY OF LOS ANGELES DEPARTMENT OF PUBLIC WORKS SPECIFICATIONS.<br>4. THE OWNER SHALL BE RESPONSIBLE FOR OBTAINING ALL NECESSARY PERMITS AND APPROVALS. | <b>KEY</b><br>1. 20' SCALE<br>2. 10' SCALE<br>3. 5' SCALE<br>4. 1" = 100' | <b>LOCATION</b><br>1. 100' SCALE<br>2. 50' SCALE<br>3. 25' SCALE<br>4. 1" = 100' | <b>ISSUE</b><br>1. 100' SCALE<br>2. 50' SCALE<br>3. 25' SCALE<br>4. 1" = 100' | <b>PROJECT</b><br>1041 - Ariel Hotel                             | <b>CLIENT</b><br>R. Heathrow Aerial Ops Limited  |
|  |   |  |   | <b>1041-124</b><br>Proposed Apartment Elevations                 | <b>1041-124</b><br>Proposed Apartment Elevations |
|  |   |  |   | Owner: Heathrow<br>Architect: Ackroyd Lowrie<br>Date: 28/05/2024 | Project Stage: Planning<br>Date: 28/05/2024      |
|  |   |  |   | 100%<br>100%<br>100%<br>100%                                     | 100%<br>100%<br>100%<br>100%                     |




### Marlborough Crescent Elevation

**NOTES**

- 1. 2024/25/26/27/28/29/30/31/32/33/34/35/36/37/38/39/40/41/42/43/44/45/46/47/48/49/50/51/52/53/54/55/56/57/58/59/60/61/62/63/64/65/66/67/68/69/70/71/72/73/74/75/76/77/78/79/80/81/82/83/84/85/86/87/88/89/90/91/92/93/94/95/96/97/98/99/100/101/102/103/104/105/106/107/108/109/110/111/112/113/114/115/116/117/118/119/120/121/122/123/124/125/126/127/128/129/130/131/132/133/134/135/136/137/138/139/140/141/142/143/144/145/146/147/148/149/150/151/152/153/154/155/156/157/158/159/160/161/162/163/164/165/166/167/168/169/170/171/172/173/174/175/176/177/178/179/180/181/182/183/184/185/186/187/188/189/190/191/192/193/194/195/196/197/198/199/200/201/202/203/204/205/206/207/208/209/210/211/212/213/214/215/216/217/218/219/220/221/222/223/224/225/226/227/228/229/230/231/232/233/234/235/236/237/238/239/240/241/242/243/244/245/246/247/248/249/250/251/252/253/254/255/256/257/258/259/260/261/262/263/264/265/266/267/268/269/270/271/272/273/274/275/276/277/278/279/280/281/282/283/284/285/286/287/288/289/290/291/292/293/294/295/296/297/298/299/300/301/302/303/304/305/306/307/308/309/310/311/312/313/314/315/316/317/318/319/320/321/322/323/324/325/326/327/328/329/330/331/332/333/334/335/336/337/338/339/340/341/342/343/344/345/346/347/348/349/350/351/352/353/354/355/356/357/358/359/360/361/362/363/364/365/366/367/368/369/370/371/372/373/374/375/376/377/378/379/380/381/382/383/384/385/386/387/388/389/390/391/392/393/394/395/396/397/398/399/400/401/402/403/404/405/406/407/408/409/410/411/412/413/414/415/416/417/418/419/420/421/422/423/424/425/426/427/428/429/430/431/432/433/434/435/436/437/438/439/440/441/442/443/444/445/446/447/448/449/450/451/452/453/454/455/456/457/458/459/460/461/462/463/464/465/466/467/468/469/470/471/472/473/474/475/476/477/478/479/480/481/482/483/484/485/486/487/488/489/490/491/492/493/494/495/496/497/498/499/500/501/502/503/504/505/506/507/508/509/510/511/512/513/514/515/516/517/518/519/520/521/522/523/524/525/526/527/528/529/530/531/532/533/534/535/536/537/538/539/540/541/542/543/544/545/546/547/548/549/550/551/552/553/554/555/556/557/558/559/560/561/562/563/564/565/566/567/568/569/570/571/572/573/574/575/576/577/578/579/580/581/582/583/584/585/586/587/588/589/590/591/592/593/594/595/596/597/598/599/600/601/602/603/604/605/606/607/608/609/610/611/612/613/614/615/616/617/618/619/620/621/622/623/624/625/626/627/628/629/630/631/632/633/634/635/636/637/638/639/640/641/642/643/644/645/646/647/648/649/650/651/652/653/654/655/656/657/658/659/660/661/662/663/664/665/666/667/668/669/670/671/672/673/674/675/676/677/678/679/680/681/682/683/684/685/686/687/688/689/690/691/692/693/694/695/696/697/698/699/700/701/702/703/704/705/706/707/708/709/710/711/712/713/714/715/716/717/718/719/720/721/722/723/724/725/726/727/728/729/730/731/732/733/734/735/736/737/738/739/740/741/742/743/744/745/746/747/748/749/750/751/752/753/754/755/756/757/758/759/760/761/762/763/764/765/766/767/768/769/770/771/772/773/774/775/776/777/778/779/780/781/782/783/784/785/786/787/788/789/790/791/792/793/794/795/796/797/798/799/800/801/802/803/804/805/806/807/808/809/810/811/812/813/814/815/816/817/818/819/820/821/822/823/824/825/826/827/828/829/830/831/832/833/834/835/836/837/838/839/840/841/842/843/844/845/846/847/848/849/850/851/852/853/854/855/856/857/858/859/860/861/862/863/864/865/866/867/868/869/870/871/872/873/874/875/876/877/878/879/880/881/882/883/884/885/886/887/888/889/890/891/892/893/894/895/896/897/898/899/900/901/902/903/904/905/906/907/908/909/910/911/912/913/914/915/916/917/918/919/920/921/922/923/924/925/926/927/928/929/930/931/932/933/934/935/936/937/938/939/940/941/942/943/944/945/946/947/948/949/950/951/952/953/954/955/956/957/958/959/960/961/962/963/964/965/966/967/968/969/970/971/972/973/974/975/976/977/978/979/980/981/982/983/984/985/986/987/988/989/990/991/992/993/994/995/996/997/998/999/1000/1001/1002/1003/1004/1005/1006/1007/1008/1009/1010/1011/1012/1013/1014/1015/1016/1017/1018/1019/1020/1



