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Hillingdon Planning Committee

Date: **WEDNESDAY 11 MARCH 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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Councillors on the Committee

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

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Agenda

Chairman's Announcements

1 Apologies for absence

2 Declarations of Interest in matters coming before this meeting

3 To receive the minutes of the previous meeting 1 - 14

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 15 – 22

Applications with a Petition

6	4 Napier Close 64326/APP/2025/3020	West Drayton	Erection of single storey wrap around extension to side and rear, and amendments to fenestrations. **Recommendation: Approval**	23 – 40 388 – 396

Applications without a Petition

7	Land at HPH2, HPH5, and Multistorey Car Park 79625/APP/2025/2128	Pinkwell	Outline planning permission (with all matters reserved excluding access) for demolition of existing buildings (above basement level) and phased delivery of residential development (Class C3), flexible residential / commercial floorspace, new public realm, landscaping, play space, car parking, cycle parking and associated works. **Recommendation: Approval**	41 – 158 397 – 420

8	Land at Avondale Drive 76551/APP/2025/2861	Wood End	Application submitted under Section 73 of the Town and Country Planning Act 1990 to vary Conditions 3 (Approved Plans); 4 (Approved Supporting Plans/Documents); 5 (Development Scope); 6 (Mix of Units); 7 (Phasing); 9 (Residential Density); 10 (Development Height); and 15 (Landscaping) of planning permission ref. 76551/APP/2021/4502 dated 28-09-2022. (Hybrid planning application seeking OUTLINE permission (with all matters reserved) for residential floorspace (Class C3) including demolition of all existing buildings and structures; erection of new buildings; new pedestrian and vehicular accesses; associated amenity space, open space, landscaping; car and cycle parking spaces; plant, refuse storage, servicing area and other works incidental to the proposed development; and FULL planning permission for Block A comprising 30 residential units (Class C3); new pedestrian access; associated amenity space and landscaping; cycle parking, refuse storage, and other associated infrastructure) to increase the number of homes, remove the existing parking court and increase podium size, revise the height strategy, removal of vehicle access and increase separation distances to create a new public square. **Recommendation: Approval**	159 – 246 421 – 427

9	Land at Austin Road 76550/APP/2025/2864	Hayes Town	Section 73 application to vary Conditions 3 (Approved Plans); 4 (Supporting Plans/Documents); 5 (Land Uses and Development Scope); 6 (Housing Mix); 7 (Phasing Plan); 9 (Residential Density); 10 (Building Heights); 19 (Landscaping); 22 (Parking Allocation and Management); and 50 (Wind Effects Assessment) of application reference 76550/APP/2023/2931 dated 01-05-2024. Section 73 application to vary Condition 3 of application reference 76550/APP/2021/4499 dated 28-09-22 (Hybrid planning application seeking OUTLINE permission (with all matters reserved) for residential floorspace (Class C3) including demolition of all existing buildings and structures; erection of new buildings; provision of a community centre (Use Class F2(b) floorspace); new pedestrian and vehicular access; associated amenity space, open space, landscaping; car and cycle parking spaces; plant, refuse storage, servicing area and other works incidental to the proposed development; and FULL planning permission for Blocks A and B comprising 80 residential units (Class C3); new pedestrian and vehicular access; associated amenity space and landscaping; car and cycle parking; refuse storage, servicing area, and other associated infrastructure to include temporary highways and landscaping works) to increase the parapet height by 50cm in the Detailed First Phase. Variation to increase the number of homes, to join blocks in phases 2 and 3, a reduction of parking to create green spaces, amendment to scale of street and relocation of community facility. **Recommendation: Approval**	247 – 346 428 – 435

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Minutes

HILLINGDON PLANNING COMMITTEE

11 February 2026

Meeting held at Committee Room 5 - Civic Centre

	Committee Members Present: Councillors Henry Higgins (Chair) Adam Bennett (Vice-Chair) Roy Chamdal Elizabeth Garelick Raju Sansarpuri Ekta Gohil Shehryar Ahmad-Wallana **Ward Councillors Present:** Councillor Philip Corthorne Councillor Richard Mills Councillor Jan Sweeting **LBH Officers Present**: Chris Brady, Planning Team Leader Eoin Concannon, Planning Team Leader Natalie Fairclough, Legal Advisor Roz Johnson, Head of Development Management & Building Control Chris Lamb, Planning Officer Liz Penny, Democratic Services Officer Dr Alan Tilly, Transport Planning and Development Manager
124.	**APOLOGIES FOR ABSENCE** *(Agenda Item 1)* Apologies were received from Councillor Keith Burrows with Councillor Shehryar Ahmad-Wallana substituting.
125.	**DECLARATIONS OF INTEREST IN MATTERS COMING BEFORE THIS MEETING** *(Agenda Item 2)* There were no declarations of interest.
126.	**TO RECEIVE THE MINUTES OF THE PREVIOUS MEETING** *(Agenda Item 3)* **RESOLVED: That the minutes of the meeting dated 14 January 2026 be agreed as an accurate record.**
127.	**MATTERS THAT HAVE BEEN NOTIFIED IN ADVANCE OR URGENT** *(Agenda Item 4)* None.
128.	**TO CONFIRM THAT THE ITEMS OF BUSINESS MARKED PART I WILL BE**

	CONSIDERED IN PUBLIC AND THE ITEMS MARKED PART II WILL BE CONSIDERED IN PRIVATE *(Agenda Item 5)* It was confirmed that all items of business were marked Part I and would be considered in public.
129.	**1 HIGH ROAD, EASTCOTE - 20101/APP/2025/72** *(Agenda Item 6)* **Erection of outbuilding to rear of office building.** Officers introduced the application noting that the proposal complied with all the relevant planning policies and was therefore recommended for approval subject to the conditions specified within the report. A petition in objection to the application had been received but the lead petitioner was not in attendance. The agent for the application chose not to address the Committee Members. In response to Members' questions, officers confirmed that two conditions had been proposed to ensure that, should independent office use or residential use be proposed in the future, a new planning application would be required. A question was raised by the Committee regarding parking, specifically whether the absence of additional employees - and therefore vehicle movements - could be enforced in perpetuity as part of the application. It was explained that parking standards were determined by floor space, at a ratio of one parking space per 50–100 square metres of office space. It was noted that, even with the additional outbuilding, the overall floor area would not exceed approximately 150 square metres, hence no more than three parking spaces would be required. It was confirmed that the site already provided three off-street parking spaces and that even the addition of another employee would not alter the parking requirement under the Council's standards. Members sought clarification as to why the increase in office space was not expected to generate additional parking demand. It was reiterated that the assessment had been carried out strictly against the Council's parking policies, which were based on floor space. The increased floor area would still comply with policy, and the existing parking provision already met the required standard. It was also clarified that, although the applicant had stated that no additional staff were proposed, the assessment had been based on land use rather than any particular operator. Therefore, even a future operator with different staffing patterns would still be bound by the same parking standards, which had been satisfied. Councillors asked whether granting approval could set a precedent for further commercial intensification in rear gardens within the locality. Officers confirmed that each application would have to be assessed on its own merits and that the approval of this proposal would not set a precedent. It was noted that other outbuildings already existed in the surrounding area, and it was considered that the proposal would not be out of character. Nevertheless, it was emphasised that all future applications would be judged individually.

	No further concerns were raised by the Committee. The officer's recommendation was moved, seconded and, when put to a vote, unanimously agreed subject to the conditions set out in the report. **RESOLVED: That the application be approved subject to the conditions set out in the report.**
130.	**31 GREAT CENTRAL AVENUE, SOUTH RUISLIP - 43100/APP/2025/1424** *(Agenda Item 7)* **Erection of a first-floor extension over existing building to create a two storey dwelling.** Officers introduced the application, noting its relationship to neighbouring properties, compliance with design policies, and adherence to standards relating to character, amenity, daylight/sunlight, and parking. The application was recommended for approval. A petition in objection to the application had been received. A petitioner was in attendance and addressed the Committee Members. Key points highlighted included: • It was noted that the report had stated no significant harm would be caused to the character of the street, yet 130 neighbours - all from Great Central Avenue and adjoining roads - had signed a petition disagreeing with this, a figure higher than the incorrectly reported 101 signatures; • The petitioner acknowledged variation in house types on Great Central Avenue but noted that the proposal would create a six-bedroom property with potential for seven, which was not reflective of the typical two- or three-bedroom pattern on the road; • It was argued that comparisons to No. 18 were misleading because that property had only three bedrooms, unlike the scale of the proposal; • Concerns were raised that increasing bedroom numbers would likely lead to more occupants and more cars, worsening existing parking pressures in a permit-restricted street; • Although the report stated BRE standards would be met, the petitioner questioned whether "sufficient" daylight would be acceptable for gardens and homes, especially as daylight assessments had not been carried out on frequently used non-habitable areas such as hallways, staircases, and bathrooms; • It was highlighted that some windows, including those providing the only natural light to key internal areas, appeared not to have been properly assessed, leading to concerns about reduced light and increased risks when using stairs. • Existing drainage issues were referenced, including a recent blockage affecting multiple properties, suggesting that a six- or seven-bedroom dwelling could exacerbate the problem. • It was pointed out that No. 31 already had lawful permission for a roof alteration that would provide additional space without harming neighbours, unlike the current proposal; • It was argued that the report did not reflect the strength or scale of local concern, noting that 130 households had consistently sought updates for eight months; • It was stated that the proposal benefited only one household while negatively impacting many others and therefore the Committee was urged to refuse the

application.

The applicant was also in attendance and addressed the Committee highlighting the following key points:

- The applicant clarified that the proposed extension was not intended for HMO use, resale, subdivision, or any commercial purpose;
- It was explained that the extension was required solely to meet the needs of the applicant's family, including two young children and a daughter with complex medical needs who was unable to climb stairs and required her own bedroom;
- It was noted that additional family support frequently came from relatives abroad, and the existing layout with one small office and a single bathroom was inadequate for their circumstances;
- It was stated that the applicant worked remotely as a senior software consultant and required a dedicated office space, which the current property could not provide;
- The applicant outlined that the six-bedroom layout would accommodate a bedroom for his daughter, a playroom for the twins, an office, a guest room, and a room for the applicant and his wife;
- In response to concerns about the character of the street, the applicant referenced multiple nearby properties with four to five bedrooms or more and noted that several neighbouring homes had already undergone extensions;
- The applicant referred to a professional daylight assessment which had concluded that BRE guidelines were met and that neighbouring properties had only non-habitable windows facing the site;
- It was stated that the dwelling would remain a single-family home, with no significant increase in household water usage or drainage impact, despite past drainage issues in the area;
- It was confirmed that the household owned only two cars and had no capacity or intention to add a third, so parking demand would not increase;
- Construction management would, according to the applicant, be handled carefully, with deliveries scheduled outside peak hours and works limited to 8:30am–5:00pm;
- It was noted that all relevant planning policies had been complied with and that the extension was necessary to support the applicant's daughter's medical needs, the twins' future need for separate rooms, and long-term family stability;
- The applicant concluded by requesting approval of the application, noting that they may not have the financial means to pursue such works later in life.

Councillors sought reassurance that the proposal was for a family home rather than an HMO and asked whether vehicle numbers would remain unchanged. The applicant confirmed that the property already had space for three cars but only two were owned, with no capacity or intention to add a third vehicle.

Members asked which application the applicant intended to pursue, noting that a certificate of lawful development for the roof space had already been granted the previous July. The applicant explained that the lawful development option had originally been explored, but the resulting rooms would have been too small, leading them to pursue a full planning application to provide adequate space for their family's needs.

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

- The Councillor confirmed that he was speaking in support of neighbouring residents who had opposed the application, referencing a petition with over 100 signatures, written objections, and his own Ward Members objections;
- It was emphasised that residents did not oppose change in principle but believed the proposal to be disproportionate, harmful to local character, and dismissive of cumulative impacts required by planning policy;
- Councillor Mills noted that although the report relied heavily on the street's variation, such variation did not justify overdevelopment;
- The proposal was described as turning a modest bungalow into a six- to seven-bedroom, two-storey dwelling, representing a major increase in scale, mass, and intensity on the plot;
- It was argued that nearby two-storey homes were not comparable, as some had been entirely rebuilt or approved under different policies;
- Councillor Mills highlighted that the increased ridge height—approximately eight metres—would sit directly beside neighbouring gardens and windows, causing an increased sense of enclosure and reduced outlook;
- It was stated that compliance with minimum technical standards did not automatically equate to planning acceptability and that planning decisions should consider what was reasonable and fair to neighbouring residents;
- Concerns were raised that the increase from two to six bedrooms provided no additional off-street parking in an area already affected by parking pressure and controls;
- It was noted that increased visits from extended family, deliveries, and day-to-day comings and goings were foreseeable with a dwelling of this scale, regardless of its formal use class;
- Reference to 18 Great Central Avenue as a comparable property was questioned because it was reportedly subject to ongoing planning enforcement;
- It was concluded that, although the application might meet certain technical thresholds, the judgement on scale, intensity, character, and neighbour impact indicated that the proposal went too far;
- The Committee was requested to refuse the application or, at minimum, defer it for meaningful reductions in scale to better reflect the character of Great Central Avenue and the expectations of neighbouring residents.

Members enquired whether planning approval would be required, should the applicant later sell the property or seek to change its use to an HMO. It was confirmed that this was correct; Article 4 was in place and any such change of use would need new planning permission.

Councillors sought clarity as to why the significant increase in size and bulk was considered appropriate and compatible with the established street scene. Officers noted that planning policy supported the creation of larger family homes and that, despite the scale of six bedrooms, the proposal remained a family dwelling. It was explained that the height and form would align with neighbouring two-storey properties, that the eaves height would be lower than that of No. 33, and that the ridgeline would reflect the character of the area. Officers found the proposal acceptable in design terms.

Members requested the percentage reduction in daylight and sunlight to neighbouring gardens and side windows. It was explained that BRE guidance required at least half of a garden to receive two hours of sunlight on 21 March, and that No. 29 currently

	received 68% sunlight, which would fall only to 67%, representing a reduction of less than 1%. Regarding No. 33, officers confirmed that no reduction would occur, and therefore no basis for refusal existed on garden daylight grounds. In response to further questions from the Committee, it was clarified that side-facing windows serving non-habitable rooms were not afforded protection under policy, and since BRE and local standards applied only to habitable rooms, those requirements had been met. Officers therefore concluded that there were no grounds for refusal relating to daylight impacts on non-habitable side windows. Members noted that the proposed development fell within policy constraints and would be unlikely to be overturned at appeal. The officer's recommendation was moved, seconded and, when put to a vote, unanimously agreed subject to the conditions set out in the report. **RESOLVED: That the application be approved subject to the conditions set out in the report.**
131.	**30-34 STATION ROAD, WEST DRAYTON - 31877/APP/2025/2771** *(Agenda Item 8)* **Infilling of existing ATM aperture area, fenestration changes including the replacement of a bay window with an automatic sliding door and replacing existing single swing door with fixed shopfront glazing.** It was explained that the two related applications (agenda items 8 and 9) would be introduced together for clarity. Officers also provided an update noting that additional petition signatures had been received after publication of the Committee report. It was outlined that the first application concerned alterations to the shopfront (agenda item 8), while the second related to the installation of plant equipment at the rear (agenda item 9), with both proposals assessed only within the limited scope of their described works since no change of use was involved. Officers advised that design impacts, noise assessments and planning history had been fully reviewed, confirmed that no increase in background noise or breach of policy would occur, and recommended approval of both applications. A petition had been received in objection to the application, and a petitioner was in attendance to address the Committee. Key points highlighted included: • The petitioner had lived directly behind 34 Station Road since 2006 and spoke on behalf of residents of West Drayton, particularly those on Ferrers Avenue adjoining the proposed site. • It was expressed that although no change of use class was proposed, the opening of a Tesco store was considered likely to alter the established character of Station Road and intensify activity in a manner uncharacteristic of the neighbourhood. • Concerns were raised that increased traffic, delivery vehicles, parking demand, noise, lighting, and extended operational hours would be experienced along Ferrers Avenue and would directly affect the daily access routes and living conditions. • It was highlighted that parking shortages and congestion were already experienced by residents, and fines had previously been issued due to the lack of available spaces.

- It was argued that planning decisions should have considered not only economic factors but also the lived experience of long-standing residents, whose quality of life could be adversely affected.
- The Committee was asked to consider whether the proposed development would genuinely enhance the area or instead undermine both the character of Station Road and the amenity of those who lived there.

Councillors asked whether the resident had experienced any issues when the bank previously occupied the site that would not be experienced now. The resident confirmed that no such issues had occurred with the bank and noted that any problems would arise from increased Tesco-related traffic rather than from the former use.

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

- It was emphasised that the applications sought only fenestration changes and the installation of new plant equipment, and that they did not involve a change of use.
- The agent clarified that a Tesco store could have opened on the site without planning permission, as the lawful use already fell within Class E, the same use class as the former bank.
- It was stated that many objections related to concerns about use rather than to the physical works, and such matters were not material considerations in this case.
- It was noted that, even if use were relevant, the site lay within a primary shopping area in a designated district centre, where retail activity was supported by local and national planning policy.
- It was highlighted that officers had concluded the proposals were acceptable, would not harm local character or amenity, and would support the viability of the centre by preventing a sizeable unit from remaining vacant.
- The agent added that, although the use was not in question, the development would also create employment opportunities.
- It was explained that planning conditions could not lawfully be imposed on matters outside the scope of the applications, as such conditions would fail the required national policy tests.
- The agent requested that both applications be approved in accordance with the officer recommendations.

Members enquired whether the applicant had a plan for deliveries and whether any such information might reassure petitioners. The agent replied that he could not confirm specific delivery arrangements but stated that Tesco operated rigorous delivery plans, all of which would comply with existing highway restrictions; he added that the store would also require separate licensing and that statutory nuisance procedures would remain available to residents.

Councillors raised questions about the size of delivery lorries and expressed concern about potential noise generated by the proposed AC units, particularly at midnight. It was explained that the noise impact assessment had been based on background measurement surveys, with plant noise tested against those levels, and that the submitted assessment demonstrated no harmful noise impact. When asked which hours the assessment had covered, the agent was unable to confirm, and officers clarified that the assessment measured background noise associated solely with the plant equipment, not with vehicle or pedestrian movements. Officers further explained

that similar plant equipment already operated in the area, sometimes closer to residential properties, and that the submitted report had been reviewed by the Council's noise specialist. It was confirmed that conditions had been imposed to ensure noise levels remained below background levels; any attempt to impose stricter conditions would likely be considered unreasonable and vulnerable to appeal.

Members were reminded that delivery management fell outside the scope of planning control. Councillors asked what engagement had been undertaken with local residents, including those living above the premises. The agent responded that no engagement had been undertaken by the planning consultant but explained that Tesco ordinarily conducted community engagement once it began fitting out a store, using designated engagement managers.

The Committee queried whether a noise assessment had been undertaken for flats located to the side of the building rather than only those at the front. In response, the agent confirmed that the assessment had been carried out against the nearest residential receptor but could not confirm the precise distance without the report. Officers cautioned against speculating on figures and reiterated that the technical report had been assessed in line with standard procedures, with no sound evidence available to contradict its conclusions.

Ward Councillor Jan Sweeting was also in attendance and addressed the Committee highlighting the following points:

- Councillor Sweeting supported the petitioners and many local residents who had submitted numerous objections to Members of the Planning Committee, Licensing Sub-Committee, Members of Parliament, and local councillors regarding the applications affecting the building.
- It was noted that although the application appeared to concern only minor alterations to the former Lloyds Bank building, the resulting occupation by a Tesco Express would, in residents' view, produce a major impact on the local area, adjacent businesses, nearby flats on Ferrers Avenue and Station Road, and the wider highways network.
- The Councillor refuted the officers' assertion that the development would not have a significant impact, arguing that supermarket traffic would inevitably exceed that associated with a bank.
- Concerns were presented about crime and antisocial behaviour, supported by information from the local police sergeant, who stated that Boots—located nearby—was already one of the highest-crime venues in the area, second only to the existing Tesco Metro on Station Road.
- It was argued that approving the application would effectively position the store with the highest crime rate next to the store with the second-highest in West Drayton, adjacent to a location where a murder had occurred in January 2022.
- The Councillor concluded that, although the planning application appeared minor, its approval would have major long-term implications by altering the character of Station Road and negatively affecting local residents and businesses.

The Chair asked Councillor Sweeting whether she had any concerns about the specific works proposed, namely the infilling of the ATM and the fenestration changes. The Councillor confirmed that these alterations were minor and did not raise concern but that she wished to highlight wider issues that had not been presented to the Licensing Sub-Committee. The Chair advised caution, noting that crime-related matters were

	outside the remit of the Planning Committee and emphasised the need to focus discussion strictly on the planning application. The officer's recommendation was moved, seconded and, when put to a vote, unanimously agreed. **RESOLVED: That the application be approved subject to the conditions set out in the report.**
132.	**30-34 STATION ROAD, WEST DRAYTON - 31877/APP/2025/2768** *(Agenda Item 9)* **Installation of new plant solution and boundary treatment to rear of store.** This application was considered in tandem with the previous application. A petition had been received in objection to the application, and a representative of the petitioners was in attendance to address the Committee. The Chair reminded the petitioner that discussion must remain limited to the plant equipment and associated noise, as the broader concerns relating to Tesco's operations had already been addressed under the previous application. Key points highlighted included: • The petitioner acknowledged that the application related only to plant installation but argued that the officer report had taken an excessively narrow approach, stating that wider impacts such as highway safety, congestion and servicing - referenced in Local Plan policies DMT 1, DMT 2 and London Plan policy T4 - should have been considered because the plant facilitated the store's operation. • The Chair intervened, stating that references to deliveries and operational matters were not relevant to this application and instructing the petitioner to confine comments to issues associated with the plant equipment. • The petitioner then raised concerns about potential air-quality impacts arising indirectly from the development, arguing that the plant installation was intrinsically linked to the operation of the retail business. The Chair again clarified that such matters related to the previous item and were not material to the application under consideration. • The petitioner proceeded to address noise impacts, asserting that the submitted noise impact assessment did not accurately represent the likely disturbance from continuously operating plant equipment, particularly during night-time hours when background noise would be lower. • The petitioner questioned how continuous night-time noise would be mitigated and requested clarification on where comparable units existed locally and what noise assessments had accompanied those installations. • Officers reiterated that the noise report had been prepared by an appropriately qualified professional, assessed by the Council's own noise consultant, and conditioned to ensure plant noise remained below background levels. • The Chair again reminded the petitioner that only matters directly related to the plant equipment were relevant and emphasised that broader concerns about Tesco's operations could not form part of the Committee's determination. • The petitioner concluded by stating that although some matters fell outside the strict scope of the application, the plant installation would have a "vicarious effect" enabling the store to operate, which was why residents had raised such concerns and signed the petition.

The agent for the application addressed the Committee Members highlighting the following points:

- It was clarified that the proposal related to a Tesco Express, identified as a small-scale retail convenience store.
- The shop floor area was confirmed as below 280 square metres to ensure compliance with Sunday Trading Act requirements.
- The noise assessment had been reviewed during the meeting, and it was noted that the first-floor flatted property, located approximately 7–9 metres away, had been used as the reference point.
- Appendix A (page 19) of the noise report indicated that the air-conditioning units would operate only during opening hours, anticipated to be between 7:00 a.m. and 11:00 p.m., in line with typical Express-store operating times.
- It was stated that the refrigeration plant equipment would run continuously, as expected for such systems.
- Reference was made to previous site visits involving unauthorised plant installations that resulted in noise issues; however, it was emphasised that the proposed equipment comprised highly efficient and quiet models.
- It was asserted that sufficient evidence had been submitted and that no adverse noise impact was anticipated.