|   |  |  |                                    |  |  |
|---|--|--|------------------------------------|--|--|
| KEY :<br><div><div></div> Site Boundary</div>   |  | ADDRESS :<br><div>Ariel Hotel<br/>118 Bath Road</div>                |                                    | LONDON BOROUGH OF HILLINGDON<br><br>RESIDENTS SERVICES<br>PLANNING SECTION   |  |
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|   |  | PLANNING COMMITTEE :   | DATE :<br><div>December 2025</div> | <div><br/>HILLINGDON<br/>LONDON</div> |  |
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## **Report of the Head of Development Management and Building Control**

**Address:**

82-84 HIGH STREET RUISLIP

**Development:**

Creation of 5no. self-contained flats with associated cycle and bin storage, following the change of use of first floor from office (Class E) to residential (Class C3), the erection of a two storey rear extension and alterations to rear building at first floor level and the retention and reconfiguration of the Class E unit at ground floor level with alterations to fenestration.

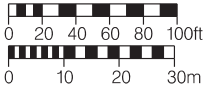
**LBH Ref Nos:**

78935/APP/2025/2287





SCALE



PROJECT

82-84 HIGH STREET, RUISLIP, HA4 7AB

90 BOROUGH HIGH STREET  
LONDON SE1 1LL

Tel: 020 7407 3700 - Fax: 020 7407 3800  
email - proun@proun.co.uk

**PROUN**

DRAWING TITLE

LOCATION PLAN

ARCHITECTS • DESIGNERS • PLANNERS

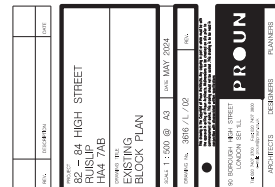
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SCALE 1:1250 @ A4