Members asked whether the proposed units were going to be connected to the building at ground level, explaining that the schematics were unclear. The agent replied that three units were connected at the boundary of the infill section and that one was positioned approximately one metre from the side elevation. He clarified that the units were located at the rear of the shops rather than at the front and referred to photographs that showed their position.

Councillors asked about the proposed opening time of the premises, which was 6:00 a.m., and questioned whether the heat pumps would be switched on earlier so that they would be fully operational by opening time. The agent stated that he did not know the exact answer but understood that the units generally operated during store opening hours.

Officers explained that a noise condition was being proposed. They stated that the condition restricted the maximum noise level regardless of opening hours or operational requirements. They added that different daytime and evening limits applied and that the evening limits were more restrictive.

Members enquired whether operational time limits would be monitored and whether noise monitoring would take place periodically. It was confirmed that the condition was prescriptive but would not be actively monitored due to limited resources. It was explained that this approach was standard and that enforcement would rely on residents reporting noise concerns to planning enforcement or to the noise team through other legislation.

The Committee then asked whether the condition was considered strong or whether it would be issued as an informative. Officers confirmed that a formal condition—Condition 4—had been drafted and would be enforceable, whereas an informative would not.

Ward Councillor Jan Sweeting was also in attendance and spoke in support of petitioners asking the Committee to consider the planning reasons for refusing the

application.

Councillor Sweeting referred to Article 1.6 and disputed the assertion that the proposal would have no harmful impact on the highways network, stating that the existing network was already operating at capacity, with issues such as long queues and double parking.

It was stated that the AC units and gas cooler system, although producing low-level noise, would emit continuous sound, including a noticeable hum at night. Councillor Sweeting noted that similar facilities had previously caused disturbance to neighbours, leading to enforcement action by the Council.

It was further argued that the installation of the plant was essential for the supermarket's operation, thereby establishing a direct link between the proposal and the impact on residential amenity and community well-being. Councillor Sweeting asserted that approving the application would prioritise developer rights over community rights.

Members observed that the proposed noise condition appeared stringent, particularly the requirement for noise levels not to exceed 40 decibels between 11pm and 7am. It was noted that this level was comparable to a quiet library or a refrigerator hum. It was further noted that, as the proposal did not constitute a change of use, matters such as deliveries and parking could not be considered. Councillors observed that re-occupation of the vacant High Street unit would be beneficial in preventing decline, crime, and antisocial behaviour.

Councillors considered the proposed conditions to be robust and noted that the Committee would require exceptionally strong grounds to overturn the officer recommendation. It was also recognised that any refusal might be overturned on appeal.

Members enquired whether the new fencing and plant enclosure would reduce rear access or increase pressure on on-street parking. Officers responded that the location in question was not an area used for parking by the unit. It was explained that a sufficient amount of pay-and-display parking was located directly outside the premises. It was confirmed that parking was not a material planning consideration for this application, as the unit could be occupied by Tesco or another operator at any time. It was reiterated that the only matters under consideration were shopfront alterations and plant equipment, and no parking spaces were proposed for removal.

Councillors questioned whether the shift from a financial services function to retail constituted a different use and whether the installation of refrigeration plant, which generated noise, might amount to a material change. They also asked whether the local authority had discretion to determine whether the change was permitted development or required planning permission.

In response officers confirmed that the Council did not have discretion to determine whether development constituted permitted development. Reference was made to the Town and Country Planning (General Permitted Development) Order, which set out what did and did not constitute development. It was explained that the former bank operated under Use Class E(c), and movement to retail within Use Class E(a) remained within the same overarching use class. As such, no change of use had occurred, and the proposal constituted permitted development. Officers stated that this

	legislative framework had been introduced to reduce vacancy in primary shopping areas. Consequently, the Council could not require planning permission for the change of occupier or use when both fell within Class E. Members sought further clarification as to whether the intensification associated with the new use constituted a material change. The Legal Advisor reiterated that movement within the same use class did not amount to a material change of use and therefore did not require planning permission. It was emphasised that this position was set out in law and not subject to local discretion. Members heard that legislative changes had been introduced to support declining High Streets and encourage commercial occupation to deter antisocial behaviour. No further concerns were raised. The officer's recommendation was moved, seconded and, when put to a vote, agreed with six Members voting in favour and one abstention. **RESOLVED: That the application be approved subject to the conditions set out in the report.**
133.	**11 ELLESMERE CLOSE, RUISLIP - 79635/APP/2025/2209** *(Agenda Item 10)* **Erection of a single storey side and rear extension, following demolition of existing garage (AMENDED PLANS).** Officers introduced the application highlighting the site context, existing and proposed plans and flood-risk mitigation. It was confirmed that the scale, design, neighbour impacts, and landscaping restoration were all policy-compliant. As the proposal met local planning guidance and included appropriate mitigation measures, officers recommended approval. Ward Councillor Philip Corthorne was in attendance to address the Committee Members. Key points highlighted included: • Councillor Corthorne emphasised that he was speaking solely in his capacity as a ward councillor and thanked the Planning Committee for considering the application following his request for a call-in. • It was noted that long-standing concerns existed regarding the planning policy framework, which was viewed as failing to give adequate weight to increasing flood risk as a material planning consideration. • Councillor Corthorne highlighted that flooding in the cul-de-sac was not theoretical, noting that residents had experienced repeated incidents over several decades, with one property affected on four occasions, largely due to the local topography causing water to accumulate around numbers 10 and 11. • Reference was made to paragraph 7.43 of the report, where it had been stated that the proposed extension would not significantly increase flood risk, a conclusion the Councillor considered overly optimistic given the known flooding history. • Even accepting officers' assessment at face value, it was noted that the report still acknowledged an element of increased flood risk, which was considered particularly concerning in this location. • Councillor Corthorne urged Committee Members to rigorously question officers about the reliability and substance of the flood risk assessment, the meaning of sustainable drainage in this context, and the real-world effectiveness of proposed mitigation measures.

	• It was stated that residents should be given clear justification as to how approval would offer them reassurance, given their previous traumatic flooding experiences. • It was argued that a cited precedent (No. 12) was not directly comparable due to being located on higher ground and therefore should not be relied upon. • The Committee was requested to give serious consideration to the concerns raised and, if refusal was not deemed possible, to apply robust scrutiny to officers' claims regarding flood risk and its management. Members asked whether the proposed flood-mitigation measures would ensure that the extension did not increase flood risk for neighbouring properties, given the site's location within Flood Zone 3. In reply, officers stated that, although the footprint would extend slightly into the green area, the River Pinn was located over 20 metres away, and it was confirmed that the flood risk assessment had considered the adequacy of the proposed mitigation measures. It was explained that mitigation had been incorporated through reduced extension size, the demolition of the garage, and the installation of soft landscaping during the first planting season, thereby increasing flood-storage capacity and aligning with Environment Agency guidance. Councillors queried the relevance of a planning inspector's decision referenced in the report. In reply, it was clarified that previous appeal decisions, even those concerning other locations, were material considerations when considering a planning application. At the request of the Committee, it was agreed that, to manage the risk of flooding from surface water, additional surface-water details could be required by condition. The officer's recommendation was moved, seconded and, when put to a vote, unanimously agreed. **RESOLVED:** **1. That the application be approved subject to the conditions in the report; and** **2. That the drafting of an additional condition in relation to managing the risk of flooding from surface water be delegated to the Planning Team Leader.**
	The meeting, which commenced at 7.00 pm, closed at 9.07 pm.

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

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Planning Committee Report Part 1:

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

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Part 1: Statutory Planning and Human Rights Considerations

1.1 Development Plan

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

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

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

1.2 Equality Act

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

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

1.3 Human Rights

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

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

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

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

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

- Article 14: Prohibition of discrimination.

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

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

1.4 Development in Conservation Areas

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

1.5 Development Affecting Listed Buildings

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

Part 1: Other Relevant Information for Members

2.1 Five Year Housing Land Supply

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

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

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

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

2.2 Planning Appeals / Risk of Costs Award Against the Council

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

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

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

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

2.3 Use of Planning Conditions

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

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

2.4 Planning Obligations

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

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

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

ii. directly related to the development, and

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

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

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

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

2.5 Community Infrastructure Levy (CIL)

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

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

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

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

2.5.5 The Mayor's CIL (MCIL)

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

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

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

2.6 Environmental Impact Assessment

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

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

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

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

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

Case Officer: **Nicola Taplin**	**64326/APP/2025/3020**

Date Application Valid:	**4.12.25**	Statutory / Agreed Determination Deadline:	**13.03.26**
Application Type:	**Householder**	Ward:	**West Drayton**

Applicant:	**Mr P Sodha**
Site Address:	**4 Napier Close, West Drayton, UB7 9LB**
Proposal:	**Erection of single storey wrap around extension to side and rear and amendment to fenestration.**
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 Householder planning permission is sought for the erection of single storey wrap around extension to side and rear, and amendments to fenestrations.

1.2 During the process of the application, a petition in objection to the development was received requiring the determination at planning committee. The main issues which shall be addressed within this committee report relate to the impact to neighbouring properties in terms of loss of light, overshadowing and overbearing impact, the impact on the character and appearance of the surrounding area and existing property and parking impact.

1.3 The committee report seeks to provide a comprehensive assessment of the householder application and supporting documentation. All material planning considerations have been considered.

1.4 It is recommended that planning permission is granted subject to conditions (see Appendix 1) as it is considered that the development would not have a significant detrimental impact on the amenities of neighbouring properties, the character and appearance of the area or on the highway network.

1.5 The Committee Report seeks to provide a comprehensive assessment of the full application and supporting documentation. All material planning considerations have been considered.

2 The Site and Locality

2.1 The application property comprises a two-storey end-terraced dwelling located on the south-western side of Napier Close in West Drayton. The property has been previously extended by way of a single storey flat roofed rear extension and a secondary timber canopy which appears to have been in place for more than 4 years. The property benefits from a flat and enclosed rear garden.

2.2 The surrounding area is predominantly residential in character, made up similarly designed two storey dwellinghouses, both semi-detached and terraced.

2.3 The application site is not designated within a Conservation Area, nor an Area of Special Local Character. The site does not contain any Listed Buildings. The site does not lie within a Tree Preservation Area, Critical Drainage Area or a Surface Water Flood Zone.

Figure 1: Location Plan (application site edged red)

Figure 2: Street View Image of the Application Property

3 Proposal

3.1 The application seeks planning permission for the erection of a single storey wrap around side and rear extension and amendments to fenestration.

3.2 The rear extension would measure 4.5 metres in depth, measured from the rear wall of the existing dwelling. The existing extension and structures to the rear of the property would be demolished. The side extension would occupy the space between the side of the dwelling and No.2 Napier Close and would extend up to the boundary of the adjacent property and is angled to respond to the geometry of the site. The extensions would measure 3 metres in height to the roof ridge and would feature a flat roof with facing brickwork to match the existing property.

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

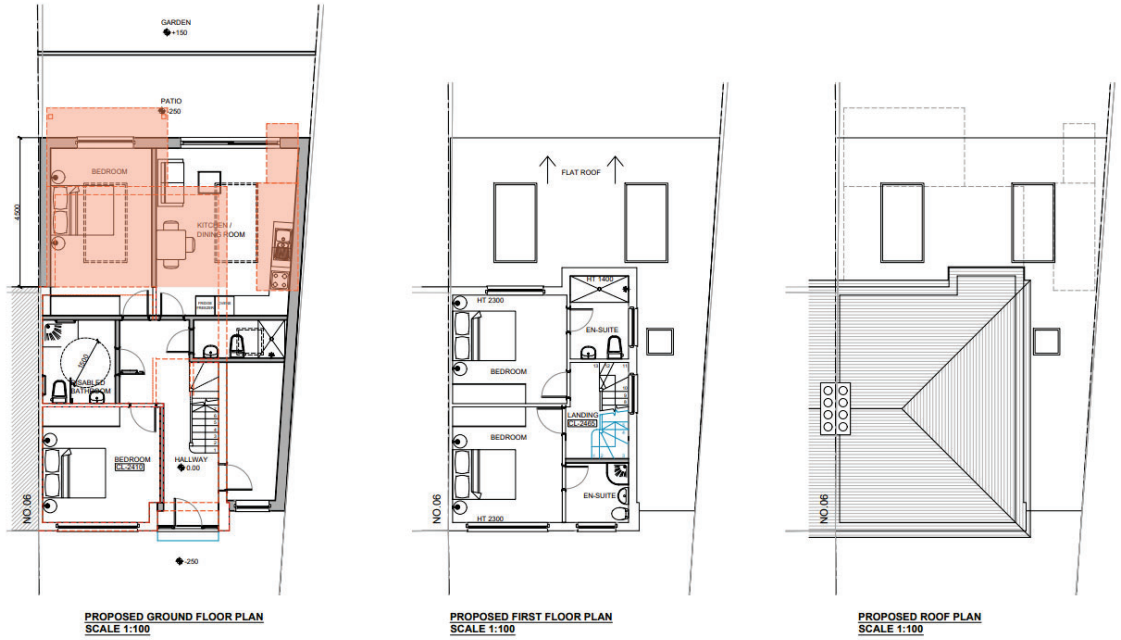

Figure 4: Proposed Elevations

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.

5.2 It is noted that a lawful development certificate (64326/APP/2025/3019) was granted for the conversion of roof space to habitable use to include hip to gable extension, rear dormer and 2x roof lights. It should be noted that this application was determined in accordance with the General Permitted Development Order 2015 Schedule 2 Part 1 Classes B and C and it was assessed that planning permission would not be required for the scope of works proposed.

6 Consultations and Representations

6.1 Five neighbouring properties, were consulted on 15th December 2025 which expired on 8th January 2026.

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

Table 1: Summary of Representations Received

Representations	Summary of Issues Raised	Planning Officer Response
A petition of objection with 30 valid signatories has been submitted,	1. Overdevelopment of the plot which would be out of keeping with the locality, the rhythm of development in Napier Close and would create an unfortunate precedent.	A full and detailed assessment of the visual impact is set out in paragraphs 7.4 to 7.8.
	2. The extensions would result in an over dominant impact on neighbouring properties	A full and detailed assessment of the visual impact is set out in paragraphs 7.9 to 7.12.
	3. The proposal would result in a substandard private amenity space.	A full and detailed assessment of the visual impact is set out in paragraphs 7.13 to 7.15.
	4. The enlarged accommodation would result in increased car movements and exacerbate parking stress in Napier Close.	A full and detailed assessment of the visual impact is set out in paragraphs 7.16 to 7.17.
9 individual letters of objection have been received from local residents.	I. Concerns raised that the property is being occupied as an HMO.	The applicant has confirmed in writing that the property is a C3 dwellinghouse occupied by family members and not an HMO. An officer site visit confirmed, on the balance of probability, that the property is in C3 use.
	II. The development will result in an intensification of use which would increased parking stress.	A full and detailed assessment of the visual impact is set out in paragraphs 7.16 to 7.17.

	III.	Overdevelopment of the site when in combination with the loft conversion	The loft conversion is not included within this application and is permitted development as confirmed under application reference 64326/APP/2025/3019.

7 Planning Assessment

Principle of Development

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

Design / Impact on the Character and Appearance of the Area

7.2 Policies D3 of the London Plan (2021), BE1 of the Hillingdon Local Plan Part 1 – Strategic Policies (2012), DMHB 11, DMHB 12 and DMHD 1 of the Hillingdon Local Plan Part 2 – Development Management Policies (2020) are all directly relevant to the proposal. These policies can be read in full in the Committee Report Part 3 - Policy Appendix, and in summary, seek to secure a high quality of design that enhances and contributes to the area.

7.3 The proposal includes the erection of a flat roofed single storey side/rear extension following the demolition of the existing rear extensions. The side extension would be set back from the front wall of the original dwelling by 1m filling the space between the flank elevation and the side boundary and wrapping around the rear elevation at a projection of 4.5m. The flat roof would measure 3m in height and the extension would be constructed with matching materials.

7.4 The application property comprises a red brick and render, two storey, end terraced dwelling under a plain tiled hipped roof located on the western side of Napier Close in West Drayton. The property has been previously extended to the rear by way of a single storey flat roofed rear extension projecting 3m in depth with a secondary timber secondary extension. Historic imagery shows that the existing secondary structure to have been in place for over 4 years meaning it is exempt from enforcement action and would be considered lawful in planning terms. Both extensions have been built up the boundary with adjoining Number 6 Napier Close with a cumulative depth of approximately 5.5m as shown on the photograph below.

Figure 5: Rear of application property

7.5 Although Policy DMHD 1 of the Local Plan Part Two discourages rear extensions exceeding 3.6m in depth, DMHB 11 requires development to be in keeping with the existing character.

7.6 The immediate character of the area comprises two storey semi-detached and terraced properties. Single storey side and rear extensions are commonplace within the immediate area, some of which exceed the recommended 3.6m maximum depth. Notably adjacent Number 2 Napier Close to the north has a large side/rear extension. The proposed single storey side extension would appear subordinate in scale, particularly when viewed from the street scene in Napier Close and would respect the architectural integrity of the host dwelling and locality. The proposed rear extension would also appear subordinate in scale, would replace an existing 5.5m deep rear extension and would not be out of keeping with similar developments within the surrounding area. Both extensions would be constructed from brick materials to match the appearance of the existing dwelling.

7.7 Several local residents have raised concerns about the cumulative scale of the development resulting from the loft conversion and proposed extensions. The loft conversion works are not shown on the submitted floorplans or elevations and are the subject of a recent certificate of lawful development confirming that the loft conversion can be built as permitted development. The cumulative scale of development at ground floor level which could be constructed under permitted development rights must also be considered. It should be noted that a rear extension of 3.6 metres in depth and a side extension measuring half the width of the dwelling and up to 3 metres in height could be constructed without a requirement to obtain planning permission. This would cover a not dissimilar footprint to that of the proposed works and represents a material fallback position.

7.8 Taking into consideration the above, it is considered that the proposal would respect the character and appearance of the surrounding area in compliance with Policy BE1 of the Hillingdon Local Plan: Part 1 - Strategic Policies and Policies DMHB 11, DMHB 12 and DMHD 1 of the Local Plan: Part Two - Development Management Policies (2020), as well as relevant design guidance contained within the London Plan (2021) and NPPF (2024).

Residential Amenity

7.9 The adjoining property at Number 6 Napier Close has not been extended to the rear alongside the boundary with the application property. Number 6 has a set of patio doors at ground floor level closest the boundary. The outlook to this set of patio doors is already compromised by the 5.5m deep extensions to the application property which would be replaced by an extension of a lesser depth measuring 4.5m. Officers consider that the occupants of adjoining Number 6 Napier Close would not suffer increased loss of light or outlook resulting from the proposed 4.5m deep single storey rear extension.

7.10 Number 2 Napier Close is located to the north of the application property, is set forward of the application property and has been extended to the side and rear. Officers consider that in light of the separation and limited scale of the proposed extensions that there would not be an undue loss of amenity to occupants of this property by reason of outlook or loss of light.

7.11 Several local residents have expressed concerns that the property is being occupied as an HMO. The applicant has confirmed that the property is being occupied as a single private dwelling as existing and following the implementation of the extensions, would continue to operate as a single private dwelling. Officers have visited the site and ascertained that the front ground floor habitable room is currently being used as a bedroom. However, on the balance of probabilities, the property appeared to be in use as a single private dwelling. The Council adopted the Borough Wide Article 4 Direction on 12 December 2025 removing permitted development rights under Article 3, Schedule 2, Part 3, Class L therefore the use of the property for these purposes would require planning permission. Use of the property as a C4 HMO is not being proposed within the application and the acceptability of this use does not fall within the scope of what would be a material planning consideration, where considering the merits of the application under consideration, which relates solely to extensions to the dwelling.

7.12 On this basis it is considered that the development would comply with policies DMHB 11 and DMHD 1 of the Local Plan: Part Two - Development Management Policies (2020).

Outdoor Amenity Space

7.13 Policy D6 of The London Plan (2021) requires a minimum of five sq. m. of private outdoor space for one- to two-person dwellings and an extra one sq. m. for each additional occupant.

7.14 Policy DMHD 1 of Hillingdon Council's Local Plan: Part Two - Development Management Policies (2020) states that planning applications relating to alterations and extensions of dwellings will be required to ensure that, vi) adequate garden space is retained, while Policy DMHB 18 states that developers should provide amenity space in accordance with Table 5.3 of the local plan. Table 5.3 requires developments to provide between 40 and 100 sq. m. of private outdoor amenity space, dependent on the number of bedrooms within the property. It should be well-located, well-designed, and usable for the private enjoyment of the occupier.

7.15 Following the redevelopment, the rear garden would retain 156 sq. m. of private amenity space for what would be a four bedroom dwelling. The proposed development would therefore comply with Policy D6 of The London Plan (2021) and Policies DMHD 1, DMHB 18, and Table 5.3 of Hillingdon Council's Local Plan: Part 2 - Development Management Policies (2020).

Highways and Parking

7.16 Policy DMT 6 of the Hillingdon Local Plan: Part Two - Development Management Policies (2020) states that 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. Policy T6.1 of the London Plan sets parking standards for residential parking.

7.17 The front of the property is laid to grass and hardstanding and has a dropped kerb to facilitate off street parking for at 2 vehicles. The dwelling would be retained as a Class C3 residential dwelling, and it is not considered that there would be an increased demand in parking or result in additional parking stress or highway safety. The two parking spaces provided would be in line with the maximum parking standards for a four-bedroom dwelling in line with Policy T6.1 of the London Plan for a dwelling within PTAL 2 and would comply with Policy DMT 6 of the Local Plan Part 2 (2020).

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

There is no additional floorspace proposed. 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

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

APPENDICES

Planning Application

64326/APP/2025/3020

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 4NC/LP01; 4NC/HH01, 4NC/HH02 and 4NC/HH03.

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. HO5 **No additional windows or doors**

Notwithstanding the provisions of the Town and Country Planning (General Permitted Development) Order 2015 (as amended) (or any order revoking and re-enacting that Order with or without modification), no additional windows, doors or other openings shall be constructed in the walls or roof slopes of the development hereby approved facing Number 2 or Number 6 Napier Close.

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

5. HO7 **No roof gardens**

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

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

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 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. I25A The Party Wall etc. Act 1996

The Party Wall Act 1996 requires a building owner to notify, and obtain formal agreement from, any adjoining owner, where the building owner purposes to:
- carry out work to an existing party wall:
- build on the boundary with a neighbouring property;
- in some circumstances, carry out groundworks within 6 metres of an adjoining building.
Notification and agreements under this Act are the responsibility of the building owner and are quite separate from Building Regulations, or Planning Controls. The Building Control

Service will assume that an applicant has obtained any necessary agreements with the adjoining owner, and nothing said or implied by the Council should be taken as removing the necessity for the building owner to comply fully with the Party Wall Act. Further information and advice is to be found in 'The Party Walls etc. Act - 1996 - Explanatory Booklet' published by the Department for Communities and Local Government.

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

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

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

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

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

Appendix 2: Relevant Planning History

64326/APP/2008/2849 4 Napier Close West Drayton

Conversion of existing 3 bedroom dwelling to 2 x 1 bedroom flats, with associated parking and new vehicular crossover as well as new front access ramp

Decision: 11-12-2008 Refused

64326/APP/2008/976 4 Napier Close West Drayton

CONVERSION OF EXISTING 3-BEDROOM DWELLING TO ONE 2-BEDROOM AND ONE 1-BEDROOM FLATS, WITH ASSOCIATED PARKING AND NEW VEHICULAR CROSSOVER AS WELL AS NEW FRONT ACCESS RAMP.

Decision: 15-05-2008 Refused

64326/APP/2025/3019 4 Napier Close West Drayton

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

Decision: 28-01-2026 Approved

Appendix 3: List of Relevant Planning Policies

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

Part 1 Policies:

PT1.BE1	(2012) Built Environment

Part 2 Policies:

DMHB 11	Design of New Development
DMHB 18	Private Outdoor Amenity Space
DMHD 1	Alterations and Extensions to Residential Dwellings
DMT 2	Highways Impacts
DMT 6	Vehicle Parking
LPP D4	(2021) Delivering good design
LPP D3	(2021) Optimising site capacity through the design-led approach
LPP D6	(2021) Housing quality and standards

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

Case Officer: **Michael Briginshaw**	**79625/APP/2025/2128**

Date Application Valid:	**11.08.2025**	Statutory / Agreed Determination Deadline:	**31.03.2026**
Application Type:	**Outline**	Ward:	**Pinkwell**

Applicant:	**Columbia Threadneedle Investments**
Site Address:	**Land at HPH2, HPH5, and Multistorey Car Park Hyde Park Hayes**
Proposal:	**Outline planning permission (with all matters reserved excluding access) for demolition of existing buildings (above basement level) and phased delivery of residential development (Class C3), flexible commercial / community floorspace, new public realm, landscaping, play space, car parking, cycle parking and associated works.**
Summary of Recommendation:	**GRANT planning permission subject to section 106 legal agreement and conditions**
Reason Reported to Committee:	**Required under Part 1 of the Planning Scheme of Delegation (Major application recommended for approval)**

Summary of Recommendation:

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

S106 Legal Agreement Heads of Terms:

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

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

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

i. Affordable Housing: To secure provision of on-site affordable housing, using a cascade mechanism as follows:

    a. To use all reasonable endeavours over a defined period of time to secure grant funding (in accordance with relevant guidance) in order to maximise delivery of affordable housing, with a minimum of 10% of total units (calculated by habitable room) provided as affordable housing (with a preference for Social Rent tenure).
    b. Should the Council agree that all reasonable endeavours have been exhausted and grant funding has not been secured, the scheme shall revert to 100% private market (i.e. with no affordable housing).

    The obligation shall include review mechanisms.

ii. Health Contribution: A financial contribution to be calculated at the Reserved Matters stage, indicatively totalling £942,489 (calculated on the basis of a 100% private market Scenario and subject to detailed scheme calculations) to fund enhanced or new health facilities within the London Borough of Hillingdon. A proportional amount of the contribution, corresponding to the relevant phase, shall be paid prior to commencement of that phase.

iii. Air Quality Mitigation Contribution: A financial contribution to be calculated at the Reserved Matters stage, indicatively totalling £174,299 (subject to detailed scheme calculations). A proportional

amount of the contribution, corresponding to the relevant phase, shall be paid prior to commencement of that phase.

iv. Carbon Offset Contribution: Carbon Offset Contribution: A financial contribution to be calculated at the Reserved Matters stage, indicatively totalling £367,217 (subject to detailed scheme calculations). The obligation shall include monitoring measures (be seen). A proportional amount of the contribution, corresponding to the relevant phase, shall be paid prior to commencement of that phase.

v. Public Open Space Contribution: A financial contribution to be calculated at the Reserved Matters stage, indicatively totalling £879,450, for the enhancement of existing public open space. A proportional amount of the contribution, corresponding to the relevant phase, shall be paid prior to commencement of that phase. Should the Council agree that a sufficient high quality open space for each phase is to be delivered, a contribution will not be required. All on site public open space should allow unfettered access in perpetuity.

vi. Section 278 Agreement: A Section 278 agreement to deliver a crossing at North Hyde Road, prior to the occupation of Phase 1.

vii. Hillingdon Council Active Travel Zone / Healthy Streets Contribution: Financial contributions to be calculated at the Reserved Matters stage, indicatively totalling £140,360. A proportional amount of the contribution, corresponding to the relevant phase, shall be paid prior to commencement of that phase.

viii. Transport for London Contributions: Financial contributions to be calculated at the Reserved Matters stage, indicatively totalling the following amounts:

a. A312 contribution up to £54,640.
b. Bus Stop Enhancement contribution up to £598,000.

A proportional amount of each contribution, corresponding to the relevant phase, shall be paid prior to commencement of that phase.

ix. Residential Parking Permit Restrictions: Parking Permits restriction for residents and visitors (excluding Blue Badge holders).

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

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

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

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

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

'The applicant has failed to mitigate the impacts posed by the proposed development (in respect of Affordable Housing, Health, Air Quality, Carbon Emissions, Public Open Space, Active Travel, Highways Safety, Employment and Planning Obligations Monitoring). The scheme therefore conflicts with Policies DMCI 7 of the Hillingdon Local Plan: Part 2 (2020); the adopted Planning Obligations Supplementary Planning Document (2014); Policy DF1 of the London Plan (2021); and paragraphs 56-58 of the National Planning Policy Framework (2024).'

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

1 Executive Summary

1.1 This application seeks Outline Planning Permission (with all matters reserved excluding access) for demolition of existing buildings (above basement level) and phased delivery of a residential development (Class C3), flexible commercial / community floorspace (368m2), new public realm, landscaping, play space, car parking, cycle parking and associated works.

1.2 More specifically, the development would demolish three buildings within the Hyde Park Hayes (HPH) estate, including HPH2, HPH5, and the multistorey car park (MSCP), and would redevelop these plots of land alongside the surface car park abutting North Hyde Road with residential blocks. HPH1 is outside the red line boundary of the site but is to be converted from office to mixed-use, including an office at ground level and residential units above (subject to Prior Approval application reference 67351/APP/2024/2746).

1.3 As the application is in Outline with all matters reserved, the illustrative scheme for 650 units is proof of concept only. At its maximum, the development could comprise up to 673 units, subject to controls set out within the Design Code and Parameter Plans. The illustrative unit mix is proposed to be 44% 1-bed units, 41% 2-bed units and 15% 3-bed units. The housing mix ranges are proposed to be secured by Condition 6, including provision of at least 15% 3-bed family units. The residential blocks are proposed in a mix of urban grains and typologies, ranging from 3, 6, 8, 10 and 11 stories in height, including denser urban residential blocks as well as some townhouses.

1.4 The proposed loss of the existing underutilised office use is accepted in principle. There are no objections to the physical loss of the existing office buildings either as they are not considered to have significant architectural merit. Significantly, the provision of much needed residential units on sustainably located brownfield land within close proximity to Hayes Town Centre and only 500m (8 minute walk) of the Hayes and Harlington Station is supported. The proposed flexible commercial / community space will generate jobs on a site which is generally accepted as underutilised in its current form. It is noted that the new residents of the development will provide further business for local traders and support the vitality and viability of Hayes Town Centre. This weighs significantly in favour of the development in the planning balance.

1.5 The proposal for 15% family housing (3-bedroom units) is a positive provision for a large strategic residential scheme and would contribute to meeting need within the borough. In terms of affordable housing, the scheme has been subject to viability testing by the Council's third-party consultants and the Greater London Authority (GLA). Following such assessment, it has been concluded that a 100% private market scheme generates a deficit but is within the range of deliverability. Despite this, the developer has agreed to enter into a S106 legal agreement which would obligate them to carry out all reasonable endeavours to secure grant funding and maximise affordable housing provision on-site. Should it be sufficiently evidenced, in agreement with the Council, that all reasonable endeavours have been exhausted and that no grant funding has been secured to realise affordable housing provision, the scheme would revert to 100% private market housing. Given the significant viability constraints on the proposed scheme, it is concluded that the proposed conditional cascade mechanism would realise the maximum amount of affordable housing possible, especially given the announcement of the GLA’s emergency measures for housebuilding which have been introduced to accelerate housebuilding, unlock stalled sites and provide housebuilders with more certainty by improving both the viability and deliverability of residential schemes. The conditional affordable housing cascade mechanism is proposed to be secured under S106 HoT (i) and includes viability review mechanisms to capture changes in viability over the lifetime of the multi-phase residential development. This is the reasonable and robust evidence based position which is considered, on the balance of probabilities, to realise sufficient public benefit by maximising the likelihood of affordable housing delivery.

1.6 Parameter Plans and a Design Code support the Outline Planning application submission, establishing parameters and design rules that future Reserved Matters must follow. The Parameter Plans fix maximum building footprints, heights, land uses, basement extent, movement routes and the layout of open space, SuDS, trees and front gardens. The Design Code complements this by setting the rules for delivering a coherent, landscape-led and sustainable neighbourhood, covering massing, active frontages, pedestrian-focused streets, SuDS, biodiversity (10% BNG), urban greening (UGF 0.4), parking strategy and standards for play, refuse and cycle provision. Despite positive amendments being made as part of the application process, concerns were raised regarding the deliverability, quality and functionality of certain open spaces. Notwithstanding, the Parameter Plans and Design Code are considered to strike a reasonable balance against best-practice Design Code guidance documents, which emphasise that effective design codes should be simple, specific and proportionate. To address residual uncertainties and ensure high-quality delivery, the applicant has agreed that a revised Design Code will be secured by Condition 22, alongside further conditions requiring detailed materiality and landscape information at Reserved Matters stage.

1.7 Other matters which are considered to be planning policy conflicts include the delivery of a shortfall in amenity space provision, play space provision, and open space provision. However, these are considered to be minor conflicts with standards exhibited by the illustrative scheme, not a detailed scheme which would be submitted as part of the Reserved Matters stage of the planning application process. Conditions are proposed to maximise quantity and quality of these spaces, including a revised Design Code.

1.8 Significant weight is afforded to the Government's Written Ministerial Statement on Planning Reform: Next Phase (18 November 2025), which confirms a national policy intention to "unleash development around rail stations" by providing a "default yes" to suitable, well-designed development within a reasonable walking distance of well-connected railway and tram stations. The statement emphasises that development of the right quality and density in such locations represents a highly sustainable form of growth, maximising the use of existing public transport infrastructure, reducing car dependency, and supporting housing delivery and economic growth. The Ministerial Statement makes clear that this approach should apply consistently across all local authority areas and is intended to be embedded within the revised National Planning Policy Framework as a strengthened expression of the presumption in favour of sustainable development. In this context, the application site's proximity to a major rail station represents a material consideration of significant weight, and any assessment of the proposal must give due regard to the Government's clear expectation that sustainably located development adjacent to stations should be supported unless demonstrable harm would clearly outweigh the substantial public benefits identified.

1.9 Planning obligations are proposed to secure affordable housing provisions, health contribution, an air quality contribution, carbon offset contribution, public open space contribution, highways works, active travel zone and healthy streets

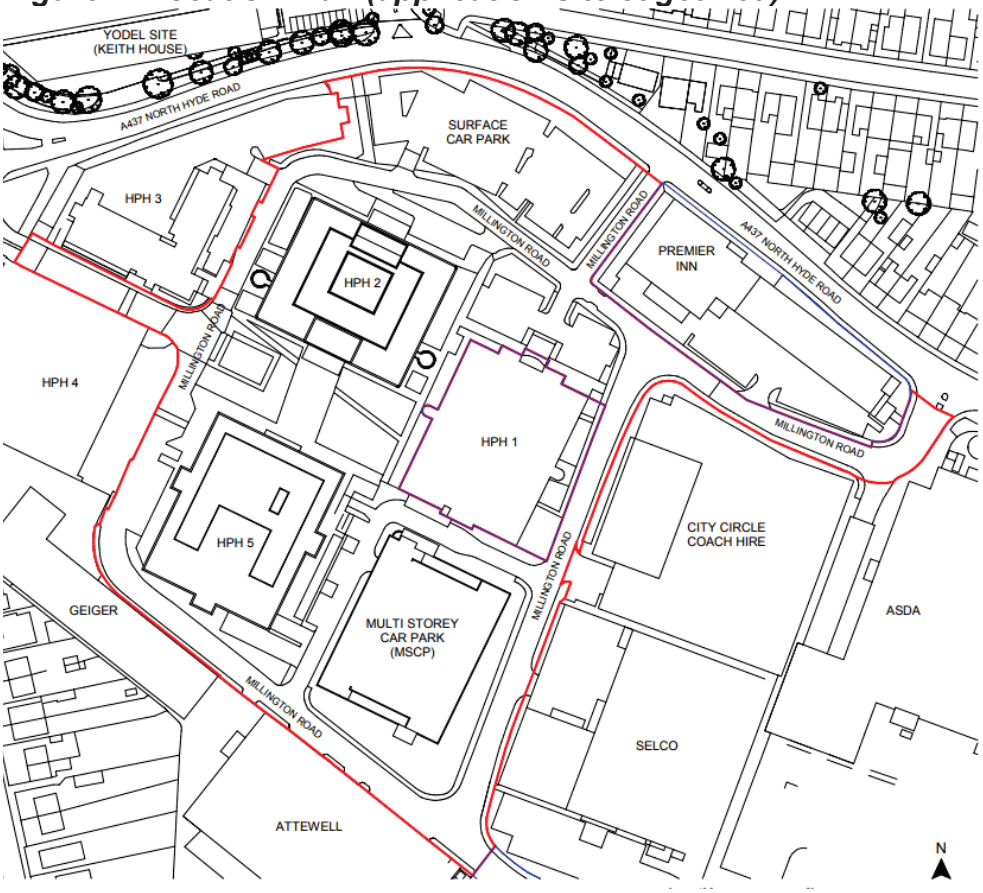
contribution, TfL contribution, parking permit restrictions, and employment strategy and construction training. A project management and monitoring fee would also be secured to manage and monitor the planning obligations.

1.10 Section 38(6) of the Planning and Compulsory Purchase Act 2004 states that planning applications should be determined in accordance with the development plan unless material considerations indicate otherwise. For the reasons outlined above and within the main body of the report, the application is considered to broadly comply with the Development Plan. Where there are minor conflicts with the Development Plan, there are considered to be sufficient mitigating factors and benefits which outweigh such conflicts. Subject to the planning conditions and obligations recommended, the proposed development can mitigate the planning policy conflicts identified. Accordingly, the development is considered, on balance, to be acceptable with respect to design, heritage, residential amenity, environmental issues, transport, and sustainability.

1.11 The application is recommended for approval, subject to Stage 2 referral to the Mayor of London, securing the planning conditions set out in Appendix 1 and a Section 106 legal agreement.

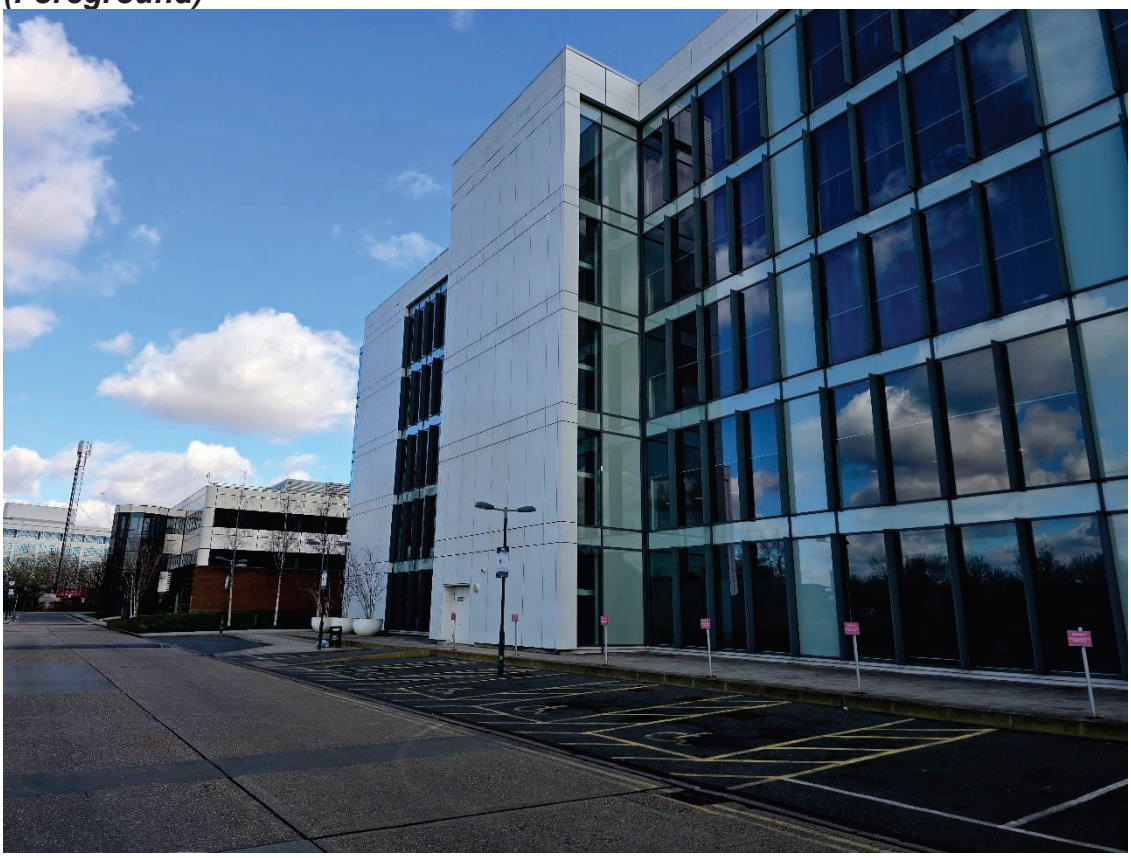
2 The Site and Locality

Figure 1: Location Plan (application site edged red)



2.1 The site is a large plot of land, measuring circa 2.36 hectares in area, and forms part of the wider Hyde Park Hayes commercial estate. The wider estate comprises three large office buildings called Hyde Park Hayes 1 (HPH1), Hyde Park Hayes 2 (HPH2) and Hyde Park Hayes 5 (HPH5), and sit alongside a multi-storey car park (MSCP). Please see Figure 2 below for a view of HPH2 and HPH5 as seen from Millington Road.

Figure 2: Street View Image of the HPH2 (Background) and HPH5 (Foreground)



2.2 The HPH1 building does not form part of the application submission but is a material planning consideration and is subject to a Prior Approval application (ref. 67351/APP/2024/2746) to change the use of the building from offices to a mixed use, including an office at ground level and residential units above. The ground floor of this building is occupied by Apple on a short term lease and gives the tenant the right of access to 62 parking spaces, located in the surface level car park next to HPH1 and the MSCP.

2.3 The Hyde Park Hayes 3 (HPH3) building and Hyde Park Hayes 4 (HPH4) plot do not form part of the application either and sit on the western edge of the Hyde Park Hayes site. HPH3 is now occupied as residential flats having been granted Prior Approval in September 2021 under application reference 72360/APP/2021/1709 for the change of use from offices to 113 flats. HPH4 has been the subject of application references 76655/APP/2021/3039 and 76655/APP/2023/779 and has been granted permission in April 2022 and June

2023 for the re-development of the site to provide a residential development comprising 131 units. The HPH4 permissions have now lapsed.

2.4 Residential properties are located to the north of the site along Keith Road and North Hyde Road, south along Dawley Road and west along Bourne Avenue, Waltham Avenue, and Guinness Close. The Yodel warehouse is also located to the north and has been the subject of two planning applications (refs. 27189/APP/2020/2181 and 27189/APP/2021/2782), granting permission for 150 residential units and 376 no. Shared-Living units. The Premier Inn hotel is also located to the north-east of the site and has consent under application reference 78950/APP/2024/2084 for alterations to the hotel, resulting in an increase in hotel rooms from 150 to 159 and reduction in restaurant space.

2.5 The City Circle UK coach storage site, Selco Builders warehouse site and Hayes Asda Superstore is located to the east of the site. Further commercial uses are located to the south, including Nippon Express, Attewell Ltd and Geiger UK. Further outside of the Hyde Park Hayes site, a roundabout intersecting Dawley Road, North Hyde Road and Bourne Avenue is located to the west. Millington Road runs through the site, connecting the roundabout on the west to Station Road to the east. North Hyde Road also bounds the site to the north.

2.6 The Hyde Park Hayes site is an edge-of-centre location with urban and suburban characteristics, noting that Hayes Town Centre is designated circa 400m to the north-east of the application site. The site also sits just outside the Hayes Housing Zone.

2.7 According to the Council's GIS, the site is subject to potentially contaminated land. The site also forms part of the Council's declared Hillingdon Air Quality Management Area and Hayes Air Quality Focus Area, where air quality conditions exceed the EU annual mean limit value for nitrogen dioxide (NO2), have high human exposure and current planned measures are insufficient to resolve the poor air quality issues. The site has a good Public Transport Accessibility Level (PTAL) rating of 4, abutting land to the east which has a PTAL rating of 5, benefitting from the improved transport connections at Hayes & Harlington Crossrail station.

2.8 A Strategic Industrial Location is located circa 200m to the north of the site, alongside the designated Botwell: Thorn EMI Conservation Area, Old Vinyl Factory, Grade II Listed Enterprise House, Locally Listed 'His Master's Voice' building and Locally Listed Thorn/EMI Building.

3 Proposal

Figure 3. Illustrative Masterplan CGI (sourced from D&A (Dated July 2025))

3.1 The application seeks Outline Planning Permission (with all matters reserved excluding access) for demolition of existing buildings (above basement level) and phased delivery of residential development (Class C3), flexible commercial / community floorspace, new public realm, landscaping, play space, car parking, cycle parking and associated works. The illustrative scheme proposes the construction of 8 blocks and 2 rows of townhouses up to 11 storeys to provide 650 units, with circa 368m2 of flexible commercial / community floorspace (including E(a) retail, E(b) food and drink, E(e) medical or health services, E(f) nursery, E(g)(i) offices, F.2(a) shop with essential goods, F.2(b) hall or meeting place for local community). Whilst the illustrative scheme proposes 650 units, as all matters are reserved, the Outline Planning application technically proposes up to 673 units. Please see Figure 3 for the CGI of the illustrative masterplan and see Table 1 for a breakdown of the 650 unit scenario.