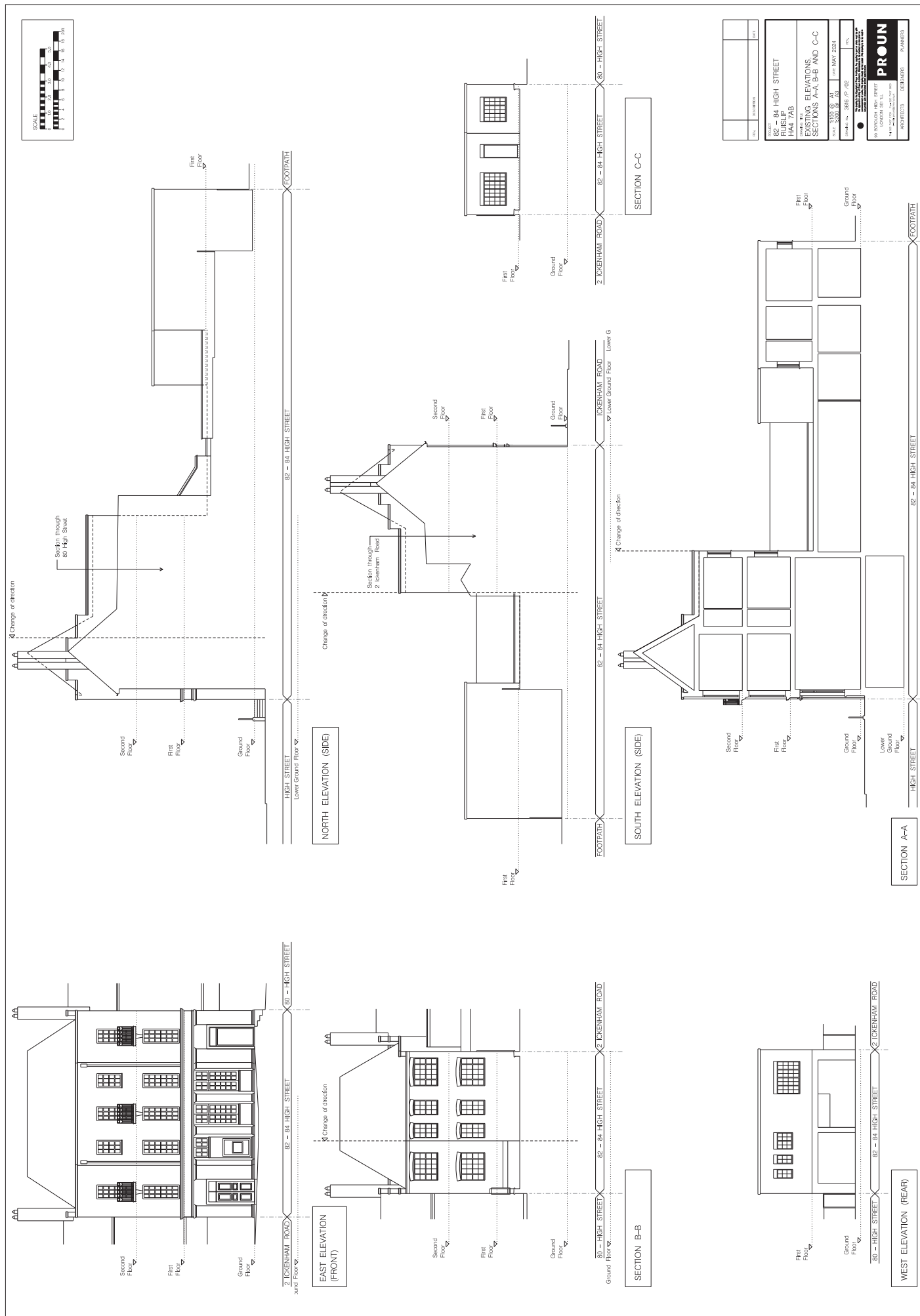
DATE : MAY 2024

DRAWING No. 3616 / L / 01

REV.

















**Proposed Development at 82 – 84 High Street, Ruislip - External CGI Images**





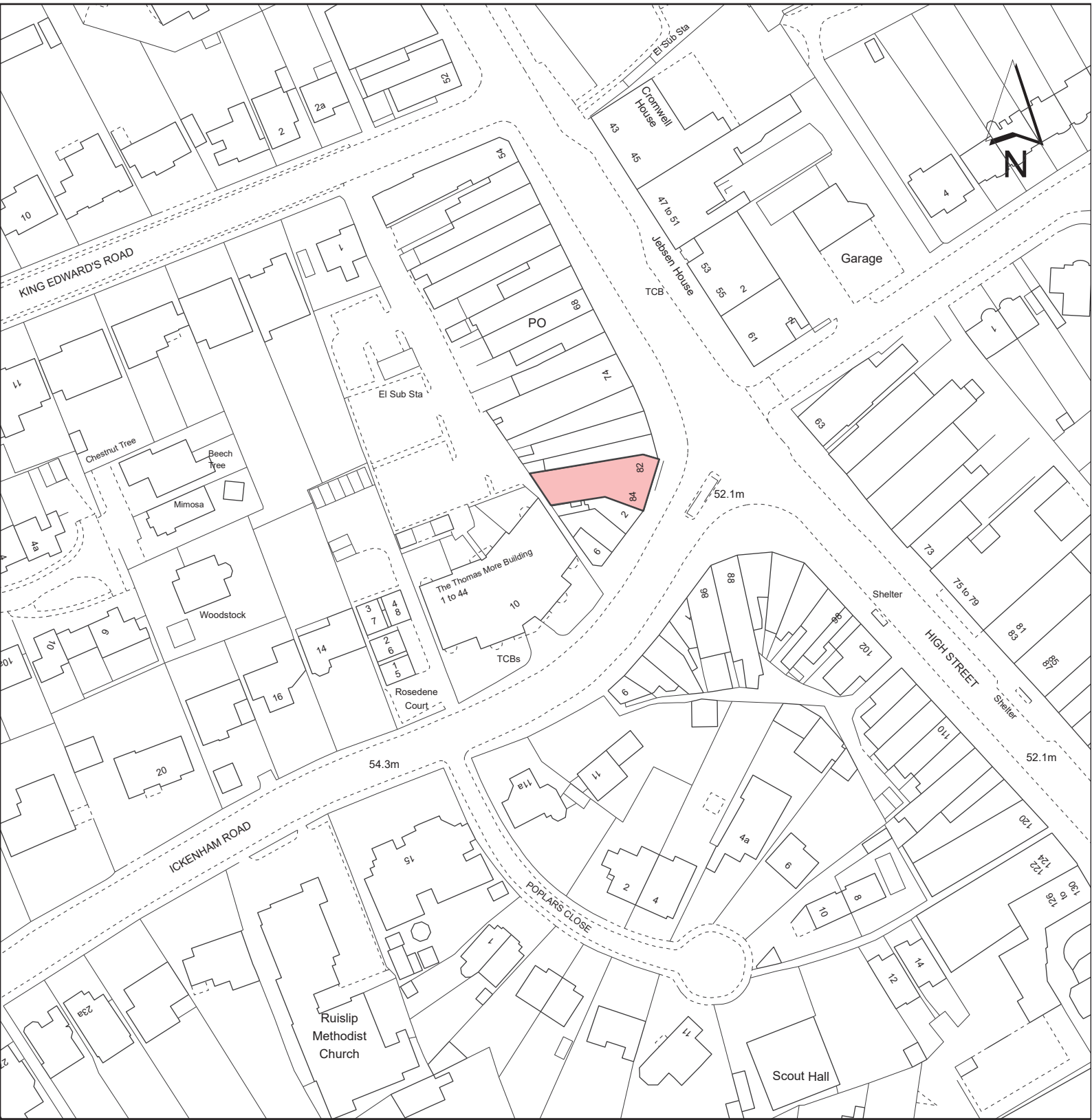






**Proposed Development at 82 – 84 High Street, Ruislip – Internal CGI Images**







|   |  |                                     |              |  |  |
|---|--|-------------------------------------|--------------|--|--|
| KEY :   |  | ADDRESS :                           |              | LONDON BOROUGH OF HILLINGDON   |  |
|  Site Boundary  |  | 82-84 High Street<br>Ruislip        |              | RESIDENTS SERVICES<br>PLANNING SECTION   |  |
| DISCLAIMER :  |  | PLANNING APPLICATION<br>REFERENCE : | SCALE :      | CIVIC CENTRE, UXBRIDGE, UB8 1UW  |  |
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|   |  | Page 289                            | 14th January |  |  |

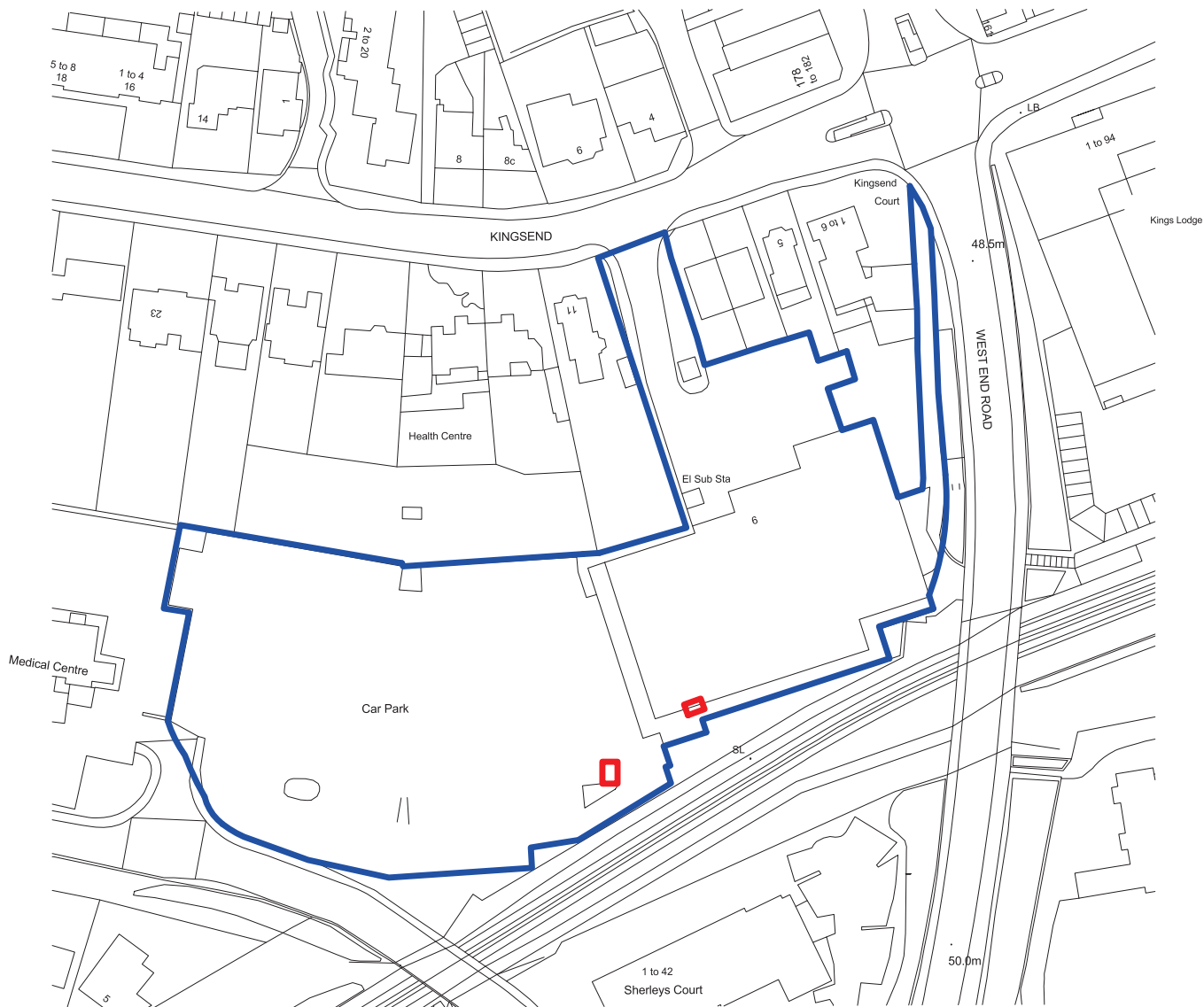
**Report of the Head of Development Management and Building Control**