Table 1. Illustrative Scheme Unit Mix

Unit Type	Total Units	% of Total Units
Studio	4	44.0%
1 Bed 2 Person	282	
2 Bed 3 Person	62	40.6%
2 Bed 4 Person	202	
3 Bed 5 Person	100	15.4%
Total Units	650	100%

3.2 The illustrative scheme development comprises five main residential blocks (including more sub-blocks), including Blocks A1 and A2 within the northern

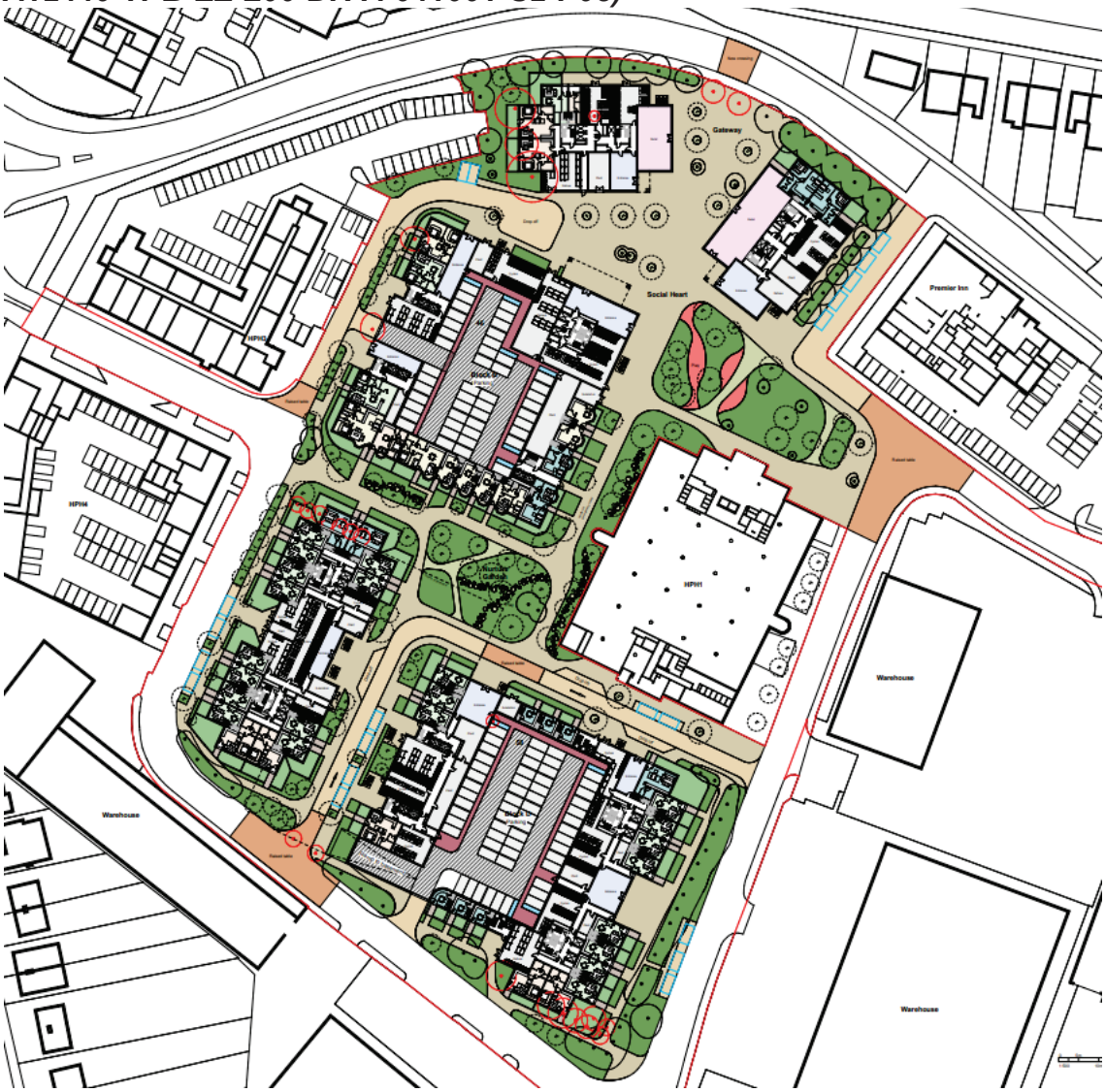
section of the site abutting North Hyde Road, Block B within the centre of Hyde Park Hayes, Block C to the south-western corner of the site and Block D to the south-eastern corner of the site. The range in block heights is summarised in Table 2 below.

Table 2. Illustrative Scheme Proposed blocks by Use and Height

Block	**Max Heigh (Storeys)**	**Use and Quantity**
A1	11	88 units and 368m2 of flexible commercial / community floorspace
A2	8	66
B1	8	82
B2	11	58
B3	6	37
C	10	120
D1	8	72
D2	10	121
Townhouses	3	6

3.3 Three communal public spaces are proposed, named the Gateway, Social Heart and the Nurture Garden. The Gateway space would provide access through the northern part of the site from North Hyde Road, a space which is envisaged to be activated by the flexible commercial / community units proposed at the ground level of Blocks A1 and A2. The Social Heart connects to this space, sitting between Block A, Block B and HPH1. This space would provide amenity space with a more residential focus, being set further within the site and away from the active Gateway space. The Nurture Garden is set even further within the site, between Block B, Block C, Block D and HPH1. Again, the function of this space is envisaged to be more residential in nature. All spaces would be publicly accessible but would invariably provide benefit to future residents in the form of amenity provision. Please see Figure 4 for the proposed illustrative site plan.

Figure 4. Illustrative Masterplan Level 00 (sourced from drawing ref. A12440-TPB-ZZ-L00-DR-A-041001-S2-P08)



3.4 Parameter Plans and a Design Code support the Outline Planning application submission, establishing parameters and design rules that future Reserved Matters must follow. Accordingly, the Illustrative Masterplan has been synthesized down into a set of Parameter Plans and a Design Code. The Parameter Plans cover a number of material considerations and are listed below:

- Parameter Plan 1 - Building Zones
- Parameter Plan 2 - Access and Movement
- Parameter Plan 3 - Hard and Soft Landscape
- Parameter Plan 4 - Building Heights
- Parameter Plan 5 - Land Use
- Parameter Plan 6 - Trees
- Parameter Plan 7 - 3D Max Building Heights
- Parameter Plan 8 - Basement Zones Plan

3.5 During the application process, amended Parameter Plans, Design Code and illustrative scheme plans were submitted in response to feedback from the Council. The updated Parameter Plans refined the scheme, including minor shifts to the building zones to improve layout and movement, enhancements to pedestrian priority and traffic calming through revised access arrangements, increased landscape and open-space provision (particularly around Block B) and a reduction in massing to the northern end of Block B1. Additional Class E floorspace is now focused at the gateway to strengthen activation, while tree retention has improved through repositioning of Blocks A2 and D. Corresponding updates to the Illustrative Masterplan reflect these changes, including an adjusted residential mix, enhanced ground-floor uses, and reconfigured cycle storage.

3.6 Please note that larger versions of the plans can be found in the Committee Plan Pack.

4 Relevant Planning History

4.1 A list of the relevant planning history related to the property can be found in Appendix 2. As the site compromises a significant part of the Hyde Park Hayes site, relevant planning history for the site is also summarised below, including history relating to HPH2 and HPH5 which form part of the application site, and HPH1 and HPH4 which directly adjoin the site.

Application Site History

4.2 HPH2 (formerly Safeway House, 6 Millington Road) was granted consent under planning permission ref. 40652/87/1562, dated 16-12-1987, for:

Redevelopment of site involving the erection of a three storey building for use an office with part industrial and storage use (Use Class B8) together with associated car parking facilities, landscaped areas and a new electricity substation at Unit 2 and 4 Westlands Industrial Estate, Millington Road, Hayes.

4.3 HPH5 was granted consent under planning permission ref. 45753/APP/2012/2029, dated 05-07-2013, for:

Erection of five storey building to provide 13,880sq.m of Class B1(a) Office floorspace, provision of car parking spaces at surface and basement level, associated landscaping and ancillary works.

Adjoining Hyde Park Hayes Site History

4.4 HPH1 has been granted Prior Approval to change of use of the offices to residential under permission ref. 67351/APP/2024/2746, dated 11-04-2025, described as follows:

Change of use from offices (Use Class E) to residential (Use Class C3) to create 75no. self-contained flats under Schedule 2, Part 3, Class MA of the Town and Country Planning (General Permitted Development) (England) Order 2015 (as amended).

4.5 HPH4 has been the subject of permission references 76655/APP/2021/3039 dated 07-04-2022, 76655/APP/2023/779 dated 26-06-2023, and 76655/APP/2024/1152 dated 04-10-2024, which permitted the re-development of the site to provide a residential development comprising 131 units. These permissions have now lapsed.

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 697 no. letters were sent to neighbouring properties, a site notice was displayed to the front of the site and an advert was posted in the local paper. The neighbour consultation process expired on 24th September 2025 and a total of six comments were received. One comment in support and three comments in objection to the application were received from members of the public. Two additional comments were also received and were considered to fall under the 'neutral' category as neither in support nor in objection to the application.

6.2 Representations received in response to public consultation are summarised in Table 3 (below). Consultee responses received are summarised in Table 4 (below). Full copies of the responses have also separately been made available to Members.

Table 3. Summary of Representations Received

Representations	Summary of Issues Raised	Planning Officer Response
A total of three comments in objection to the development were received from neighbouring residents.	1. The development will cause congestion and highways safety issues.	All comments in objection are noted and taken into consideration as part of the planning assessment. Please refer to the *Transport* section starting paragraph 7.134 of this report.

	2. The development will overshadow neighbouring residents and impact on quality of life.	Please refer to the sections of this report starting at paragraphs 7.34 (*Tall Building*), 7.41 (*Impact on the Character and Appearance of the Area*), 7.53 (*Residential Quality*) and 7.59 (*Residential Amenity*).
	3. The development will cause air pollution.	Please refer to the *Air Quality* section starting paragraph 7.108 of this report.
	4. The development will increase pressure on infrastructure.	Whilst the development would increase pressure on infrastructure, any permission granted would ensure that acceptable details are secured by condition to avoid significant harm. The proposal is also liable to the Community Infrastructure Levy and Section 106 obligations which contribute to the maintenance and improvement of infrastructure.
One comment in support of the development was received from a resident.	1. The development could improve the local area and create useful public space.	All comments in support are noted and taken into consideration as part of the planning assessment.

Two neutral comments were received from residents.	1. The development should incorporate and celebrate the site's rich aviation heritage.	All neutral comments are noted and taken into consideration as part of the planning assessment. Design Code rule DC 1.18 states that a visual marker must be provided at the centre or entrance of the gateway such as a piece of public artwork or sculpture. This should reference the Fairey Aviation Company. The theme should be carried through to the Social Heart and Nurture Garden.
	2. The proposed commercial unit should be occupied by a local hospitality business which should be supported to ensure that the space does not remain empty.	The commercial space is proposed to be flexible to increase the likelihood of occupation. Uses include E(a) retail, E(b) food and drink, E(e) medical or health services, E(f) nursery, E(g)(i) offices, F.2(a) shop with essential goods, F.2(b) hall or meeting place for local community.

Table 4. Summary of Consultee Responses

Consultee and Summary of Comments	Planning Officer Response
External Consultation	
Affinity Water: No objection, provided the developer: • Implements robust pollution prevention during construction • Incorporates strong water-efficiency measures • Coordinates early on required water infrastructure connections or diversions	The Affinity Water comments are noted and taken into consideration as part of the planning assessment.

Cadent Gas Ltd: No objection.	The Cadent Gas Ltd comments are noted and taken into consideration as part of the planning assessment.
Greater London Archaeological Advisory Service (GLAAS): The desk-based assessment should be enhanced with a specialist assessment of Palaeolithic potential and consideration of the consequent impact of the proposed development in order to determine if mitigation measures would be justified, and what form they might take. The RPS Response (para 13) suggests that 'appropriate planning conditions' to control foundation design could avoid or minimise potential impacts. Since such condition would have to be pre-commencement it would have to be agreed by the applicant and to be acceptable would have to allow for a range of potential mitigation scenarios. No objection subject to a condition.	The GLAAS comments are noted and taken into consideration as part of the planning assessment. Condition 30 is proposed to be secured.
Hayes Town Partnership: 1) Principle The proposal to demolish the underused office buildings at Hyde Park Hayes and replace them with housing is supported in principle, provided the applicant demonstrates (1) genuine efforts to market the offices for continued employment use, and (2) a clear comparison of the carbon impact of refurbishment versus redevelopment. The development must address Hayes' pressing local needs, particularly around housing, social infrastructure, and heritage. 2) Housing The most urgent needs locally are for: • Genuinely affordable homes	The Hayes Town Partnership comments are noted and taken into consideration as part of the planning assessment. 1) Please see paragraphs starting at 7.1 for consideration of the Principle of Development. 2) Please see paragraphs starting at 7.20 and 7.26 for consideration of the Unit Mix and Affordable Housing. 3) The potential provision of on site GP practice is not something that can definitively be secured at this stage of the planning

• Larger family-sized homes The applicant must ensure these priorities shape the scheme from the outset, especially given the absence of a confirmed development partner. 3) Social Infrastructure Rapid growth driven by the Elizabeth Line has not been matched by expanded community services—especially GP provision, worsened by the recent cancellation of the Old Vinyl Factory surgery. The site offers a key opportunity to include a purpose-built GP practice, potentially funded through the Community Infrastructure Levy. This would help integrate the development with the wider community rather than creating another isolated enclave. 4) Heritage The site's history as the home of Fairey Aviation, one of Britain's major aircraft innovators, is a significant cultural asset that is not adequately reflected in the current proposals. Opportunities exist to celebrate this legacy through: - Public art and sculptures - Historic naming of streets and buildings - Interpretation boards and walking routes - Heritage displays during construction Recognising this history would strengthen community identity and support local educational initiatives. 5) Environment, Public Realm, and Landscaping Retention of existing mature trees, especially around site boundaries and North Hyde Road, is essential to maintaining visual quality and providing natural screening. Proposed communal spaces provide opportunities to embed heritage interpretation. 6) Play Space and Open Space	process with no guarantee over take-up from a healthcare provider (which in the case of Hillingdon has been secured previously without any agreement to enter into a lease and occupy). Flexible commercial / community space has been secured on site and can be used for healthcare purposes should proposals develop towards such provision at the Reserved Matters stage of the application process. Please do note that a significant sum is proposed to be secured via S106 HoT ii and would be for the purposes of primary care provision in and around Hayes. 4) This is addressed by the Design Code. Rule DC 1.18 states that a visual marker must be provided at the centre or entrance of the gateway such as a piece of public artwork or sculpture. This should reference the Fairey Aviation Company. The theme should be carried through to the Social Heart and Nurture Garden. 5) Amended Parameter Plans have been secured through the application process in order to secure the retention of more of the existing mature tree planting. The quality of public realm and landscaping is secured through the Design Code and Parameter Plans which are discussed in more detail

Good-quality, sunlit play spaces are supported. Safe routes for walking and cycling to Pinkwell Park and Lake Farm Country Park are needed due to their distance. 7) Transport A pedestrian crossing near Keith Road is welcomed, and improvements to a nearby piece of open land are possible. Strict control of resident parking in surrounding streets is essential. 8) Cycling The travel plan overestimates the practicality of cycling locally: the network is fragmented and Bournes Bridge remains dangerous. Developer funding should prioritise infrastructure improvements rather than large volumes of unused cycle parking. 9) Retail On-site retail should be limited to avoid undermining Hayes Town Centre and to ensure the development supports existing local businesses.	in paragraphs starting at 7.30. 6) A financial contribution towards Active Travel Zone and Healthy Streets improvements is proposed to be secured under S106 HoT vii. 7) A parking permit restriction for residents and visitors is proposed under S106 HoT ix. 8) An acceptable final and detailed Travel Plan is proposed to be secured under Condition 49. A financial contribution towards active travel, healthy streets and bus service improvements is also proposed to be secured under S106 HoT viii. 9) The small scale flexible commercial / community space is proposed to activate North Hyde Road and the proposed Gateway space. Given that the site is already a town centre use in a non-town centre location, the proposal is considered to reduce the vitality and viability impact of the site on Hayes Town Centre.
Health and Safety Executive (Planning Gateway One): No objection subject to a condition for a satisfactory fire statement.	The Health and Safety Executive comments are noted and taken into consideration as part of the planning assessment. A final comprehensive Fire Statement is proposed to be secured by Condition 51.

Heathrow Airport Safeguarding: No objection subject to conditions to control: 1. Height Restriction 2. Radar Mitigation 3. Bird Hazard Management 4. Glint and Glare Review 5. Landscaping Controls	The Heathrow Airport Safeguarding comments are noted and taken into consideration as part of the planning assessment. The following Conditions are proposed to be secured: Condition 10 - Height Limitation on Buildings and Structures Condition 33 - Radar Mitigation Scheme Condition 36 - Landscape Scheme Condition 40 - Bird Hazard Management Plan Condition 45 - Glint & Glare Assessment
London Fire Brigade: No response received.	n/a
Metropolitan Police (Secured by Design): No response received.	Whilst Officers have not received detailed comments from Secured by Design Officers, Condition 52 is proposed to secure appropriate accreditation. Officers are also satisfied that the Reserved Matters application would ensure the scheme would be acceptable from Secure by Design perspective given the design rules secured as part of the Design Code.
Metropolitan Police (Estate Strategy & Engagement):	The Metropolitan Police (Estate Strategy & Engagement) comments are noted and taken into

The Metropolitan Police Service (MPS) requested Section 106 contributions to mitigate the policing impacts of new residential development. While Secured by Design measures are encouraged, they cannot lawfully reduce policing deployment, nor do they remove the need for additional police infrastructure required as a direct result of population growth (e.g., officer equipment, vehicles, premises). The proposed development will generate measurable increases in crime, call-handling, patrol demand and use of police systems, which cannot be absorbed within existing overstretched resources, particularly given the MPS's current capital funding constraints and budget shortfalls from 2023/24 onwards. National policy, including NPPF paragraphs 92, 97 and 130, alongside London Plan Policy S1, provides explicit support for ensuring safe, resilient, well-policed communities. The MPS concludes that without a police contribution the development would place unacceptable pressure on local policing capacity, undermining community safety, and therefore the requested S106 funding is necessary, lawful, and essential to make the development acceptable in planning terms.	consideration as part of the planning assessment. The request in this specific instance is not proposed to be secured for the following reasons: **1) Funding responsibility:** The provision of police infrastructure is not the responsibility of individual developers. The demand for policing and associated equipment arises from the wider population of Hayes and existing communities, including future residents, who contribute to policing services through general taxation, rather than development specific channels. **2) Existing strategic context:** There is currently no adopted MPS estates strategy that the Council can rely upon to evidence a defined policing infrastructure requirement specific to this location or this development. **3) Policy prioritisation:** Local Plan Policy DF1 requires that contributions be prioritised towards critical infrastructure such as transport and health. Given the financial viability constraints affecting the scheme, only infrastructure that is essential, evidenced, and compliant with statutory tests can be sought. **4) Regulation 122 tests:** The requests fail to meet the three legal tests set out in

	Regulation 122 of the Community Infrastructure Levy Regulations 2010. At the time of the assessment, within the current Planning Policy Framework, the MPS contribution is not considered to meet the CIL tests. This does not mean it will not under future Development Plan Frameworks.
Ministry of Defence (MOD): No objection.	The MOD comments are noted and taken into consideration as part of the planning assessment.
National Air Traffic Services (NATS): NATS has reviewed the proposed development and anticipates that it will interfere with the H10 radar at Heathrow Airport due to the buildings' height, scale, and direct line of sight to the radar. This would cause radar reflections, generating false aircraft targets that increase air traffic controller workload and compromise aviation safety. As a result, NATS requires strict safeguarding conditions to be attached to any planning permission. No objection subject to conditions for the following: 1. Radar Mitigation Scheme (RMS) 2. Construction Height Control	The NATS comments are noted and taken into consideration as part of the planning assessment. Conditions 10 and 33 are proposed to be secured.
Network Rail: No objection in principle but notes the following: Ground Levels: Developers must consult Network Rail before altering ground levels, and no excavations should occur close to railway embankments, bridges, or retaining structures to avoid compromising rail infrastructure stability.	The Network Rail comments are noted and taken into consideration as part of the planning assessment.

Noise and Vibration: Given the site's proximity to the railway, the applicant must assess noise and vibration impacts in accordance with the NPPF. Railway operations may change without notice—including increased train frequency, night-time running, freight movements, and overnight maintenance with idling engines. Future residents should therefore be fully informed of both existing and potential future railway noise and vibration. Lighting: Any lighting from the development must be designed so it does not interfere with railway signalling or train drivers' visibility. Lighting colour, intensity, and placement must avoid creating confusion with signal aspects.	
National Health Service (NHS) Property Services: No objection subject to a financial contribution being secured towards additional primary care infrastructure to support the new population associated with this development.	The NHS comments are noted and taken into consideration as part of the planning assessment. Following discussion with both the NHS and Applicant Team, a financial contribution has been agreed and is secured under S106 HoT ii.
Thames Water: Thames Water raises several essential requirements that must be resolved before the development can be occupied or construction involving piling can begin. No objection subject to conditions relating to the following: • Foul Water Capacity • Piling Method Statement	The Thames Water comments are noted and taken into consideration as part of the planning assessment. Conditions 31 (Piling Method Statement) and 47 (Thames Water Condition) are proposed to be secured.
Transport for London (TfL) (Dated October 2025): While supportive of the site's potential and its good public transport accessibility (PTAL 4),	The TfL comments are noted and taken into consideration as part of the planning assessment.

TfL identifies several areas requiring further assessment, mitigation, or contribution. TfL requests the following to be secured through conditions or S106 obligations: 1. Updated ATZ assessment 2. Revisions to the pedestrian, cycling and public realm strategy 3. Revised trip generation analysis 4. Financial contributions for buses and Healthy Streets 5. Delivery & Servicing Plan, Parking Design & Management Plan, CLP, and Travel Plan **Transport for London (TfL) (Dated December 2025):** Further information was submitted in response to TfL. The TfL response is summarised below. 1) Active Travel & Healthy Streets: The updated ATZ assessment is noted but could better assess wayfinding and night-time safety. TfL supports securing contributions to improve walking and cycling routes and stresses that the proposed pedestrian crossing must not affect bus operations and must also serve cyclists. 2) Public Realm & Connectivity: TfL supports improvements along Millington Road (South) and expects these to be secured through S106. A cycle network plan should be included at outline stage to secure clear principles for site-wide cycle connectivity. 3) Parking: Given strong public transport accessibility, TfL maintains the site should be car-free. A Parking Management Plan must confirm removal of the 112 existing commercial spaces once leases expire.	Each point is addressed in turn: 1) The updated ATZ is accepted on the basis that the application is for Outline Planning Permission only, with Reserved Matters to follow once the final detailed scheme is confirmed. Financial contributions towards active travel, healthy streets, bus stop enhancements and A312 enhancements have been agreed and secured under S106 HoTs viii. 2) As Millington Road is a private road within the red line boundary of the application site within the Applicant's ownership, the Millington Road improvements are to be secured as a Reserved Matter supported by approval of details reserved by Condition 36 (Landscape Scheme). A S106 legal obligation is not required where a condition is possible. 3. The requested Parking Design and Management Plan is proposed to be secured by Condition 50. 4. Contributions towards bus service enhancements and the A312 Healthy Streets scheme are proposed to be secured under S106 HoT viii. 5. The following Conditions are proposed to be secured:

4) Trip Generation & Mitigation: Despite further TRICS data, TfL still requires mitigation under London Plan Policy T4. Contributions requested are for bus service enhancements and the A312 Healthy Streets scheme. 5) Servicing, Logistics & Travel Planning: TfL supports conditions securing a Construction Logistics Plan, Delivery & Servicing Plan, and a Travel Plan, with post-occupation review recommended.	Condition 28 - Demolition Management, Logistics Plan and Environmental Management Plan Condition 48 - Delivery, Servicing and Waste Management Plan Condition 49 - Travel Plans
Transport for London Infrastructure Protection (Safeguarding): No comment confirmed.	The Transport for London Infrastructure Protection (Safeguarding) comments are noted and taken into consideration as part of the planning assessment.
Internal Consultation	
Planning Policy Officer: Principle: The proposed development includes the loss of approximately 22,745sqm of office floorspace. The site is not located within a designated town centre or any other protected area for office uses as defined in the Local Plan. The applicant has provided a justification for the loss of office space, citing limited demand for office use in this location, as well as a lack of identified need for large-format office floorplans. Given the site's location and the evidence submitted, there is no in principle policy objection to the proposed loss of office floorspace in this location. Housing Size Mix: The proposed residential element includes 16% family sized homes (3+ bedrooms). This is broadly consistent with previously approved schemes, which also delivered 16.4% and above. Previous proposals with less than 10% were not supported, highlighting the importance of maintaining a suitable housing mix.	The Planning Policy Officer comments are noted and taken into consideration as part of the planning assessment. Following amendments to the Outline Planning application, it should be noted that the minimum level of family-sized homes is in fact 15%. This level of provision is still considered positively within the planning balance.
Access Officer: Any subsequent Reserved Matters application is required to provide 10% of dwellings to	The Access Officer comments are noted and taken into consideration as

have been designed to meet the standards for Category 3 M4(3) Wheelchair Accessible or Wheelchair Adaptable dwellings and all remaining units would need to be designed to the standards for Category 2 M4(2) dwellings, as set out in Approved Document M to the Building Regulations (2010) 2015. All such provisions should include the highest standard of inclusive design, ensuring accessibility for older and disabled people, to the public realm, car parking, and within the bounds of recreational and amenity spaces	part of the planning assessment. Condition 13 is a proposed to ensure that 10% of the residential units would be designed to the standards for Category 3 M4(3) dwellings, as set out in Approved Document M to the Building Regulations (2010) 2015 (or as amended).
Urban Design Officer: While most of the proposed changes are welcomed and supported in principle, the concerns raised by officers and the Design Review Panel regarding the size, quality and functionality of the proposed open space remain unresolved. The revisions do not fully address these issues, and the quality and usability of the public realm continue to be a concern. Several elements of the updated proposals appear aspirational, raising doubts about their feasibility. The amenity provision would remain fragmented rather than a larger open space which is more likely to be successful. While the design evolution is noted and partially supported, the proposal falls short in resolving the urban design concerns identified. Limited changes have been made to the Design Code, and significant concerns remain. The parameter plans fix building footprints and heights to deliver a high density scheme, without sufficient evidence that the spaces between buildings can deliver a high quality public realm. The public realm is expected to accommodate multiple functions, open space, play, SuDS, servicing, BNG and UGF, without tested layouts demonstrating that these elements can successfully coexist. Inconsistencies in the tree information further undermine confidence that the streets will meet required public realm standards. In addition, some Design Code clauses duplicate	The Urban Design Officer comments are noted and taken into consideration as part of the planning assessment. Please refer to paragraphs starting at 7.30 to 7.90 of the report for consideration of the design and amenity provisions.

the parameter plans. Overall, the Design Code lacks the certainty needed to secure quality outcomes and defers critical design decisions, resulting in an approach that appears aspirational rather than demonstrably deliverable.	
Daylight and Sunlight Consultant (Third Party): The submitted DSO assessment is well structured, follows BRE guidance, and its overall conclusions are broadly reasonable. There is no fundamental objection to the scheme on daylight and sunlight grounds at this stage. The Council's consultant identified some points of clarification which were resolved in part. The remaining matters were agreed to be resolved at the Reserved Matters stage of the planning application process in the event of an approval.	The Daylight and Sunlight Consultant comments are noted and taken into consideration as part of the planning assessment. It is noted that paragraph 130, part c) of the NPPF (2024) is also emphasised and states that when considering applications for housing, authorities should take a flexible approach in applying policies or guidance relating to daylight and sunlight, where they would otherwise inhibit making efficient use of a site (as long as the resulting scheme would provide acceptable living standards). It is also noted that the scheme is in Outline and as such, any application for Reserved Matters will need to be supported by a detailed final Daylight and Sunlight Assessment (please refer to Condition 23). The detail submitted for the Outline stage of the application process is considered to be sufficient and acceptable.
Wind and Microclimate Consultant (Third Party): The wind study is generally well structured and follows recognised methodology and best-practice guidance. Its overall conclusions	The Wind and Microclimate Consultant comments are noted and taken into consideration as part of the planning assessment.

are considered reasonable, and there is no fundamental objection in principle. The Council's consultant identified some points of clarification which were resolved in part. The remaining matters were agreed to be resolved at the Reserved Matters stage of the planning application process in the event of an approval.	Chapter 12 of the NPPF (Achieving well-designed places) requires developments to provide safe, inclusive and attractive environments, but it also directs decision-makers to take a balanced view of design quality in context. Wind impacts should be weighed against the totality of benefits, minor or localised exceedances can be acceptable where the scheme achieves wider policy aims. This aligns with the BRE's approach to daylight/sunlight—i.e., guidance is intended to inform, not control, design outcomes. It is also noted that the scheme is in Outline and as such, any application for Reserved Matters will need to be supported by a detailed final Wind and Microclimate Assessment (please refer to Condition 24). The detail submitted for the Outline stage of the application process is considered to be sufficient and acceptable.
Highways Authority: Subject to planning conditions and S106 obligations, no highway objection is raised. Conditions and S106 obligations requested include: • Delivery & Servicing Plan and Construction Logistics Plan (pre-commencement) • Parking Design & Management Plan (pre-occupation)	The Highways Authority comments are noted and taken into consideration as part of the planning assessment. The following Conditions are proposed to be secured: Condition 20 - Parking spaces leased and not sold

• Travel Plan (pre-occupation) • S106 Healthy Streets contribution (£140,360) • Cycle parking details (pre-occupation) • All car parking spaces to be leased, not sold • Permit-free obligation for future residents • Road Safety Audit for the proposed pedestrian crossing • Motorcycle parking at 5% of car parking provision	Condition 28 - Demolition Management, Logistics Plan and Environmental Management Plan Condition 34 - North Hyde Road Pedestrian Crossing (Road Safety Audit) Condition 36 - Landscape Scheme (including parking provisions) Condition 48 - Delivery, Servicing and Waste Management Plan Condition 49 - Travel Plans Condition 50 - Parking Design and Management Plan The following S106 obligations are also proposed to be secured: vi. Section 278 Highways Agreement for North Hyde Road crossing vii. Hillingdon Council Active Travel Zone / Healthy Streets Contribution viii. Transport for London Contributions ix. Residential Parking Permit Restrictions
Air Quality Officer: No objection is raised subject to: • Securing the £174,299 S106 air quality contribution.	The Air Quality Officer comments are noted and taken into consideration as part of the planning assessment. The following Conditions are proposed to be secured:

• Imposing air quality conditions to manage construction and operational impacts. • Addressing outstanding construction and commercial emission impacts at Reserved Matters stage.	Condition 18 - Non-Road Mobile Machinery Condition 28 - Demolition Management, Logistics Plan and Environmental Management Plan Condition 53 - Low Emission Strategy The following S106 obligations are also proposed to be secured: iii. Air Quality Mitigation Contribution
Noise Officer: Sufficient information has been provided by the Applicant to make a recommendation on noise. It is recommended that no objection is made on noise grounds subject to the inclusion of suitable conditions which should be met based on the design information provided and considering measurement and prediction uncertainty.	The Noise Officer comments are noted and taken into consideration as part of the planning assessment. The following Conditions are proposed to be secured: Condition 11 - Operation Hours Condition 12 - Servicing Hours Condition 14 - Noise (Plant Noise Mitigation) Condition 15 - Noise (Sound Insulation of Building)
Contaminated Land Officer: No objection subject to a condition which secures further details, including a remediation strategy.	The Contaminated Land Officer comments are noted and taken into consideration as part of the planning assessment. Condition 29 is proposed to be secured.

Flood and Water Management Specialist: No objection subject to a condition which secures further details, including a drainage strategy.	The Flood and Water Management Specialist comments are noted and taken into consideration as part of the planning assessment. Conditions 43 and 44 are proposed to be secured.
Waste Strategy Officer: The Council's Waste & Recycling Team has identified points of clarification in order to ensure that the development is serviceable and compliant. The points relate to: • Swept Path Analysis • Food Waste Bin Capacity • Bulk Bin Specifications • Waste Capacity Calculations (Block A) • Bin Store Design Requirements	The Waste Strategy Officer comments are noted and taken into consideration as part of the planning assessment. Condition 48 is proposed to be secured.
Economic Development Officer: From an economic development perspective, we are supportive of this application and would expect the applicant to submit a construction employment training scheme prior to commencement on site. We would also expect the end user (commercial phase) to deliver a local employment scheme once the construction phase is completed. We would expect both requirements to be included in the section 106 agreement for this scheme.	The Economic Development Officer comments are noted and taken into consideration as part of the planning assessment. S106 HoT x is proposed to be secured.
Viability Consultant (Third Party): We have undertaken an assessment of the proposed Development with 100% private housing, as proposed by the Applicant. We have concluded that the proposed Development with 100% private housing	The Viability Consultant comments are noted and taken into consideration as part of the planning assessment.

generates a deficit against the viability benchmark.	S106 HoT i is proposed to be secured.

7 Planning Assessment

Land Use Principles

Loss of Offices

7.1 The application site is occupied by two office buildings and one multi-storey car park. These buildings are proposed to be demolished and replaced with a residential development (Class C3), comprising up to 673 residential units and 368m2 of flexible commercial / community space.

7.2 Policy E1(I) of the London Plan (2021) supports the loss of surplus office space to housing provided that the conditions set out under parts G and H of the policy are met. Part G requires the applicant to take into account the need for a range of suitable workspace, including lower cost and affordable workspace; and Part H requires the re-use of surplus large office spaces for smaller office units to be explored.

7.3 Policy DME 2 of the Hillingdon Local Plan: Part 2 (2020) states that proposals which involve the loss of employment floorspace or land outside of designated employment areas will normally be permitted if: iv) The new use will not adversely affect the functioning of any adjoining employment land.

7.4 The application is supported by a Marketing Review of the office leasing market in Hayes. The total stock covered by the review is circa 511,000m2 of office floorspace and approximately 14.5% of this is vacant. The review concludes that vacancy levels are expected to remain high with headline rents to fall or stagnate in the short to medium term. With respect to HPH2 and HPH5, both have been extensively marketed with HPH5 currently empty and HPH2 is 65% occupied prior to June 2025.

7.5 Significantly, the existing offices are not located within a sequentially preferable location, i.e. a town centre location. It is also noted that the site is not protected in the Hillingdon Local Plan as a Locally Significant Employment Location. As above, HPH2 and HPH5 are under-occupied and despite refurbishment and marketing, there has been limited interest in the buildings. The proposal is considered to comply with Part (iv) of Policy DME 2. It is also noted that the proposed development would include flexible commercial / community floorspace and as a result, the proposal would not result in a complete loss of employment floorspace.

Commercial Use (including Retail)

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

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

7.8 The land use parameter plan submitted indicates the provision of ground floor flexible commercial / community units which could be used for Class E(a) retail, E(b) food and drink, E(e) medical or health services, E(f) nursery, E(g)(i) offices, F.2(a) shop with essential goods, F.2(b) hall or meeting place for local community. There are notable design benefits to activating the Gateway space between Blocks A1 and A2 with these uses. In land use terms, it is noted that the proposed development is replacing an existing town centre use in a non-town centre location. As such, the net retail impact on local town centres, including Hayes Town Centre, is considered to be limited and is accepted on balance. It is also noted that new residents will provide further support for local traders and the vitality and viability of the town centre.

7.9 Condition 46 is proposed to ensure that the Phase 1 residential units are not occupied until the commercial space has been completed to at least Category A fit-out standard. If the Phase 1 commercial space has not been occupied within 8 months of the occupation of the Phase 1 residential units, the commercial space shall be fit out to at least Category A+ standard within 12 months of the occupation of the Phase 1 residential units. Conditions 8, 9, 11 and 12 would also ensure that the proposal integrates with the wider residential scheme.

Employment

7.10 As the occupation type of the commercial space is uncertain, the number of employees generated by the development is not certain. It will generate employment and that principle is considered positively.

7.11 Policy E11 of the London Plan (2021) states that development proposals should support employment, skills development, apprenticeships, and other education and training opportunities in both the construction and end-use phases, including

through Section 106 obligations where appropriate. In accordance with this, the Council's Planning Obligations Supplementary Planning Document (2014) requires that developments with estimated construction costs of over £2 million and a construction period of three months or more deliver an in-kind employment and training scheme or financial contributions towards training and employment in the borough. An employment strategy and construction training scheme is proposed to be secured by a S106 legal agreement.

Economy

7.12 Paragraph 85 of the NPPF (2024) states that significant weight should be placed on the need to support economic growth and productivity. It is agreed that there would be economic benefits arising from the proposed scheme, including but not limited to the provision of some commercial space in Blocks A1 and A2, and weight is afforded to such benefits.

Residential

7.13 Policy GG4 of the London Plan (2021) requires planning and development activity to boost housing delivery by ensuring more homes are built, supporting the strategic goal that 50% of new homes are genuinely affordable, and creating mixed, inclusive communities with high quality homes tailored to identified needs, including specialist housing; it also calls for a diverse range of sites to be allocated to increase local supply and support precision manufacturing methods, with necessary infrastructure planned from the outset, and for ambitious, achievable build-out rates to be set at planning stage so homes are delivered quickly and not used for land value uplift. Policy H1 (Housing Growth) of the Hillingdon Local Plan: Plan 1 - Strategic Policies (2012) requires that the borough meets and exceed its minimum strategic dwelling requirement in accordance with other Local Plan policies. The Borough's target was increased as part of the London Plan (2021).

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

7.15 The re-use of sustainably located brownfield land for residential flats accords with the local, regional and national planning policies. The delivery of additional residential units within the Pinkwell ward, close to Hayes Town Centre, which now benefits from the new Elizabeth line connection just 500m away (equivalent to an 8 minute walk) is supported in general terms, subject to compliance with other policies in the development plan. The proposal for new build residential units is also supported as there are limitations to converting the existing buildings, including the floorplates which would not lend themselves for optimising the quality and number of units achievable.

Density

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

7.17 Policy D3 (Optimising Site Capacity through the Design-led Approach) of the London Plan (2021) further requires all development to make the best use of land following a design-led approach that optimises the capacity of sites, including site allocations and offers no density matrix figures. The policy further states that higher density developments should generally be promoted in locations that are well connected to jobs, services, infrastructure and amenities by public transport, walking and cycling.

7.18 The area surrounding the site is mixed in character. There is an established suburban character with low-rise residential properties located to the north, south and west. The site is also located within a commercial estate, within close proximity to the west of Hayes Town Centre and has a good PTAL rating of 4, characteristics more akin to an urban setting. If suburban/urban density guidelines are applied, Table 5.2 states that the density should be between 200-510 habitable rooms per hectare. Based on the illustrative proposal, the development would provide 1,787 habitable rooms with a site area of 3.17 hectares, equating to a density of 564 habitable rooms per hectare. This exceeds the density matrix attached to Policy DMHB 17.

7.19 It is noted that these standards are only intended as a guide and density guidance has largely been superseded by the design-led approach taken by Policy D3 in the latest London Plan (March 2021). The design-led approach requires consideration of design options to determine the most appropriate form of development that responds to a site's context and capacity for growth and existing and planned supporting infrastructure. The policy then goes on to highlight the relevant considerations which would contribute to defining an appropriate density such as site context, amenity considerations etc. These aspects of the proposal are considered in detail within the relevant sections of this report.

Housing Mix

7.20 The London Plan (2021) outlines in Policy H10 that schemes should generally consist of a range of unit sizes and sets out a number of factors which should be considered when determining the appropriate housing mix on a particular scheme. This includes local evidence of need. Policy DMH 2 of Hillingdon Local Plan: Part 2 (2020) requires the provision of a mix of housing units of different sizes in schemes of residential development to reflect the Council's latest

information on housing need. Paragraph 4.6 outlines that there is a substantial borough-wide requirement for larger affordable and private market units, particularly three bedroom properties.

7.21 In terms of factors specific to a site, Policy H10 also includes a need to consider the mix of uses in the scheme, the range of tenures in the scheme and the nature and location of the site, with a higher proportion of one and two bed units generally more appropriate in locations which are closer to a town centre or station or with higher public transport access and connectivity.

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

7.23 Whilst the illustrative scheme proposes 650 units, as all matters are reserved, the Outline Planning application technically proposes up to 673 units. The illustrative scheme scenario is summarised in Table 6 below. Please be advised that these are indicative rather than fixed.

Table 6. Illustrative Scheme Unit Mix Breakdown

Unit Type	**Total Units**	**% of Total Units**
Studio	4	44.0%
1 Bed 2 Person	282	
2 Bed 3 Person	62	40.6%
2 Bed 4 Person	202	
3 Bed 5 Person	100	15.4%
Total Units	650	100%

7.24 A higher proportion of one and two bed units are generally more appropriate in locations within or close to town centres and with high public transport access. Notwithstanding, the circa 15% provision of family units contributes positively to family housing need within the borough.

7.25 Whilst the illustrative scheme may contribute positively to meet family housing need, it should be caveated that the application is for Outline Planning Permission and as such, the parameters of the proposal would allow for a different number of units overall with a different unit mix. Notably, the Planning Statement submitted states that up to 673 units are proposed. In order to ensure that the development would continue to contribute positively to family housing need, Condition 6 is proposed to ensure that a minimum of 15% family sized units will be delivered as part of the development to be considered at the Reserved Matters stage.

Affordable Housing

7.26 As per Policy DMH 7 of the Hillingdon Local Plan (2020) and Policies H5 and H6 of the London Plan (2021), the development will need to provide affordable housing. Policy DMH 7 states that development with a capacity to provide 10 or more units will be required to maximise the delivery of on site affordable housing. Subject to viability, and if appropriate in all circumstances, a minimum of 35% of all new homes on sites of 10 or more units should be delivered as affordable housing, with a tenure split of 70% social/affordable rent and 30% intermediate, as set out in Policy H2 of the Hillingdon Local Plan: Part 1 (2012). Where an application does not meet the requirements set out in Policy H5, Part C, of the London Plan (2021) it must follow the viability tested route. Policy H4, Part B, of the London Plan (2021) also states that affordable housing should be provided on site and only provide off site or as a cash in lieu contribution in exceptional circumstances. This is supported by Policy DMH 7.

7.27 The scheme has been subject to viability testing by the Council's third-party consultants and the GLA. Following such assessment, it has been concluded that a 100% private market scheme generates anywhere between a significant-to-marginal deficit. Further, a 20% affordable housing scheme which benefits from grant funding and CIL relief would also generate a deficit but is within the range of deliverability. The viability appraisal has been sensitivity tested, and it is concluded that only on the basis that construction costs are reduced (to levels not agreed by the Applicant), in combination with a growth in the value of the units or a reduction in agreed profit levels (also not agreed by the Applicant), does the development generate a surplus. Please see Table 7 for a summary of each party's viability position, including the Applicant, the Council and the GLA.

Table 7. Summary of Viability Appraisal Results

	Surplus (+) / Deficit (-)
Scenario 1: 100% Private Market	
Applicant	-£36,931,537
Council	-£15,387,009
GLA	-£197,000
Scenario 2: 20% Affordable Housing with Reduced Construction Costs, Grant Funding and CIL Relief	
Applicant	-£6,055,398
Council	-£5,514,008

7.28 It is evident that there are significant viability challenges for the proposed development. Officers consider that grant funding would serve to improve the viability of the scheme as a whole and increase deliverability. As such, it has been agreed that the S106 legal agreement will secure provisions to obligate the developer to carry out all reasonable endeavours to secure grant funding so that on site affordable housing can be maximised. Should it be sufficiently evidenced, in agreement with the Council, that all reasonable endeavours have been

exhausted and that no grant funding has been secured to realise affordable housing provision, the scheme would revert to 100% private market housing.

7.29 Given the significant viability constraints on the proposed scheme, it is concluded that the proposed conditional cascade mechanism would realise the maximum amount of affordable housing possible, especially given the announcement of the GLA's emergency measures for housebuilding which have been introduced to accelerate housebuilding, unlock stalled sites and provide housebuilders with more certainty by improving both the viability and deliverability of residential schemes. The conditional affordable housing cascade mechanism is proposed to be secured under S106 HoT (i) and includes viability review mechanisms to capture changes in viability over the lifetime of the multi-phase residential development. This is the reasonable and robust evidence based position, which is considered, on the balance of probabilities, to realise sufficient public benefit by maximising the likelihood of affordable housing delivery.

Design

7.30 This application seeks Outline Planning Permission (with all matters reserved excluding access) for demolition of existing buildings (above basement level) and phased delivery of residential development (Class C3), flexible commercial / community floorspace, new public realm, landscaping, play space, car parking, cycle parking and associated works. The illustrative scheme proposes the construction of 8 blocks and 2 rows of townhouses up to 11 storeys to provide 650 units (and up to 673 units maximum), with circa 368m2 of flexible commercial / community floorspace (including E(a) retail, E(b) food and drink, E(e) medical or health services, E(f) nursery, E(g)(i) offices, F.2(a) shop with essential goods, F.2(b) hall or meeting place for local community).

7.31 More specifically, the development comprises five main residential blocks (including 8 sub-blocks), including Blocks A1 and A2 within the northern section of the site abutting North Hyde Road, Block B within the centre of Hyde Park Hayes, Block C to the south-western corner of the site and Block D to the south-eastern corner of the site.

7.32 Three communal public spaces are proposed, named the Gateway, Social Heart and the Nurture Garden. The Gateway space would provide access through the northern part of the site from North Hyde Road, a space which is envisaged to be activated by the flexible commercial / community units proposed at the ground level of Blocks A1 and A2. The Social Heart connects to this space, sitting between Block A, Block B and HPH1. This space would provide amenity space with a more residential focus, being set further within the site and away from the active Gateway space. The Nurture Garden is set even further within the site, between Block B, Block C, Block D and HPH1. Again, the function of this space is envisaged to be more residential in nature. All spaces would be publicly accessible but would invariably provide benefit to future residents in the form of amenity provision.

7.33 During the application process, amended Parameter Plans, Design Code and illustrative scheme plans were submitted in response to feedback from the Council. The updated Parameter Plans refined the scheme, including minor shifts to the building zones to improve layout and movement, enhancements to pedestrian priority and traffic calming through revised access arrangements, increased landscape and open-space provision (particularly around Block B) and a reduction in massing to the northern end of Block B1. Additional Class E floorspace is now focused at the gateway to strengthen activation, while tree retention has improved through repositioning of Blocks A2 and D. Corresponding updates to the Illustrative Masterplan reflect these changes, including an adjusted residential mix, enhanced ground-floor uses, and reconfigured cycle storage.

Tall Building

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

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

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

7.37 The Heritage, Townscape and Visual Impact Assessment (HTVIA) evaluates the proposed redevelopment of the Hyde Park Hayes site. The study confirms the site contains no heritage assets and makes no contribution to the significance of nearby designated and locally listed assets, including Enterprise House and the Botwell Thorn EMI Conservation Area, which lie north of the railway line. Visibility of the proposals from these assets is limited to peripheral, glimpsed views and occurs within an already evolving context of large-scale regeneration, resulting in no significant harm to their significance. The proposal would incorporate varied building heights, improved permeability and open spaces. Visual assessments across 23 verified viewpoints show that whilst the development increases built form in some views, it does so within a setting already characterised by mixed scales and emerging tall buildings. Subject to the controls set out within the Parameter Plans and Design Code, Officers agree that the proposal would not be significantly harmful in respect of townscape and visual impacts.

7.38 Several of the considerations outlined within Policy D9 are considered elsewhere within the report. Design and visual impacts are considered in the section starting at paragraph 7.41 of this report and heritage is considered in paragraphs 7.91. Impact on the local highway network is considered in the section starting at paragraph 7.134 of this report. Impact on amenity is considered in the sections beginning at paragraphs 7.53 (*Residential Quality*) and 7.59 (*Residential Amenity*) of this report. The consideration of airport safeguarding is addressed in paragraphs 8.1 and 8.2 of this report. Paragraphs 7.81 to 7.85 of this report addresses security, the sections starting at paragraphs 7.53 (*Residential Quality*) and 7.59 (*Residential Amenity*) considers daylight and sunlight and paragraphs 7.86 to 7.88 of this report addresses fire safety.