**Address:** 9 KINGSEND RUISLIP

**Development:** Facade alteration for the installation of On Demand Grocery Hatch (ODG) at ground floor level, with associated parking space for delivery vehicles (Description Amended)

**LBH Ref Nos:** 36969/APP/2025/2303





#### BOUNDARY LEGEND

- APPLICATION SITE
- OTHER LAND PART OF LEASEHOLD / FREEHOLD BY APPLICANT



10 0 10 20 30 40 50  
SCALE 1:1250 m

|                 |    |     |          |   |
|-----------------|----|-----|----------|---|
| P03             | SD | CC  | 05.12.25 | BLUE LINE DEMISE UPDATED                              |
| P02             | SD | CC  | 11.11.25 | BLUE LINE AMENDED AS PER REQUEST FROM LOCAL AUTHORITY |
| P01             | SD | CC  | 07.11.25 | RED LINE AMENDED AS PER REQUEST FROM LOCAL AUTHORITY  |
| P00             | SD | CC  | 02.09.25 | SUBMITTED FOR PLANNING                                |
| Rev.            | By | Chk | Date     | Description   |
| <b>REVISION</b> |    |     |          |   |

#### PROJECT

WAITROSE RUISLIP

**TITLE:**  
SITE LOCATION PLAN  
ODG PROPOSAL

#### PLANNING

|            |             |              |                   |
|------------|-------------|--------------|-------------------|
| <b>BY:</b> | <b>CHK:</b> | <b>DATE:</b> | <b>SCALE @ A4</b> |
| SD         | CC          | 02.09.25     | As indicated      |