7.39 Whilst a microclimate or wind assessment has been submitted to support the application, it does not go as far as confirming the specific mitigations measures necessary to achieve the best conditions possible within reason. It is conceivable that the development can achieve acceptable conditions. Subject to Condition 24 which requires the submission of a detailed microclimate and wind assessment, the proposal is considered to accord with the requirements of Policy D9.

7.40 To conclude, the proposal meets the definition of a tall building. The illustrative scheme is considered to broadly comply with the requirements set out within Policy D9 of the London Plan (2021) and the detailed scheme to be submitted at the Reserved Matters Stage has sufficient potential to comply with the policy requirements.

Impact on the Character and Appearance of the Area

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

7.42 Whilst a detailed set of plans for a 650 units residential scheme have been submitted, it is important to note that the scheme is in Outline and as such, the illustrative scheme only serves as a proof of concept to inform detailed design discussion at the Reserved Matters stage should the Outline Planning application be approved. Accordingly, the Parameter Plans and Design Code set out the parameters and design rules which the detailed scheme for Reserved Matters must accord with.

7.43 More specifically, the revised Parameter Plans (dated December 2025) define the maximum building footprints and separation distances (Plan 1), the access and movement structure including the primary pedestrian route, vehicular access points, service street and new North Hyde Road crossing (Plan 2), and the

distribution of open spaces, SuDS areas, front gardens and tree retention/removal (Plan 3). They set the maximum building heights and parapet levels across all blocks, including accent building locations (Plan 4), allocate land uses with a residential-led mix and defined Class E/F2 areas (Plan 5), and provide a detailed tree strategy showing tree zones, constraints and coordinated planting above basements (Plan 6). The 3D massing envelope illustrates how these height limits apply spatially, while the basement plan fixes the extent of the existing and permissible basement footprint (Plan 8). Collectively, the Parameter Plans establish the limits of development, increasing the likelihood of a high quality scheme being delivered on site.

7.44 The revised Design Code (dated December 2025) provides a framework to secure high quality design across the development, setting rules for building heights, massing, layout, materials, and architectural character, alongside a strong landscape-led approach centred on the Gateway, Social Heart and Nurture Garden. It mandates active frontages, high quality public realm, generous pedestrian and cycle routes, tree-lined streets, SuDS features, biodiverse roofs, and delivery of both the Urban Greening Factor (0.4) and 10% Biodiversity Net Gain. Parking is contained within podiums or the existing basement to minimise vehicle dominance, while standards for play space, refuse storage, cycle parking and servicing should ensure provision of functional amenity spaces.

7.45 Regarding character and appearance, the Design Code draws on local influences, including Metroland, Modernist, Art Deco and industrial heritage, to define an architectural language. Rules are set to require the development to respond to the site's context and history (DC 4.13). Building frontages are required to be active and visually engaging (DC 3.04), with façades articulated through window patterns, entrances (DC 4.19, 4.20, 4.23-4.26), balconies (4.31-4.34), material detailing and a clear base–middle–top expression (DC 4.15). Materials must be durable (DC 4.36), predominantly brick or masonry (DC 4.17), with varied tones, bonds and textures to add richness while avoiding overly glazed or metal-clad façades (DC 4.14). Balconies must be integral to the façade composition, using solid upstands and avoiding glazed balustrades, with inset or projecting forms used to create depth, visual interest and privacy (DC 4.31-4.34). Windows must use timber or aluminium frames, avoid excessive full-height glazing unless opening to a balcony, provide raised sills for privacy and comfort, and incorporate shading to mitigate overheating (DC 4.39–4.44). Blank façades must be minimised and, where unavoidable, treated through material changes, recesses, landscape buffers or public art (DC 4.35-4.38). Wayfinding and signage must be integrated into building design using a holistic, legible strategy that avoids visual clutter (DC 4.45-4.48). Bay windows may be used to articulate façades, enhance daylighting and improve passive surveillance, provided they are fully integrated into the building's architectural character (DC 4.49–4.50). Taken together, these provisions ensure the development delivers a distinctive, visually coherent and contextually grounded neighbourhood.

7.46 With respect to the scheme overall, the Council's Urban Design Officer has confirmed that the changes made during the application process are generally

welcomed and supported in principle. However, concerns were raised regarding the size, quality and functionality of the proposed open spaces, including doubts over the feasibility of the tree planting proposals.

7.47 With respect to the Parameter Plans and Design Code, the Council's Design Officer notes that the parameter plans fix building footprints and heights to deliver a high-density scheme, without sufficient evidence that the spaces between buildings can deliver a high quality public realm. They also note that the public realm is expected to accommodate multiple functions (open space, play, SuDS, servicing, BNG and UGF) without tested layouts demonstrating that these elements can successfully co-exist. The Design Officer considers the Design Code to lack certainty needed to secure quality outcomes and defers critical design decisions, resulting in an approach that appears aspirational rather than demonstrably deliverable.

7.48 The Design Officers comments are taken into consideration as part of the overall planning assessment. In particular, Officers consider that successful Design Codes should be clear, concise and visual, focusing on the key parameters that shape successful places (such as form, layout, landscape and street character), rather than prescribing detailed architectural style.

7.49 Guidance documents include the National Model Design Code (2021), National Design Guide (2021, updated 2025), Creating a Design Code (PPG) (2023 update) and the Draft Design and Placemaking Planning Practice Guidance (PPG) (dated January 2026). Specifically, the Draft Design and Placemaking PPG (January 2026) makes clear that effective design codes must be "simple, concise and specific" and must "provide developers certainty of what will be accepted," while at the same time "allow[ing] flexibility and a suitable degree of variety, creativity and innovation" (para. 278). The guidance emphasises that design codes are intended to support predictable, efficient decision-making by setting clear, measurable and visually-defined parameters, rather than imposing unnecessary prescription (paras. 278–280). It further confirms that the scope and level of detail in a code must be proportionate to the context and scale of development, ensuring that codes provide clarity and consistency while still enabling design responses tailored to local character and changing circumstances (paras. 249–250, 256).

7.50 Officers note that overly restrictive or overly detailed codes do not necessarily deliver better outcomes. Instead, successful codes balance firm spatial requirements ('musts') with adaptable guidance ('shoulds'), ensuring deliverability, encouraging innovation, and enabling high quality design to evolve through future Reserved Matters applications.

7.51 As set out within paragraphs 7.43 to 7.45 above, the Parameter Plans and Design Code set out a comprehensive set of design rules and controls. Officers consider these plans and documents to strike a reasonable balance in respect of best practice requirements, in terms of setting clear design requirements whilst also allowing flexibility for creativity and innovation. However, Officers also appreciate the concerns raised by the Design Officer in respect of certain design

features being potentially more aspirational than demonstrably deliverable. Whilst the public realm and landscape scheme proposals will require specific detailed design scrutiny, there is sufficient scope for these matters to be resolved at the Reserved Matters stage. Accordingly, it has been agreed with the Applicant that a final detailed Design Code shall be secured by Condition 22 and shall address concerns over feasibility and deliverability of a high quality development.

7.52 The final detail of materials, landscape scheme, public art, and play spaces are proposed to be secured by Conditions 35, 36, 37, and 38 to ensure the delivery of high quality development.

Residential Quality

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

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

7.55 As the scheme is in Outline, the proposal comprises the following housing mix parameters:
- 1 bed units: 20-45%
- 2 bed units: 30-45%
- 3+ bed units: At least 15%

7.56 Based on the illustrative scheme, it is feasible for the scheme to deliver 650 units which meet the minimum internal floorspace standards. As per the Design Code rules DC 3.27 and DC 4.02, the illustrative scheme is committed to delivering at least 60% of homes as dual aspect, including delivery of all family units as dual aspect. It is also noted that the illustrative scheme specifically delivered 75% of units as dual aspect and would be the aspiration for an application for approval of Reserved Matters.

7.57 Paragraph 130, part c) of the NPPF (2024) is noted and states that when considering applications for housing, authorities should take a flexible approach in applying policies or guidance relating to daylight and sunlight, where they would otherwise inhibit making efficient use of a site (as long as the resulting scheme would provide acceptable living standards). A Daylight and Sunlight Assessment has been submitted and independently assessed by the Council's

third-party consultants who have confirmed that the internal light provisions are within the parameters of acceptability, especially given the urban context of the scheme.

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

Amenity Space

7.59 The London Plan (2021) requires the provision of a minimum 5m2 of private outdoor space for 1-2 person dwellings and an extra 1 sq.m. should be provided for each additional occupant.

7.60 The Hillingdon Local Plan: Part 2 (2020) requires more amenity space provision than that specified in the London Plan (2021). Policy DMHB 18 of the Local Plan: Part Two (2020) requires new developments to provide good quality and usable private outdoor amenity space in accordance with the standards set out in Table 5.3. In summary, each unit type should provide at least the following levels of amenity space:
- 1 bedroom flats: 20m2
- 2 bedroom flats: 25m2
- 3 bedroom flats and larger: 30m2
- 1 bedroom houses: 40m2
- 2 bedroom houses: 60m2
- 3 bedroom houses and larger: 100m2

7.61 Based on the illustrative scheme, it is assessed that the development would provide 7,544m2 of private amenity space, and 2,483m2 of communal amenity space. Please see Table 8 below for a breakdown of the amenity space provision.

Table 8. Breakdown of Amenity Space Provision

Type	**Area (m2)**
Communal	
Communal terrace block B podium	589
Communal terrace block D podium	782
Communal terrace block B3 roof	565
Communal terrace block B1 roof	150
Communal terrace block C roof	124
Communal terrace block D1 roof	150
Communal terrace block D2 roof	123
Sub-total	2,483
Private	
Balcony (projecting and inset)	4,155
Private front garden (ground)	1,436
Private roof terrace	1,953
Sub-total	7,544
Total	**10,027**

7.62 Based on the illustrative scheme of 650 units and associated unit mix, the development would be required to provide 4,016m2 of amenity space under London Plan (2021) requirements and 15,740m2 of amenity space under Hillingdon Local Plan: Part 2 (2020) requirements. The calculations are set out below for reference.

The London Plan (2021) requires:

- Studio and 1-bedroom 2 person flats: 286 x 5m2 = 1,430m2
- 2-bedroom 3 person flats: 62 x 6m2 = 372m2
- 2-bedroom 4 person flats: 202 x 7m2 = 1,414m2
- 3-bedroom 5 person flats: 94 x 8m2 = 752m2
- 3-bedroom 5 person townhouses: 6 x 8m2 = 48m2
- Total: 4,016m2

The Hillingdon Local Plan: Part 2 (2020) requires:

- 1-bedroom flats: 286 x 20m2 = 5,720m2
- 2-bedroom flats: 264 x 25m2 = 6,600m2
- 3-bedroom flats: 94 x 30m2 = 2,820m2
- 3-bedroom townhouses: 6 x 100m2 = 600m2
- Total: 15,740m2

7.63 The proposed development would significantly exceed the London Plan (2021) requirements by 6,011m2 (49.7% uplift) but would fall short of the Hillingdon Local Plan: Part 2 (2020) requirements by 5,713m2 (36.3% shortfall). In terms of quantity, the proposal would therefore accord with the London Plan (2021) and conflict with the Hillingdon Local Plan: Part 2 (2020).

7.64 In terms of quality, the Design Code sets out standards for front gardens and defensible space to ensure high residential amenity, strong street character and appropriate levels of privacy for ground-floor occupants. These provisions form an important component of the site-wide public realm strategy and are secured by the Design Code rules DC 1.59 to DC 1.62. Podium courtyard provisions are also secured by rules DC 1.63 to 1.65.

7.65 Specifically, front gardens and defensible space should cover at least 75% of each building façade and be 2–3m deep to provide suitable privacy for ground floor homes (DC 1.59). Boundaries must be no higher than 900mm, with high fences prohibited, and residents prevented from installing their own fencing; instead, hedges or tall planting are encouraged to strengthen privacy while maintaining an open street character (DC 1.60). Boundary treatments may combine low solid walls with metal railings up to 900mm, and all front gardens must include gates of matching design that provide wheelchair accessible entry (DC 1.61). The threshold between private gardens and the public realm should incorporate landscape buffering such as hedging, with responsibility for long term maintenance placed on the landlord or management company to ensure consistency of appearance (DC 1.62). Within podium courtyards, where soil

depth is restricted, designs must provide appropriate planting solutions, including raised planters, landforming, and dedicated tree pits, to allow meaningful greenery and small trees to establish successfully (DC 1.63). Private gardens in podium areas must also be of a sufficient size to ensure privacy, again with boundaries limited to 900mm height and no high fences permitted, and a landscaped buffer separating private and communal spaces to reinforce defensible space and amenity quality (DC 1.64). Collectively, these requirements should secure high quality amenity space provision at the Reserved Matters stage of the application process.

7.66 Whilst the illustrative scheme would fall short of the Local Plan amenity space standards, this should be viewed reasonably within the context of a high density scheme in a location where higher density residential developments are appropriate. The illustrative scheme would accord with London Plan (2021) requirements and the Design Code would ensure that good quality and usable private outdoor amenity space would be provided. As the scheme is in Outline, it is also feasible that the quantity of amenity space could increase. Subject to securing sufficient and acceptable amenity space provisions at the Reserved Matters stage, the minor conflict with Local Plan standards exhibited by the illustrative scheme (not a detailed scheme) is accepted on balance.

Play Space

7.67 London Plan Policy S4 (2021) requires residential developments to provide good quality, accessible play space for all ages, with a minimum of 10 sqm of play space per child. This space must offer a stimulating environment, be safely and independently accessible from the street, form an integral part of the neighbourhood, incorporate trees or greenery, be overlooked for passive surveillance, and not be segregated by tenure. These requirements are reinforced by the Mayor's SPG Shaping Neighbourhoods: Play and Informal Recreation, which maintains the 10 sqm per child benchmark, requires on site provision for under-fives, and emphasises that play facilities must not be tenure separated. At the local level, Hillingdon Local Plan Part 2 Policies DMCI 5 and DMHB 19 apply the borough's child yield calculations alongside the London Plan standards, including the 10 sqm per child requirement and a 400 metre accessibility standard to equipped play areas. In areas identified as play space deficient, new development is expected to provide additional play provision to meet benchmark standards.

7.68 Based on the GLA Population Yield Calculator (v3.2), and using 650 units with example scenarios with either 20% or 0% affordable housing provision, it is anticipated that the following numbers would be yielded from the proposed development:

20% Affordable Housing Scenario:
- 117.7 no. children under the age of 5 years old;
- 81.9 no. children aged 5 to 11 years old;
- 26.1 no. children aged 12 to 15 years old; and
- 13.8 no. children aged 16 to 17 years old.

- Total: 240 children, requirement 2,400m2 play space

0% Affordable Housing Scenario:
- 93.7 no. children under the age of 5 years old;
- 62.4 no. children aged 5 to 11 years old;
- 15.6 no. children aged 12 to 15 years old; and
- 8.3 no. children aged 16 to 17 years old.
- Total: 180 children, requirement 1,800m2 play space

7.69 It is noted that the child yield is dependent on the number of units and the tenure and as such, the yield would need to be recalculated at the Reserved Matters stage. Notably, the affordable housing scenario would require an additional 600m2 of play space, increasing from 1,800m2 to 2,400m2.

7.70 The illustrative scheme would provide 1,752m2 of play space and would include the ground floor 'play route', the nurture garden, the social heart, and on roof tops. In terms of quality, the Design Code sets out standards for play space and requires that it is inclusive for all ages and abilities; integrated throughout the site, not limited to designated play areas; supported by joyful planting, varied lighting, robust materials, and multifunctional furniture; designed to encourage incidental, natural and imaginative play. The Design Code rules include DC 1.13 to DC 1.16 and DC 1.65.

7.71 Specifically, the scheme must provide play space in accordance with the GLA child-yield calculation, with the design expected to meet the target of 10sqm per child (DC 1.13). Play facilities for all age groups must be incorporated, with under-5s play prioritised in doorstep locations to ensure ease of access and integration with daily life (DC 1.14). Formal play equipment must be located within the Nurture Garden and the Social Heart, with further play opportunities encouraged between the Gateway and Social Heart (DC 1.15). In addition, incidental and informal play must be embedded along pedestrian routes, green verges and street buffers, provided it does not compromise residential privacy (DC 1.16). Communal play areas are also required to meet strict quality criteria, including having a clear purpose, being overlooked by surrounding development, located to maximise sunlight, positioned away from main roads to ensure safety, and being fully accessible to all tenures and mobility groups, with appropriate management arrangements (DC 1.16). For upper-level amenity spaces, the Code encourages play for 0–5-year-olds on podium courtyards, recognising their safe, enclosed and well-overlooked nature and lower noise sensitivity (DC 1.65). Collectively, these requirements should secure inclusive and high-quality play space at the Reserved Matters stage of the application process.

7.72 Whilst the illustrative scheme would fall short of the play space standards, this should be viewed reasonably within the context of a high-density scheme in a location where higher density residential developments are appropriate. The Design Code would ensure that good quality and usable play space would be provided. As the scheme is in Outline, it is also feasible that the quantity of play space could increase. It is also noted that there are existing parks and play spaces within the area, including Pinkwell Park (14min walk), Prestige

Playground (16min walk) and Croyde Avenue Playground (16min walk). Subject to securing sufficient and acceptable play space provisions at the Reserved Matters stage, including further details under Condition 38, the minor conflict with standards exhibited by the illustrative scheme (not a detailed scheme) is accepted on balance but could be considered to weigh against the scheme in the planning balance if not resolved at the detailed stage.

Public Open Space

7.73 London Plan Policy G4 (2021) requires development proposals to deliver publicly accessible open space, particularly in areas of open space deficiency. Hillingdon Local Plan Part 1 Policy EM4 (2012) seeks to safeguard, enhance and expand the Borough's network of open spaces, supporting carbon capture, active lifestyles and access to open space within walking distance of homes, with a presumption against any net loss of open space. Major developments are expected to contribute to new or improved provision. Complementing this, Hillingdon Local Plan Part 2 Policy DMCI 4 (2020) supports major residential schemes only where they provide new or enhanced open space that meets the needs of future occupiers and helps address deficiencies in quantity, quality or accessibility. New open space should integrate with wider green networks, and in town centres may take the form of civic space. Proposals that fail to provide appropriate, well-located and high quality open space, or that would result in inadequate or unsuitable provision, will be resisted.

7.74 Using a 20 square metres per person requirement (based on 2.0 ha per 1,000 people required by London Borough of Hillingdon Open Space Strategy 2011-2026 (July 2011)) and estimated 1,884 occupants (based on 2.8 average household size in Hillingdon (as of 2021 census) to reflect that they will never be full at the same time), the development should provide 37,688m2 of publicly accessible open space.

7.75 The proposed illustrative plans indicate that circa 2,510m2 of public open space is provided as part of the Gateway, Social Heart and Nurture Garden spaces. The Applicant has also identified a further c. 3,400m2 of public open space provision, however, the space identified is considered to be more transitional in nature, comprising walkways and landscape buffers. As such, the development is considered to provide 2,510m2 of public open space, which falls short of the 37,688m2 target by 35,178m2 (equivalent to the provision of 1,759 people and 628 residential units).

7.76 If sufficient publicly accessible open space cannot be accommodated within the site, a financial contribution is required for the enhancement of local public open spaces. In the context of the proposed development, a contribution is sought for the enhancement of existing public open space in Pinkwell using the methodology set out in the Planning Obligations Supplementary Planning Document (July 2014). For the shortfall, the sum calculated equals a contribution of £879,450.

7.77 It is noted that this matter is reserved for later approval and as such, S106 HoT v is proposed to secure a contribution totalling up to £879,450. Should the Council agree that a sufficient high quality open space for each phase is to be delivered, a contribution will not be required. The S106 shall also ensure that all on site public open space allows unfettered access in perpetuity.

Accessibility

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

7.79 The Design Code embeds inclusive access throughout the development, ensuring that movement, open spaces and facilities are designed for all users. Open spaces must be fully accessible and support clear wayfinding (DC 1.11), while key public spaces such as the Nurture Garden must provide at least two pedestrian entrances, including one on an active street edge, all of which must be visible, well-lit and DDA-compliant (DC 1.26). Play areas must be accessible to all tenures and mobility groups, safely located, overlooked and positioned to maximise sunlight (DC 1.13-1.16). The movement framework requires a pedestrian-first environment, including minimum footpath widths and shared pedestrian/cycle routes at 4m clear width and well-lit to ensure inclusive access for wheelchairs, buggies and mobility aids (DC 2.09-2.12). Inclusive design principles also apply to streets, which must incorporate raised tables and shared surfaces to improve safety and reduce traffic dominance (DC 2.01-2.04), and to emergency access routes that must maintain unobstructed pedestrian movement (DC 2.23). Front garden gates must be wide enough for wheelchair access (DC 1.61), while cycle and refuse stores must be conveniently located, well-lit and easily accessible (DC 2.17-2.20). Street furniture must support inclusive use, with seating provided every 50m and at least 50% equipped with arm and back rests to aid older people and disabled users (DC 1.78-1.81). Collectively, these provisions ensure that the development delivers a safe, legible and inclusive environment for all residents and visitors.

7.80 The proposed development would deliver 10% of units as M4(3) units, in accordance with policy requirements, and is proposed to be secured via Condition 13. Accessible parking bays and their management are proposed to be secured via Condition 50 for a Parking Design and Management Plan. The submission of further detail relating to inclusive design measures is to be secured through the materials Condition 35 and landscape scheme Condition 36.

Secured by Design

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

7.82 The Design Code embeds principles consistent with Secured by Design, ensuring that the development promotes safety, natural surveillance and crime-resistant design. Communal and public spaces, including play areas and podium courtyards, must be overlooked by surrounding development to maximise passive surveillance (DC 1.16; DC 1.65), while front gardens of 2–3m depth, low boundary treatments of no more than 900mm height, and defensible planting strengthen privacy and territorial definition without creating concealment risks (DC 1.59-1.62). Entrances must be well-lit, glazed, legible and recessed to provide defensible space and reinforce secure access (DC 4.19-4.26), and blank façades must be minimised or otherwise treated with architectural detailing, green walls or public art to avoid creating inactive frontages (DC 4.35-4.38). The Code further requires a site-wide external lighting strategy to ensure safe evening routes and illuminated crossings (DC 1.78-1.81), and mandates secure, well-lit and visually screened refuse and cycle stores, located in overlooked positions and designed to prevent concealment (DC 2.17-2.20). Movement routes must follow pedestrian priority principles, incorporating raised tables, shared surfaces and clear sightlines to improve safety and reduce vehicular conflict (DC 2.01–2.04). Collectively, these provisions align closely with Secured by Design guidance by promoting natural surveillance, defensible space, safe access, secure storage and high quality lighting throughout the scheme.

7.83 A secured by design condition has been recommended to achieve appropriate accreditation. Subject to Condition 52, the proposal would accord with Policy DMHB 15 of the Hillingdon Local Plan: Part 2 (2020) and Policy D11 of the London Plan (2021).

7.84 During the consultation process, the Metropolitan Police Service (MPS) submitted a request for a package of facilities, financial contributions and operational support measures associated with the proposed development. These comments are recognised as a material consideration as they relate broadly to the issue of ensuring adequate policing capacity and community safety which hold relevance to policy objectives. However, the requests must be assessed against planning policy, established funding responsibilities, and the statutory tests governing planning obligations. These are addressed in turn below:

- **Funding responsibility:** The provision of police infrastructure is not the responsibility of individual developers. The demand for policing and associated equipment arises from the wider population of Hayes and existing communities, including future residents, who contribute to policing services through general taxation, rather than development specific channels.
- **Existing strategic context:** There is currently no adopted MPS estates strategy that the Council can rely upon to evidence a defined policing infrastructure requirement specific to this location or this development.
- **Policy prioritisation:** Local Plan Policy DF1 requires that contributions be prioritised towards critical infrastructure such as transport and health. Given the financial viability constraints affecting the scheme, only infrastructure that is essential, evidenced, and compliant with statutory tests can be sought.