#### FILE NAME

11469-BAR-CR-ZZ-DR-T-01001\_S2-

#### REV:

P03

**WAITROSE**  
& PARTNERS

**B+R ARCHITECTS**

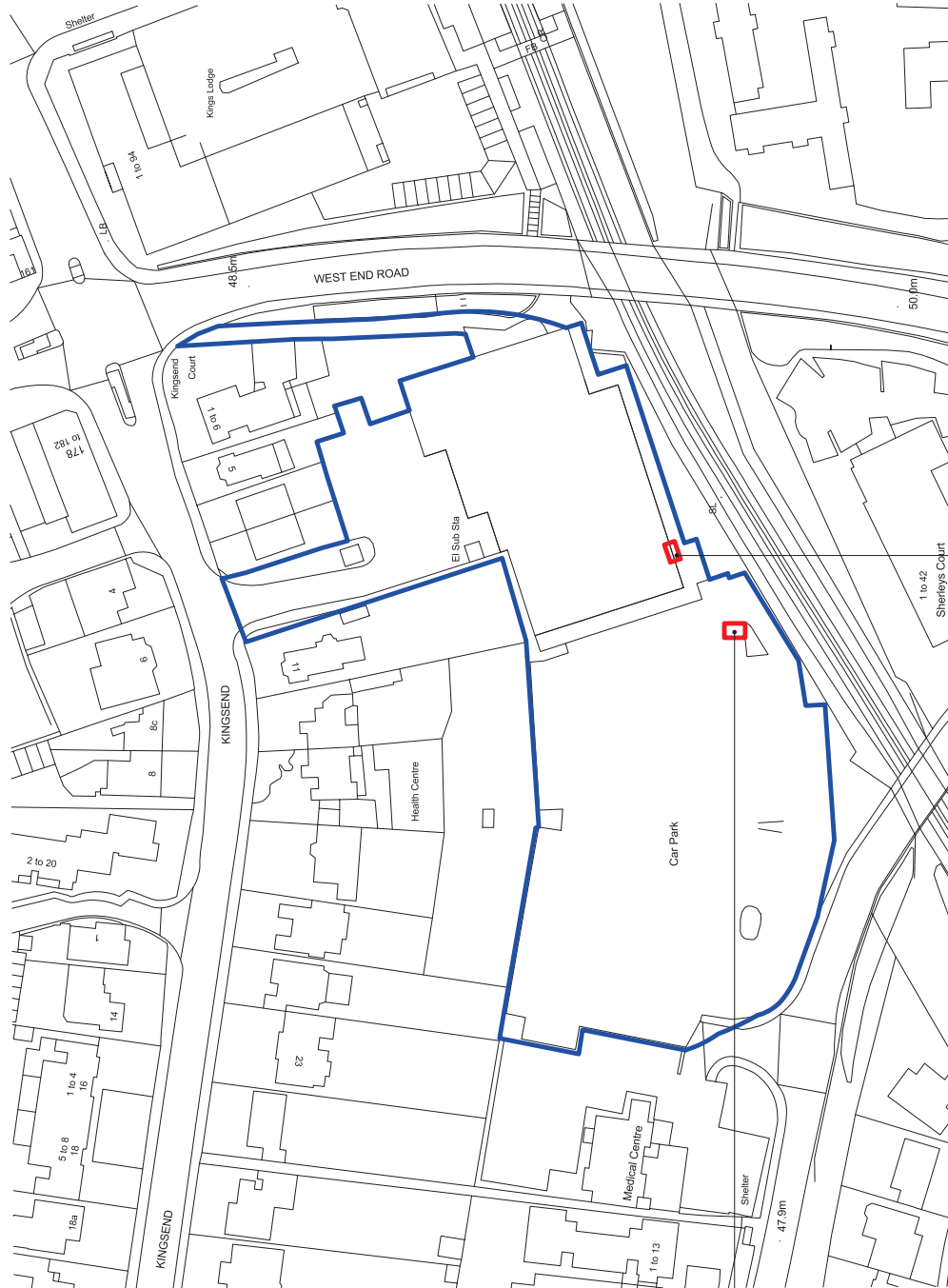
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E design@bandr-arch.com  
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FOR THE PROPOSED  
197 PCL RS-22-M3-Y-0001 - R0024-S1.POT  
DATE: 23.05.25

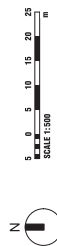
NOTES



DEDICATED PARKING  
SPACE/AREA AVAILABLE FOR  
DELIVERY BIKES AND VEHICLES

## SITE BLOCK PLAN - ODG PROPOSAL

THE NEW ON-DEMAND GROCERY HATCH MEASURES  
APPROXIMATELY 1430mm Wide x 900mm High INCLUDING  
THE OVERALL FRAME DIMENSIONS. THE EXISTING  
ON-DEMAND GROCERY HATCHES ARE TO BE REPLACED WITH  
ON-DEMAND GROCERY HATCHES TO BE INSTALLED WITHIN  
THE EXISTING SHOPFRONT PANEL TO MATCH THE  
FRAMEWORK OF THE EXISTING SHOPFRONT. THE NEW  
ON-DEMAND GROCERY HATCHES WILL BE THE EXISTING  
COLOUR OF BS-4800 10 B 20 VANDYKE BROWN OR  
SIMILAR.



## BOUNDARY LEGEND

- EXTENT OF LEASEHOLD / FREEHOLD OUTLINED IN BLUE
- EXTENT OF PLANNING APPLICATION OUTLINED IN RED

|      |       |          |  |
|------|-------|----------|--|
| PROJ | RS-22 | 05/10/24 | 197 PCL RS-22-M3-Y-0001 - R0024-S1.POT |
| PROJ | RS-22 | 11/11/24 | 197 PCL RS-22-M3-Y-0001 - R0024-S1.POT |
| PROJ | RS-22 | 07/11/24 | 197 PCL RS-22-M3-Y-0001 - R0024-S1.POT |
| PROJ | RS-22 | 03/05/25 | 197 PCL RS-22-M3-Y-0001 - R0024-S1.POT |
| PROJ | RS-22 | 03/05/25 | 197 PCL RS-22-M3-Y-0001 - R0024-S1.POT |
| PROJ | RS-22 | 03/05/25 | 197 PCL RS-22-M3-Y-0001 - R0024-S1.POT |
| PROJ | RS-22 | 03/05/25 | 197 PCL RS-22-M3-Y-0001 - R0024-S1.POT |
| PROJ | RS-22 | 03/05/25 | 197 PCL RS-22-M3-Y-0001 - R0024-S1.POT |
| PROJ | RS-22 | 03/05/25 | 197 PCL RS-22-M3-Y-0001 - R0024-S1.POT |
| PROJ | RS-22 | 03/05/25 | 197 PCL RS-22-M3-Y-0001 - R0024-S1.POT |