- **Regulation 122 tests:** The requests fail to meet the three legal tests set out in Regulation 122 of the Community Infrastructure Levy Regulations 2010. At the time of the assessment, within the current Planning Policy Framework, the MPS contribution is not considered to meet the CIL tests. This does not mean it will not under future Development Plan Frameworks.

7.85 While the MPS position has been fully considered, the requested obligations do not meet national statutory tests, lack an evidence base, and conflict with the Council's infrastructure funding priorities and viability position. As such, they cannot lawfully be secured through this planning application at this time.

Fire Safety

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

7.87 A Fire Statement has been submitted and demonstrates consideration of fire safety principles early in the development process. The London Fire Brigade and HSE have not raised any specific objections but have advised that the development should accord with Building Regulation requirements. The GLA state that the development proposals would achieve the highest standards of fire safety, including details of construction methods and materials, means of escape, fire safety features and means of access for fire service personnel. The applicant should, however, confirm that the proposed fire appliance access within the landscaped area would not limit the ability of a fire appliance to manoeuvre effectively. It was also noted that buildings with more than 18m height require second stair cores.

7.88 A final Fire Statement is proposed to be secured by Condition 51 and subject to this condition, the proposal would accord with the requirements of Policy D12 of the London Plan (2021).

Design Conclusion

7.89 Officers are particularly cognisant of the Government's Written Ministerial Statement on Planning Reform: Next Phase (18 November 2025). The Statement is given significant weight and confirms a national policy intention to "unleash development around rail stations" by providing a "default yes" to suitable, well-designed development within a reasonable walking distance of well-connected railway and tram stations. The statement emphasises that development of the right quality and density in such locations represents a highly sustainable form of growth, maximising the use of existing public transport infrastructure, reducing car dependency, and supporting housing delivery and economic growth. The Ministerial Statement makes clear that this approach should apply consistently across all local authority areas and is intended to be

embedded within the revised National Planning Policy Framework as a strengthened expression of the presumption in favour of sustainable development. In this context, the application site's proximity to a major rail station represents a material consideration of significant weight, and any assessment of the proposal must give due regard to the Government's clear expectation that sustainably located development adjacent to stations should be supported unless demonstrable harm would clearly outweigh the substantial public benefits identified.

7.90 The application has been developed through a comprehensive pre-application process, including Design Review as required by Policy D4 of the London Plan (2021). Whilst issues have been raised by the Council's Design Officer, Officers consider the Outline application, with all matters reserved for later determination, to have sufficient and acceptable potential to deliver a high quality residential scheme to meet the needs of the Borough. Notably, Condition 22 is proposed to secure a revised Design Code and is intended to fine-tune the code in accordance with best practice set out within relevant guidance documents. Subject to such a condition, the development is supported and considered to be acceptable in design terms.

Heritage

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

7.92 The Heritage, Townscape and Visual Impact Assessment (HTVIA) evaluates the proposed redevelopment of the Hyde Park Hayes site. The study confirms the site makes no contribution to the significance of nearby designated and locally listed assets, including Enterprise House and the Botwell Thorn EMI Conservation Area, which lie north of the railway line. Visibility of the proposals from these assets is limited to peripheral, glimpsed views and occurs within an already evolving context of large-scale regeneration, resulting in no significant harm to their significance. Officers agree that the proposal would not be significantly harmful to nearby heritage assets.

Archaeology

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

7.94 Although the site does not fall within an Archaeological Priority Area, the submitted desk-based assessment (DBA) concludes that the site has low potential for archaeological remains of any period and that any remains present are likely to be of low (local) significance. The Greater London Archaeological Advisory Service were consulted and advised that this position was not agreed.

They have, however, agreed that a bespoke stage 1 written scheme of investigation (WSI) can be secured by condition. Subject to Condition 30, the proposal is considered to be acceptable and would accord with the requirements of Policy DMHB 7 of the Hillingdon Local Plan: Part 2 (2020).

Residential Amenity

Impact on Neighbours

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

7.96 In terms of residential uses, HPH1 is subject to application reference 67351/APP/2024/2746 which granted Prior Approval in April 2025 for change of use from offices to 75 flats. HPH3 has also been the subject of application reference 72360/APP/2021/1709 which granted Prior Approval in September 2021 for the change of use from offices to 113 flats and is now occupied. Further afield, residential properties are located to the north of the site along Keith Road, south along Dawley Road and west along Bourne Avenue, Waltham Avenue, and Guinness Close.

7.97 In terms of commercial uses, the Yodel warehouse is also located to the north and has been the subject of two lapsed planning applications (refs. 27189/APP/2020/2181 and 27189/APP/2021/2782), granting permission for 150 residential units and 376 no. Shared-Living units. The Premier Inn hotel is also located to the north-east of the site and has consent under application reference 78950/APP/2024/2084 for alterations to the hotel, resulting in an increase in hotel rooms from 150 to 159 and reduction in restaurant space. The City Circle UK coach storage site, Selco Builders warehouse site and Hayes Asda Superstore is located to the east of the site. Further commercial uses are located to the south, including Nippon Express, Attewell Ltd and Geiger UK.

7.98 The Design Code incorporates a set of controls that are intended to safeguard the amenity of future occupiers and neighbouring occupiers. Minimum separation distances between building zones, ranging from 10–25 m (as set out in Parameter Plan 1), are proposed to secure adequate daylight, privacy and reduced overlooking. Balconies and other projections are restricted to a maximum 2 m and must respect specified projection zones, with all other amenity spaces required to be inset (DC 3.02-3.03). Streets and pedestrian routes include defensible landscape buffers, with front gardens required to be 2–3 m deep and boundaries limited to 900mm height, supported by hedge or tall planting to provide ground-level screening (DC 1.59-1.62). Where front-facing dwellings are next to active pedestrian corridors, privacy to internal rooms, particularly bedrooms, must be managed through duplex arrangements, increased buffer depth, or other mitigation (DC 1.37, 1.41, 1.45, 1.49, 1.53, 1.57).

7.99 Neighbour amenity is further safeguarded through controls on massing, daylight and overshadowing. Stepped building heights and a requirement for height

variation within blocks ensure façades do not create overbearing conditions (DC 3.13–3.16). Daylight and sunlight analysis must inform the final placement of trees, planting and buildings (DC 1.12, 3.25). Tree-planting rules include minimum façade offsets of 4 m (and 8 m for landmark trees) with evergreen species encouraged to maintain year-round visual screening (DC 1.34, 1.38, 1.55–1.58, 1.70–1.73). Podium courts must use landscape buffers and boundaries to maintain privacy while ensuring overlooking for safety (DC 1.63–1.65). Refuse stores must be more than 3 m from residential windows, screened, and located away from private gardens (DC 2.19–2.20). Taken together, these DC provisions ensure the development protects privacy, daylight, outlook and overall residential amenity for both existing neighbours and future occupants.

7.100 Furthermore, a Daylight and Sunlight Assessment has been submitted and independently assessed by the Council's third-party consultants. The consultants noted that the assessment followed BRE guidance and agreed with the overall conclusions. The impact of the development on neighbour daylight and sunlight provisions is within the parameters of acceptability, especially given the urban context of the scheme. No fundamental objections to the scheme on daylight and sunlight grounds were raised and whilst some points of clarification were identified it has been agreed that any outstanding matters would be resolved at the Reserved Matters stage of the planning application process in the event of an approval.

7.101 Based on the Parameter Plans and Design Code submitted, it is concluded that the scheme should not result in any significant impact to the residential amenity of surrounding residential properties, by reason of loss of lighting, dominance or loss of privacy. Subject to the submission of acceptable details at the Reserved Matters stage, the scheme is considered to comply with Policy DMHB 11 of the Hillingdon Local Plan: Part 2 (2020).

Environmental Issues

Noise

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

7.103 The Design Code incorporates a range of measures that directly help manage and mitigate noise and disturbance across the development. Requirements for defensible front gardens measuring 2–3 m in depth, with boundaries no higher than 900mm and supported by evergreen or tall planting (DC 1.59-1.62), ensure a soft landscaped buffer between homes and active pedestrian or vehicular spaces, reducing sound transmission at ground level. The planting strategy further enhances acoustic buffering, including of substantial evergreen species (DC 1.34; DC 1.38; DC 1.55-1.58; DC 1.70-1.73). These landscape-based measures help break up hard surfaces, absorb sound, and limit direct noise

exposure to sensitive rooms. Podium courtyards are similarly required to integrate hedge planting and low boundary treatments to manage noise spill from communal activity spaces into adjacent dwellings (DC 1.63-1.65).

7.104 Operational and vehicular noise is addressed through explicit controls on servicing, refuse management and movement routes. Refuse and recycling stores must be well lit, ventilated, visually screened, and located no closer than 3 m to any residential window, mitigating disturbance from collection activity (DC 2.19-2.20). The design of the site's movement network prioritises traffic calming through pedestrian priority streets, narrowed carriageways, and raised tables at key junctions, reducing vehicle speeds and associated noise impacts (DC 2.01-2.04). Service access along Fairey Way is required to operate as a low speed, one-way shared surface, incorporating planting buffers and controlled dimensions to minimise noise from servicing vehicles (DC 1.43-1.46). A mandatory, site-wide external lighting strategy further supports amenity by reducing opportunities for anti-social behaviour and late evening disturbance (DC 1.78–1.81).

7.105 Specifically, 368m2 of flexible commercial / community floorspace (including E(a) retail, E(b) food and drink, E(e) medical or health services, E(f) nursery, E(g)(i) offices, F.2(a) shop with essential goods, F.2(b) hall or meeting place for local community) is proposed on the ground floor of Blocks A1 and A2, either side of of the proposed Gateway public open space. The nearest residential properties to the proposed commercial / community floorspace are the flats located in Blocks A1 and A2. Further afield are the residents in Block B flats and across North Hyde Road, are existing residents located along Keith Road. Accordingly, it is considered necessary to secure Conditions 11 and 12 to restrict the hours of operation and servicing as follows:

Operation:

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

Servicing:

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

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

7.107 As the responsibility for mitigating impacts from existing noise is on the noise-sensitive use, Conditions 14 and 15 are also proposed to achieve necessary noise levels to protect the amenity of neighbouring residents. Subject to such conditions, the development would accord with Policy EM8 of the Hillingdon Local Plan: Part 1 (2012), Policy DMHB 11 of the Hillingdon Local Plan: Part 2 (2020) and Policy D14 of the London Plan (2021).

Air Quality

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

7.109 The application site is located within the Hillingdon Air Quality Management Area and Hayes Air Quality Focus Area. Specifically, Focus Areas are declared where existing conditions exceed the EU annual mean limit value for nitrogen dioxide (NO2), have high human exposure and current planned measures are insufficient to resolve the poor air quality issues.

7.110 The Council's Air Quality Officer has confirmed that the proposed development is not air quality neutral or air quality positive, as required by its Focus Area status. It has been calculated that the air quality impact associated with traffic emissions could be mitigated through the payment of a sum up to £174,299 towards off site air quality improvement works. The final sum would be calculated at the Reserved Matters stage should the application be approved. Subject to the securement of this financial contribution towards the delivery of the Hillingdon Air Quality Local Action Plan (please refer to S106 Head of Term iii), alongside Conditions 18, 28 and 53, including the reduction of emissions during construction and occupation, the development would accord with Policy EM8 of the Hillingdon Local Plan: Part 1 (2012), Policy DMEI 14 of the Hillingdon Local Plan: Part 2 (2020), Policy SI 1 of the London Plan (2021) and the NPPF (2024).

Trees and Landscaping

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

7.112 During the application process, the proposal was amended to reduce the impact on existing and well established trees. A total of 10 individual trees, 4 whole groups, and 16 noted trees within groups are proposed for removal to facilitate the development at Hyde Park Hayes. The individual trees earmarked for removal include Tree Numbers 1, 6, 7, 14, 23, 24, 25, 26, 41, and 42, spanning BS5837 Categories B and C. Entire Groups 1, 2, 3, and 4 are also to be removed, alongside select trees from Groups 7 (G7.4–G7.8, G7.12, G7.13) and 8 (G8.4–G8.5). These removals are determined necessary due to the building footprint, spatial conflicts with proposed structures, and landscape reconfiguration requirements, as outlined within the Arboricultural Implications Assessment.

7.113 The Design Code sets out a comprehensive, landscape led tree strategy intended to create a coherent green network and to enhance biodiversity, visual amenity and urban cooling. The strategy prioritises the retention of existing mature trees, particularly along North Hyde Road and Millington Road, where established tree lines contribute positively to character (Parameter Plan 06 – Trees). Where removals are necessary, they are limited to lower quality specimens or where retention is not feasible within the layout (Design Code DC 1.67–DC 1.69; Parameter Plan 06). Up to 26 existing trees are identified within the parameters as potentially requiring removal to facilitate development (Parameter Plan 03 and 06).

7.114 New tree planting is organised across seven defined Tree Zones, including the Gateway, Social Heart, Nurture Garden, Connecting Routes, Millington Road, Above Basement Areas, and General Pedestrian Areas. The Code directs small-medium multi-stem trees for squares and gardens, medium-large street trees for frontages, mixed native species to connect habitats, and landmark trees to aid wayfinding and legibility (see Parameter Plan 06 (Trees) and Tree Types Diagram; DC 1.70-DC 1.73 on positioning, street standards and soil volumes).

7.115 Street tree provision is mandatory and integral to the public realm. Trees must be planted along primary frontages out of visibility splays, with clear stems and set-backs to enable healthy canopy development. At least one tree per two on street parking bays should be provided where feasible. Above basements and podiums, trees must be accommodated via raised planters or engineered tree pits with sufficient rootable volume and positive drainage connections (DC 1.70-DC 1.73).

7.116 The Code embeds biodiversity-led requirements: a mix of deciduous and evergreen species for year-round interest (DC 1.67), delivery of the Urban Greening Factor target of 0.4 and 10%+ Biodiversity Net Gain (DC 1.75), and a Nurture Garden requirement of 30%+ tree cover with 15%+ canopy at maturity (DC 1.28). The wider planting concept intentionally transitions from more structured at the Gateway to wilder, layered and habitat rich at the site's centre.

7.117 The Design Code does not prescribe a fixed number of new trees. Instead, it establishes zonal controls, mandatory street tree rules, minimum offsets, canopy and biodiversity targets, and podium/above basement planting requirements. The final quantity, species and exact locations will be set at Reserved Matters stage to respond to detailed design, engineering constraints, and biodiversity calculations. While the parameter plans note up to 26 removals, the Code requires new planting across streets, open spaces and podiums. Overall numbers will therefore be fixed through subsequent submissions rather than at outline stage.

7.118 The final details of hard and soft landscaping are proposed to be secured by Condition 36 to ensure that the landscape scheme to be delivered is high quality and retained in the long term. Subject to this condition, the proposal would

accord with Policies DMHB 11 and DMHB 14 of the Hillingdon Local Plan: Part 2 (2020).

Urban Greening Factor

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

7.120 The illustrative scheme is proposed to achieve an Urban Greening Factor (UGF) of 0.48 which exceeds the minimum target of 0.4. The Design Code embeds biodiversity-led principles, requiring a species mix of deciduous and evergreen trees to ensure year-round greening and ecological value. The 0.4 target score is proposed to be secured by Condition 36.

Biodiversity

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

7.122 The Preliminary Ecology Appraisal submitted confirms that the site is located in an area of low ecological potential. The site does not support any notable habitats, comprising Priority Habitats under the UK Biodiversity Action Plan or ancient woodland.

7.123 The illustrative scheme comprises soft landscaping and includes the provision of areas of biodiverse green roof within inaccessible areas of the roof of buildings, other green roof habitat across accessible areas of roof and a variety of habitats across the public realm and ground floor including private vegetated gardens, other neutral grassland, modified grassland, native hedgerow and trees. Accordingly, the development can deliver a net gain for biodiversity, with indicative proposals delivering a 56% net gain in habitat units and 40% in hedgerow units. This exceeds the minimum 10% statutory requirement.

7.124 The final details of a Biodiversity Net Gain Scheme which maximises net gains in biodiversity value for the development would be secured by Condition 39. Subject to such a condition, the proposal is considered to accord with the NPPF (2024), Policy G6 of the London Plan (2021) and Policy DMEI 7 of the Hillingdon Local Plan: Part 2 (2020).

Flood Risk

7.125 Policy SI 12 of the London Plan (2021) requires that development proposals ensure that flood risk is minimised and mitigated. This is supported by Policy EM6 of the Hillingdon Local Plan: Part 1 (2012) and Policy DMEI 9 of the Hillingdon Local Plan: Part 2 (2020). Notably, proposals that fail to make appropriate provision for flood risk and surface water flooding mitigation will be refused.

7.126 The application site is located in Flood Zone 1, meaning that the site is at a very low risk of fluvial flooding and capable of incorporating sustainable drainage requirements. Should the application be approved, the Reserved Matters application would secure final details to ensure compliance with Policy SI 12 of the London Plan (2021), Policy EM6 of the Hillingdon Local Plan: Part 1 (2012) and Policy DMEI 9 of the Hillingdon Local Plan: Part 2 (2020).

Drainage

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

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

7.129 Accordingly, a revised final drainage strategy is proposed to be secured by Conditions 43 and 44. Subject to such conditions, the proposed development is not considered contrary to Policy DMEI 10 of the Hillingdon Local Plan: Part 2 (2020), Policy EM6 of the Hillingdon Local Plan: Part 1 (2012), Policy SI 13 of the London Plan (2021).

Water Infrastructure

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

7.131 During the consultation process, Thames Water has confirmed no objection to the proposed development in respect of wastewater network and sewage treatment works. Compliance with BREEAM standards for Wat 01 credits is

proposed to be secured under Condition 19. A Piling Method Statement is also proposed to be secured by Condition 31. Subject to these conditions, the proposed development would accord with Policy SI 5 of the London Plan (2021).

Land Contamination

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

7.133 A phase 1 contaminated land study has been submitted for consideration and is considered sufficient and acceptable for the initial stage of the planning process. Condition 29 is proposed to secure further details of a remediation strategy. Subject to such a condition, the proposal is not considered contrary to Policy DMEI 12 of the Hillingdon Local Plan: Part 2 (2020).

Transport

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

7.135 The site is located within the Pinkwell ward, within close proximity to Hayes Town centre and benefits from a strong connection to the new Elizabeth line, located just 500m away equivalent to an 8 minute walk. According to the TfL webCAT planning tool, the site has a moderate Public Transport Accessibility Level (PTAL) rating of 4.

7.136 Vehicular access to the site is currently taken from Millington Road via the Dawley Road roundabout to the west, North Hyde Road to the north and Station Road to the east. These points of access would continue to serve the proposed development, which could comprise up to 673 units. As shown in the illustrative scheme, the development would comprise 650 units.

Car Parking

7.137 Policy T6.1 of the London Plan (2021) states that Outer London sites with a PTAL rating of 4 should not exceed a maximum of 0.5 - 0.75 car parking spaces per 1, 2 and 3 bed dwellings.

7.138 The illustrative scheme car parking proposal is for 282 parking spaces, comprising 135 spaces for new residential units (equivalent to 0.2 spaces per dwelling), 112 spaces for retained commercial uses (62 for a tenant, 50 for Premier Inn), 24 spaces for HPH1, and 5 operational & 6 future development spaces. This accord with Policy T6.1 of the London Plan (2021) and is supported by the Highway Authority, subject to cycle parking layouts being secured at Reserved Matters stage.

Disabled Person Car Parking

7.139 For commercial uses, Policy T6.5, Table 10.6, of the London Plan (2021) states that 6% of all car parking spaces should be provided as designated disabled persons parking bays and 4% should be provided as enlarged parking bays which are capable of being converted to disabled persons parking. For residential, Policy T6.1 of the London Plan (2021) requires 3% of dwellings to be provided for disabled persons from the outset, with capacity to provide an additional 7%. This would be secured at the Reserved Matters Stage and by Conditions 36 and 50.

Electric Vehicle Charging Points (EVCPs)

7.140 Policy T6 of the London Plan (2021) states that new developments with car parking should make provision for electric vehicles or other Ultra-Low Emission vehicles. Policy T6.1 requires the provision of 20% of spaces with active electric vehicle chargers (EVCPs), with the remainder of spaces made passive. This is proposed to be secured via Conditions 36 and 50.

Cycle Parking

7.141 Policy T5, Table 10.2, of the London Plan (2021) sets out the cycle parking standards for commercial and residential uses.

7.142 The illustrative scheme would provide 1,210 cycle parking spaces, including:

- 1,192 long-stay (residential)
- 18 short-stay (visitors)

7.143 A detailed mix of stand types is supplied:

- 908 two-tier racks
- 242 Sheffield stands
- 60 wide Sheffield stands for non-standard/adapted cycles

7.144 Proof of concept has been demonstrated by the illustrative scheme. The Highway Authority have confirmed no objection, subject to detailed cycle parking layouts being secured at Reserved Matters stage and by Condition 36.

Parking Design and Management Plan

7.145 As noted above, passive electric vehicle charging infrastructure is proposed. The applicant has therefore committed to increasing the number of electric vehicles

charging spaces over time. The detail of a parking design and management plan is proposed to be secured under Condition 50. This shall also ensure that all car parking spaces are leased and not sold (also secured by Condition 20), and that accessible parking spaces are provided in response to demand. A restriction on parking permits would also be secured under S106 Head of Term ix.

Trip Generation

7.146 The Healthy Streets Transport Assessment (June 2025) demonstrates that the redevelopment would generate fewer vehicle trips than the existing office and MSCP uses. The existing site could generate approximately 210 AM peak car arrivals and around 441 arrivals / 476 departures across a 12-hour period (rising to 447/482 with taxis). Under the proposed development these figures reduce to approx. 267 arrivals and 300 departures, showing a net reduction in vehicular movements and no anticipated detrimental impact on highway capacity, safety or parking stress. Accordingly, no significant impact is anticipated on congestion, road safety or parking stress.

Access

7.147 Vehicular access remains from Millington Road, with connections to Dawley Road, North Hyde Road and Station Road. Resident access, servicing and delivery is feasible and will need to be confirmed as part of a Reserved Matters application should the application be approved.

7.148 The proposed crossing across North Hyde Road is proposed to be tested as part of a Road Safety Audit under Condition 34, with delivery secured under S106 Head of Term vi. This is considered a positive benefit of the scheme.

Active Travel Zone Assessment

7.149 An Active Travel Zone Assessment has been carried out and identified highway improvement works to encourage more sustainable forms of travel, including bus stop enhancement works as requested by TfL. Financial contributions are proposed to be secured under the S106 HoT vii and viii.

Travel Plan

7.150 A detailed and finalised Travel Plan is proposed to be secured through Condition 49. This shall require a 56% sustainable mode-share target for outer London and include robust measures to achieve modal shift.

Construction Logistics Plan

7.151 Having regard to comments received from TfL and the Highway Authority, a Construction Logistics Plan is proposed to be secured under Conditions 28.

Delivery and Servicing Plan

7.152 The Highways Authority have specifically noted that deliveries must occur on-plot, not from North Hyde Road. If recommended for approval, a Reserved Matters application is required to demonstrate safe and efficient refuse vehicle routing without re-entering the site. Condition 48 is also proposed to secure a Delivery, Servicing and Waste Management Plan.