WAITROSE  
B PARTNERS

PROJECT NO.  
250777

PROJECT TITLE  
SITE BLOCK PLAN

ODG LAYOUT

PLANNING

SD | CC | 02.09.25 | As indicated

DATE: 02.09.25

SCALE: 1:500

197 PCL RS-22-M3-Y-0001 - R0024-S1.POT

197 PCL RS-22-M3-Y-0001 - R0024-S1.POT

197 PCL RS-22-M3-Y-0001 - R0024-S1.POT

197 PCL RS-22-M3-Y-0001 - R0024-S1.POT

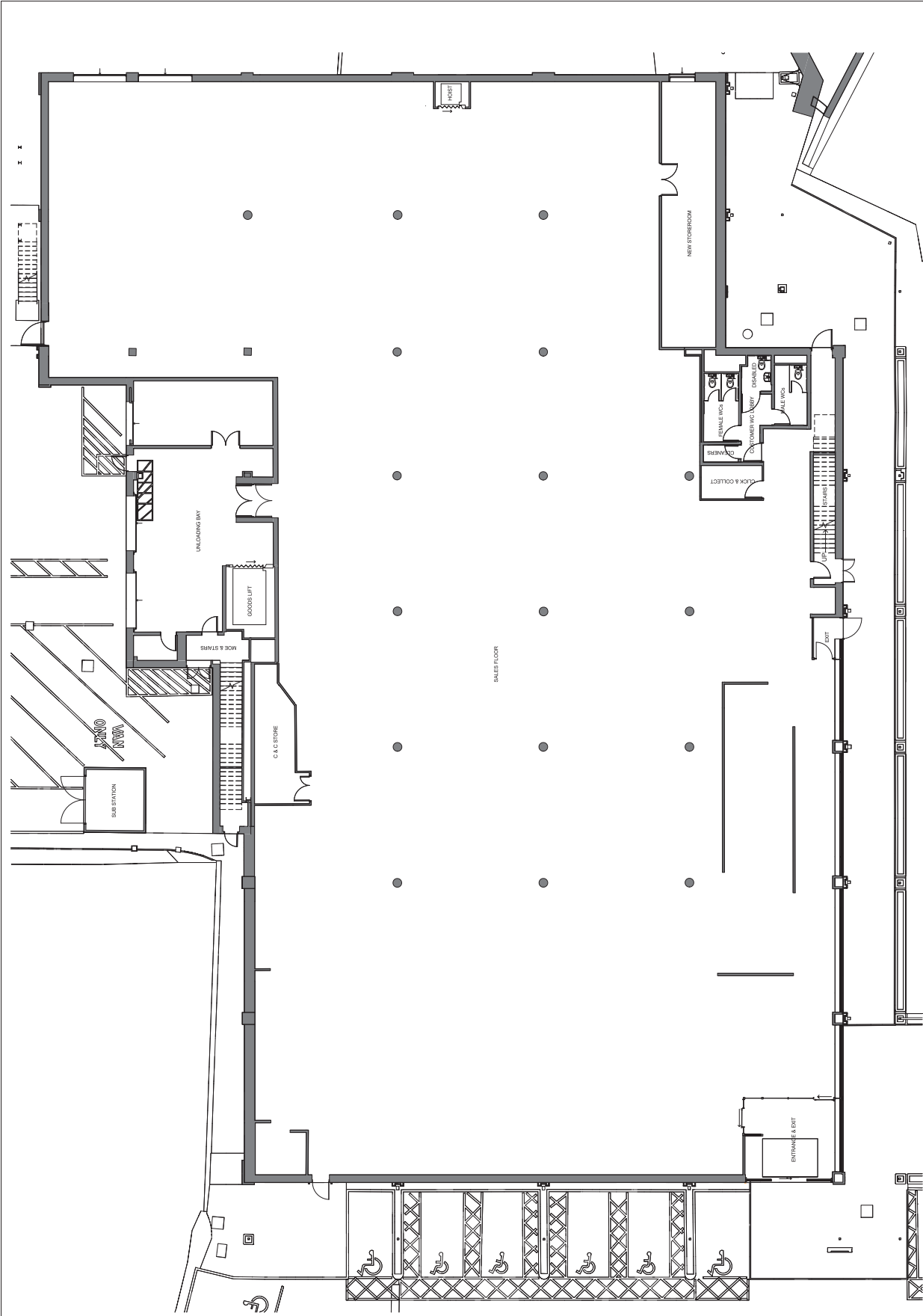
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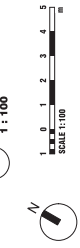
197 PCL RS-22-M3-Y-0001 - R0024-S1.POT







**1 GROUND FLOOR PLAN - EXISTING GENERAL ARRANGEMENT - ODG PROPOSAL**



**NOTES**

THIS DRAWING HAS BEEN PREPARED  
FOR THE PROPOSED  
197 FCL RS-22-MY-0001 - P0024-S1-P01  
ON 12.03.25

|      |        |       |             |                                      |
|------|--------|-------|-------------|--------------------------------------|
| PROJ | SDCC   | 02/25 | DESCRIPTION | 197 FCL RS-22-MY-0001 - P0024-S1-P01 |
| REV  | By/Chg | Date  | Description |                                      |

**WAITROSE & PARTNERS**

PROJECT NO. 197 FCL RS-22-MY-0001 - P0024-S1-P01

PROJECT NAME: GROUND FLOOR PLAN - EXISTING GENERAL ARRANGEMENT

DATE: 12.03.25

SCALE: 1:100

**B+R ARCHITECTS**

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## HILLINGDON LONDON

|                 |                                      |                     |
|-----------------|--------------------------------------|---------------------|
| <b>Meeting:</b> | <b>Hillingdon Planning Committee</b> |                     |
| <b>Date:</b>    | <b>14 January 2026</b>               | <b>Time: 7:00pm</b> |
| <b>Venue:</b>   | <b>Council Chamber, Civic Centre</b> |                     |

### ADDENDUM SHEET

|  |   |
|--|---|
| <b>Item: 8</b>   | <b>Location: 82 to 84 High Street</b>   |
| <b><i>Amendments/Additional Information:</i></b>   | <b><i>Officer Comments:</i></b>   |
| <p>One additional consultation was carried out with the Land Contamination Officer post committee publication as the land is within an area of potential land contamination. This has been addressed within sections 7.77 and 7.78 of the published Committee report.</p> <p>The Contaminated Land Officer has initially advised that a land contamination informative may be required considering the site is identified to be on potentially contaminated land. Follow up comments on the wording of this informative are to be provided in due course and this would be added to the final decision.</p>  | <p>Officers are awaiting the official wording of the informative in their final comments which are due to be received by the 23/01/26 and this would satisfactorily address matters relating to land contamination.</p>   |
| <b>Item: 9</b>   | <b>Location: 9 Kingsend</b>   |
| <b><i>Amendments/Additional Information:</i></b>   | <b><i>Officer Comments:</i></b>   |
| <p>Since publication of this report, there is an amendment to the wording of Condition 5.<br/>Condition 5 (Operational Management Plan) has been altered to the following wording:</p> <p>“Prior to the approved delivery hatch becoming operational, an Operational Management Plan for the use and monitoring of the delivery hatch shall be submitted to and approved in writing by the Local Planning Authority. The approved Operational Management Plan shall thereafter be implemented in full and retained for the lifetime of the development.</p> <p>The Operational Management Plan shall include (but not be limited to) details of:</p> <p>a) How the delivery collection hatch will be operated by the store, including operation hours.</p> | <p>The wording of Condition 5 has been amended since the publication of the report to ensure compliance with the statutory tests, in particular reasonableness. The condition continues to require an Operational Management Plan to control the use of the delivery hatch, and the amendment does not change the overall planning balance or recommendation.</p> |



- b) The collection procedure that delivery collection riders must follow in order to utilise the delivery hatch, which should include but not be limited to the parking of cycles within the designated parking space and not loitering in and around the site for long periods of time around collection of deliveries.
- c) The management and reporting procedure to be utilised by the store to identify riders who do not follow the collection procedure and, where possible, report them to the relevant delivery platform.
- d) Measures to discourage the improper use of pedestrian footpaths that run through the site by delivery drivers, such as clear site signage and advisory instructions to riders regarding approved access routes.
- e) The methods of communication that will be utilised between parties of interest, including the relevant delivery apps and riders, in order to communicate the site rules and facilitate the reporting of breaches to the delivery platform.
- f) A review and monitoring procedure, including how complaints relating to behaviour of delivery riders will be logged and raised with the relevant delivery platform.

#### REASON

To ensure the safe and convenient use of the site by all users, and to prevent detrimental harm to the amenities of the neighbouring properties to the site, in accordance with policies DMHB 11, DMT 1, DMT 2, DMT 5 and DMT 6 of the Hillingdon Local Plan Part 2 (2020)."



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