Transport Conclusion

7.153 Subject to final details being submitted at the Reserved Matters Stage, and subject to securing the necessary planning conditions and obligations, the proposed development would not be considered to prejudice conditions on the local highways network, in accordance with Policies DMT 1, DMT 2, DMT 5 and DMT 6 of the Hillingdon Local Plan: Part 2 (2020) and Policies T4 and T7 of the London Plan (2021).

Sustainable Development

Whole-Life Carbon Cycle

7.154 Policy SI 2, Part F, of the London Plan (2021) states that development proposals referable to the Mayor should calculate whole life-cycle carbon emissions through a nationally recognised Whole Life-Cycle Carbon Assessment and demonstrate actions taken to reduce life-cycle carbon emissions.

7.155 The applicant has submitted a Whole Life-Cycle Carbon (WLC) assessment as required. Condition 27 would secure the submission of a final detailed assessment on WLC emissions. Subject to such a condition, the proposal would accord with Policy SI 2, Part F, of the London Plan (2021).

CO2 Emissions

7.156 Policy SI 2 of the London Plan (2021) and DMEI 2 of the Hillingdon Local Plan: Part 2 (2020) are relevant to the development proposed. These policies can be read in full in the Committee Report Part 3 - Policy Appendix, and in summary, seek to secure major development proposals as net zero-carbon by reducing greenhouse gas emissions in operation and minimising energy demand in accordance with the energy hierarchy. These aims are also supported by the NPPF (2024) at chapter 14.

7.157 Based on the Energy Statement submitted, the development would utilise air source heat pumps and photovoltaic panels as part of the energy strategy. Accordingly, the development is estimated to achieve a 79% and 25% reduction in CO2 emissions compared to 2021 Building Regulations for the domestic and non-domestic elements respectively. The development therefore falls short of the 35% reduction on site for the non-domestic element of development but complies for the domestic element of development. Despite the non-compliance, it is feasible that the development could comply with the on site requirements and mitigate the remaining emissions in order to achieve net zero-carbon as per Policy SI2 of the London Plan (2021).

7.158 S106 HoT iv is proposed to secure a carbon offset contribution at the Reserved Matters stage of the planning process, totalling up to £367,217. Conditions 25 and 41 are proposed to secure an amended final Energy Statement, including an Energy Monitoring, Recording and Reporting Plan, as per planning policy requirements. Subject to such conditions and planning obligations, the development would accord with Policy SI 2 of the London Plan (2021).

Energy Infrastructure

7.159 Policy SI 3 of the London Plan (2021) states that major development proposals should make provisions to connect into district heating networks, thereby utilising secondary heat sources.

7.160 Condition 17 is proposed to secure a future connection to a district heating scheme for export of low-grade heat, should one become available, ensuring compliance with Policy SI 3 of the London Plan (2021).

Overheating

7.161 Policy SI 4 of the London Plan (2021) states that development should minimise adverse impacts on the urban heat island and reduce the potential for internal overheating and reliance on air conditioning systems in accordance with the cooling hierarchy.

7.162 A short summary of the overheating proposals has been provided including early commitments to low g-value, recessed windows and external shading. This is acceptable for the Outline Planning stage. Condition 42 is proposed to secure the final details of a full TM59 overheating assessment as a Reserved Matter. Subject to such a condition, the proposal will comply with Policy SI 4 of the London Plan (2021).

Waste and Circular Economy

7.163 Policy SI 7 and Policy D6 of the London Plan (2021) require developments to be designed with adequate, flexible, and easily accessible storage space and collection systems that support, as a minimum, the separate collection of dry recyclables (at least card, paper, mixed plastics, metals, glass) and food. Policy DMHB 11 of the Hillingdon Local Plan: Part 2 (2020) supports this policy from a design perspective.

7.164 Specifically, Policy SI 7, Part B, of the London Plan (2021) states that referable applications should submit Circular Economy Statements to promote circular economy outcomes and aim to be net zero-waste. Policy EM11 of the Hillingdon Local Plan: Part 1 (2012) also supports these objectives.

7.165 An Operational Waste Management Strategy has been submitted for consideration. Based on the indicative scheme, bin storage areas are proposed in accessible locations within sufficient distance of the proposed collection

points. This principle is secured in the Design Code, including Design Code rule numbers DC 2.19 and DC 2.20.

7.166 The applicant has submitted a Circular Economy Statement as required. Condition 26 would secure the submission of a final detailed Statement. Subject to such a condition, the proposal would accord with Policy SI 7 of the London Plan (2021).

Digital Connectivity

7.167 Policy SI 6 of the London Plan (2021) requires that development provides ducting space for full fibre connectivity.

7.168 Condition 16 is proposed and would ensure that sufficient ducting space for full fibre connectivity infrastructure is provided within the development. Subject to the recommended condition, the proposed development would accord with Policy SI 6 of the London Plan (2021).

8 Other Matters

Airport Safeguarding

8.1 Policy DMAV 1 of the Hillingdon Local Plan: Part 2 (2020) states that the Council will support the continued safe operation of Heathrow Airport and RAF Northolt and will consult with the airport operator on proposals in the safeguarded areas. Proposals that may be a hazard to aircraft safety will not be permitted.

8.2 The site is located within the safeguarded area for Heathrow Airport and outside of the safeguarded area for RAF Northolt. The National Air Traffic Services, Heathrow Airport Ltd and the Ministry of Defence have been consulted and have confirmed no safeguarding objections, subject to securing Conditions 33 (Radar Mitigation Scheme), 36 (Landscape Scheme), 40 (Bird Hazard Management Plan), and 45 (Glint and Glare Assessment). Subject to such conditions, the proposal would comply with Policy DMAV 1 of the Hillingdon Local Plan: Part 2 (2020).

Infrastructure

Infrastructure Assessment

8.3 Policy D2 of the London Plan (2021) states that an unallocated site that may cause planned infrastructure capacity to be exceeded might need to provide additional infrastructure proportionate to the development.

8.4 The proposal will generate Hillingdon and Mayoral CIL contributions to fund the provision of infrastructure. A comprehensive set of planning obligations are also to be secured by a Section 106 legal agreement if recommended for approval.

Accordingly, the proposal is not considered to be contrary to Policy D2 of the London Plan (2021).

Health

8.5 National, regional and local policies require planning decisions to promote healthy, inclusive communities by supporting healthy lifestyles, aligning with local health and wellbeing strategies, and providing sufficient health and social infrastructure. The London Plan emphasises addressing health inequalities and ensuring developments positively impact physical and mental health, while Hillingdon's Local Plan highlights the Borough's pressing need for additional healthcare facilities to meet population growth and changing demographics. This includes the NPPF (2024), Policy GG3 of the London Plan (2021), Policy CI1 of the Hillingdon Local Plan: Part 1 (2012) and supporting paragraphs of the Hillingdon Local Plan: Part 2 (2020).

8.6 In particular, paragraph 7.2 of the Hillingdon Local Plan: Part 2 (2020) states that there is a particularly pressing need in the Borough for additional health care facilities to address higher than expected birth rates and an increase in the older population.

8.7 As part of the planning application process, the NHS Property Services have submitted representations explaining that a financial contribution is required to address the increase in population due to the development and the additional floorspace required based on the lack of existing primary care capacity.

8.8 Accordingly, Officers have used the HUDU Planning Contributions Model to assess the health service requirements and cost impacts of a scheme which could deliver up to 673 residential units, on the basis of three different tenure mix scenarios. S106 Hot of Term ii proposes to secure a financial contribution which is to be calculated at the Reserved Matters stage, totalling up to £942,489 (based on a 100% private Scenario) in order to fund enhanced or new health facilities within the London Borough of Hillingdon. The contribution would reduce if affordable housing was delivered. Subject to a S106 legal agreement, the proposal complies with the NPPF (2024), Policy GG3 of the London Plan (2021), Policy CI1 of the Hillingdon Local Plan: Part 1 (2012) and the Hillingdon Local Plan: Part 2 (2020).

<u>Environmental Impact Assessment</u>

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

<u>Human Rights</u>

8.10 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

8.11 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

8.12 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.

8.13 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.

8.14 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.

8.15 London Plan (2021) Policy DF1 (Delivery of the Plan and Planning Obligations) also states:
D) When setting policies seeking planning obligations in local Development Plan Documents and in situations where it has been demonstrated that planning obligations cannot viably be supported by a specific development, applicants and decision-makers should firstly apply priority to affordable housing and necessary public transport improvements, and following this:
1) recognise the role large sites can play in delivering necessary health and education infrastructure; and
2) recognise the importance of affordable workspace, and culture and leisure facilities in delivering good growth.

8.16 On the basis of the Development Plan and the Community Infrastructure Levy Regulation 2010, it is only considered reasonable to request contributions for the matters outlined in the Heads of Terms contained in the *Summary of Recommendation* section at the beginning of this report. These are listed in summary below:

i. Affordable Housing
ii. Health Contribution
iii. Air Quality Mitigation Contribution
iv. Carbon Offset Contribution
v. Public Open Space Contribution
vi. Section 278 Agreement
vii. Hillingdon Council Active Travel Zone / Healthy Streets Contribution
viii. Transport for London Contributions
ix. Residential Parking Permit Restrictions
x. Employment and Construction Training Scheme
xi. Project Management and Monitoring Fee

Community Infrastructure Levy

8.17 Please be advised that as from 1 April 2012, all planning approvals for schemes with a net additional internal floor area of 100m2 or more will be liable for the Mayoral Community Infrastructure Levy (Mayoral CIL), as legislated by the Community Infrastructure Levy Regulations 2010 and The Community Infrastructure Levy (Amendment) Regulations 2011. The liability payable will be equal to £60 per square metre (from April 2019). The London Borough of Hillingdon is a collecting authority for the Mayor of London and this liability shall be paid to LBH in the first instance.

8.18 In addition, the development represents Chargeable Development under the Hillingdon Community Infrastructure Levy, which came into effect on 1st August 2014.

8.19 The liability payable is as follows (subject to indexation):
Hillingdon CIL: £4,909,485
Mayoral CIL: £2,230,690

8.20 However, please note that this has been calculated based on the information available to the officer. The final amount will be reviewed post determination by the Council's Planning Obligations Team and set out to the liable party in line with the CIL Regulations.

9 Conclusion / Planning Balance

9.1 This application seeks Outline Planning Permission (with all matters reserved excluding access) for demolition of existing buildings (above basement level) and phased delivery of a residential development (Class C3), flexible commercial

/ community floorspace (368m2), new public realm, landscaping, play space, car parking, cycle parking and associated works.

9.2 The proposed loss of the existing underutilised office use is accepted in principle. There are no objections to the loss of the existing office buildings themselves as they are not considered to have significant architectural merit. Significantly, the provision of much needed residential units on sustainably located brownfield land within close proximity to Hayes Town Centre and only 500m (8 minute walk) of the Hayes and Harlington Station is supported. The proposed flexible commercial / community space will generate jobs on a site which is generally accepted as underutilised in it current form. It is noted that the new residents of the development will provide further business for local traders and support the vitality and viability of Hayes Town Centre. This weighs significantly in favour of the development in the planning balance.

9.3 The proposal for 15% family housing (3-bedroom units) is a positive provision for a large strategic residential scheme and would contribute to meeting need within the borough. In terms of affordable housing, the scheme has been subject to viability testing by the Council's third-party consultants and the Greater London Authority (GLA). Following such assessment, it has been concluded that a 100% private market scheme generates a deficit but is within the range of deliverability. Despite this, the developer has agreed to enter into a S106 legal agreement which would obligate them to carry out all reasonable endeavours to secure grant funding and maximise affordable housing provision on site. Should it be sufficiently evidenced, in agreement with the Council, that all reasonable endeavours have been exhausted and that no grant funding has been secured to realise affordable housing provision, the scheme would revert to 100% private market housing. Given the significant viability constraints on the proposed scheme, it is concluded that the proposed conditional cascade mechanism would realise the maximum amount of affordable housing possible, especially given the announcement of the GLA's emergency measures for housebuilding which have been introduced to accelerate housebuilding, unlock stalled sites and provide housebuilders with more certainty by improving both the viability and deliverability of residential schemes. The conditional affordable housing cascade mechanism is proposed to be secured under S106 HoT (i) and includes viability review mechanisms to capture changes in viability over the lifetime of the multi-phase residential development. This is the reasonable and robust evidence based position which is considered, on the balance of probabilities, to realise sufficient public benefit by maximising the likelihood of affordable housing delivery.

9.4 Parameter Plans and a Design Code support the Outline Planning application submission, establishing parameters and design rules that future Reserved Matters must follow. Despite positive amendments being made as part of the application process, concerns were raised regarding the deliverability, quality and functionality of certain open spaces. Notwithstanding, the Parameter Plans and Design Code are considered to strike a reasonable balance against best-practice Design Code guidance documents, which emphasise that effective design codes should be simple, specific and proportionate. To address residual

uncertainties and ensure high-quality delivery, the applicant has agreed that a revised Design Code will be secured by Condition 22, alongside further conditions requiring detailed materiality and landscape information at Reserved Matters stage.

9.5 Significant weight is afforded to the Government's Written Ministerial Statement on Planning Reform: Next Phase (18 November 2025). In this context, the application site's proximity to a major rail station represents a material consideration of significant weight, and any assessment of the proposal must give due regard to the Government's clear expectation that sustainably located development adjacent to stations should be supported unless demonstrable harm would clearly outweigh the substantial public benefits identified.

9.6 Other matters which are considered to be planning policy conflicts include the delivery of a shortfall in amenity space provision, play space provision, and open space provision. However, these are considered to be minor conflicts with standards exhibited by the illustrative scheme, not a detailed scheme, which would be submitted as part of the Reserved Matters stage of the planning application process. Conditions are proposed to maximise quantity and quality of these spaces, including a revised Design Code.

9.7 Planning obligations are proposed to secure affordable housing provisions, health contribution, an air quality contribution, carbon offset contribution, public open space contribution, highways works, active travel zone and healthy streets contribution, TfL contribution, parking permit restrictions, and employment strategy and construction training. A project management and monitoring fee would also be secured to manage and monitor the planning obligations.

9.8 Section 38(6) of the Planning and Compulsory Purchase Act 2004 states that planning applications should be determined in accordance with the development plan unless material considerations indicate otherwise. For the reasons outlined above and within the main body of the report, the application is considered to broadly comply with the Development Plan. Where there are minor conflicts with the Development Plan, there are considered to be sufficient mitigating factors and benefits which outweigh such conflicts. Subject to the planning conditions and obligations recommended, the proposed development can mitigate the planning policy conflicts identified. Accordingly, the development is considered, on balance, to be acceptable with respect to design, heritage, residential amenity, environmental issues, transport, and sustainability.

9.9 The application is recommended for approval, subject to Stage 2 referral to the Mayor of London, securing the planning conditions set out in Appendix 1 and a Section 106 legal agreement.

10 Background Papers

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

(except exempt or confidential information) are available on the Council's website here, by entering the planning application number at the top of this report and using the search facility. Planning applications are also available to inspect electronically at the Civic Centre, High Street, Uxbridge, UB8 1UW upon appointment, by contacting Planning Services at planning@hillingdon.gov.uk.

APPENDICES

Planning Application

79625/APP/2025/2128

Appendix 1: Recommended Conditions and Informatives

Conditions

1. OUT1 **Compliance - Outline Planning Permission Time Limit**

Compliance - Outline Planning Permission Time Limit

The development in each phase subject to the Outline Planning Permission (Phases 1, 2, and 3) hereby permitted shall begin either before the expiration of three years from the date of this permission, or before the expiration of two years from the date of approval of the reserved matters to be approved for the relevant phase, whichever is the later.

REASON
To comply with Section 92 of the Town and Country Planning Act 1990 (As Amended).

2. OUT2 **Compliance - Reserved Matters**

Compliance - Reserved Matters

Phase 1: The submission of applications for the reserved matters (being scale, layout, appearance, and landscaping) for Phase 1 shall be submitted to the Local Planning Authority before the expiration of three years from the date of this permission and approved in writing before any development on that phase begins.

Phase 2: The submission of applications for the reserved matters (being scale, layout, appearance, and landscaping) for Phase 2 shall be submitted to the Local Planning Authority before the expiration of five years from the date of this permission and approved in writing before any development on that phase begins.

Phase 3: The submission of applications for the reserved matters (being scale, layout, appearance, and landscaping) for Phase 3 shall be submitted to the Local Planning Authority before the expiration of seven years from the date of this permission and approved in writing before any development on that phase begins.

REASON
To comply with Sections 91 and 92 of the Town and Country Planning Act 1990 (As Amended).

3. NONSC **Compliance - Phasing**

Compliance - Phasing

The development hereby permitted shall not be carried out except in complete accordance with the phasing shown on page 34 of approved document reference "A12440-TPB-XX-XXX-RP-A-040003-S2-P02 Design and Access Statement Addendum (Dated December

2025)". Each Phase is defined broadly as follows:-

Phase 1 (Block A and Gateway open space):
- Block A1 and A2 constructed on the surface level car park.
- Gateway open space landscape installed.

Phase 2 (Block B and Social Heart open space):
- Demolition of HPH2.
- Block B (B1,B2,B3) and associated car parking.
- Narrowing of road between Block B and HPH3 with associated landscape.
- Completion of the Gateway and Social Heart open spaces.

Phase 3 (Block C and D and Nurture Garden open space):
- Demolition of HPH5 and MSCP.
- Basement refurbishment and extension.
- Construction of Block C and D.
- Completion of the Nurture Garden open space together with remaining street landscape.

REASON
To ensure the development complies with the provisions Hillingdon Local Plan Parts 1 (November 2012) and 2 (January 2020) and the London Plan (2021).

4. RES4 **Compliance - Accordance with Parameter Plans**

Compliance - Accordance with Parameter Plans

All reserved matters applications and subsequent development phases shall accord with the Location Plan and Parameter Plans hereby approved, including:-

A12440-TPB-ZZ-XXX-DR-A-041001-S2-P02 Site Location Plan
A12440-TPB-ZZ-ZZZ-DR-A-041001-S2-P06 Parameter Plan 1 - Building Zones;
A12440-TPB-ZZ-ZZZ-DR-A-041002-S2-P06 Parameter Plan 2 - Access and Movement;
A12440-TPB-ZZ-ZZZ-DR-A-041003-S2-P05 Parameter Plan 3 - Hard and Soft Landscape;
A12440-TPB-ZZ-ZZZ-DR-A-041004-S2-P04 Parameter Plan 4 - Building Heights;
A12440-TPB-ZZ-ZZZ-DR-A-041005-S2-P04 Parameter Plan 5 - Land Use;
A12440-TPB-ZZ-ZZZ-DR-A-041006-S2-P04 Parameter Plan 6 - Trees;
A12440-TPB-ZZ-ZZZ-DR-A-041007-S2-P02 Parameter Plan 7 - Max Building Heights; and
A12440-TPB-ZZ-ZZZ-DR-A-041008-S2-P01 Parameter Plan 8 - Basement Zones Plan.

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).

5. RES5 **Compliance - Supporting Documentation**

Compliance - Supporting Documentation

All reserved matters applications and subsequent development phases shall accord with the specified supporting plans and/or documents:

Planning:

Planning Statement (Dated 25th July 2025);
Cover letter (Dated 10th December 2025);
Health Impact Assessment (Dated July 2025);
Economic Statement (Dated July 2025);
7034-CBC-OH-RP-U-000001 Foul sewage and utilities assessment (Dated 23rd June 2025);

Design and Heritage:

Heritage, Townscape and Visual Impact Assessment (Dated July 2025)
A12440-TPB-XX-XXX-RP-A-040001-S2-P06 Design and Access Statement (Dated July 2025)
A12440-TPB-XX-XXX-RP-A-040003-S2-P02 Design and Access Statement Addendum (Dated December 2025)
Archaeological Desk Based Assessment (Dated June 2025)
HER-01231 Archaeological Response Letter (Dated 13th October 2025) (Response to Greater London Archaeological Advisory Service (GLAAS))
OF-002334-FSS-01-B Gateway One Fire statement (Dated 4th July 2025)
Fire Statement (Submitted August 2025)

Environmental:

CBA11915 v2 Arboricultural Implications Assessment (Dated November 2025)
Wind Microclimate Assessment Report (Dated October 2025)
Wind Microclimate Assessment Report Peer Review Response (Dated October 2025)
JW/21740 Wind Microclimate Technical Note (Impact of Post-submission Amendments) (Dated November 2025)
Daylight, Sunlight & Overshadowing Report (Dated 18th February 2026)
Daylight, Sunlight & Overshadowing Appendices (Dated 18th February 2026)
Daylight, Sunlight & Overshadowing Addendum Report (Dated 10th December 2025)
KLG183/R2/Issue 2 Aviation Safeguarding Assessment for Planning (Dated June 2025)
Preliminary Ecological Appraisal (Dated June 2025)
Noise and Vibration Impact Assessment (Dated 16th May 2025)
Phase I Geoenvironmental Report Rev. 02 (Dated June 2025)
Biodiversity metric calculation tool

Sustainability:

12421-WCL-ZZ-ZZ-RP-Y-0005 Rev. 03 Circular Economy Statement (Dated 17th October 2025)

65214976-SWE-XX-XX-T-GE-0001 Rev. P03 Pre-Demolition & Pre-Redevelopment Waste Audit (Dated 16th October 2025)
Flood Risk Assessment and Drainage Strategy (Dated October 2025)
P452072-WW-XX-XX-RP-C-0001 Water Cycle Strategy (Dated July 2025)
12421-WCL-ZZ-ZZ-RP-SS-0001 Rev. P03 Energy Statement (Dated 19th June 2025)
12421-WCL-ZZ-ZZ-RP-Y-0002 Rev 3 Sustainability Statement (Dated 18th July 2025)
12421-WCL-ZZ-ZZ-RP-Y-0005 Rev. 02 Circular Economy Statement (Dated 19th June 2025)
J10-15789B-10-F1 Climate Change Resilience and Greenhouse Gas Assessment (Dated 6th June 2025)

Transport:

Healthy Streets Transport Assessment (Dated June 2025)
Transport Technical Note (Dated 2nd December 2025)
Outline Construction Logistics Plan (Dated June 2025)
Site Waste Management Plan - Construction (Dated June 2025)
Framework Delivery & Servicing Management Plan (Dated December 2025)
Operational Waste Management Plan (Dated December 2025)
Draft Parking Management Plan (Dated December 2025)
Outline Travel Plan (Dated June 2025)

REASON
To ensure the development complies with the provisions Hillingdon Local Plan Parts 1 (November 2012) and 2 (January 2020) and the London Plan (2021).

6. NONSC **Compliance - Housing Mix**

Compliance - Housing Mix

The development hereby approved shall comprise of no more than 673 residential units and shall strictly accord with the following housing mix parameters:

- 1 bedroom units: 20% to 45%
- 2 bedroom units: 30% to 45%
- 3+ bedroom units: At least 15%

REASON
To ensure that the development delivers a mix of housing units of different sizes to reflect the Council's latest information on housing need, in compliance with Policy DMH 2 of the Hillingdon Local Plan: Part 2 (2020) and Policy H10 of the London Plan (2021).

7. NONSC **Compliance - Restrict Use Class**

Compliance - Restrict Use Class

Notwithstanding the Town and Country Planning (Use Classes) Order 1987 (as amended), or in any provision equivalent to that Class in any statutory instrument revoking and re-enacting that Order with or without modification, the development shall not be used for any purpose other than as:-
- Use Class C3: Up to 673 units for residential use; and
- Use Classes E and F.2: Up to 368m2 floorspace for flexible commercial and/or community use (E(a) retail, E(b) food and drink, E(e) medical or health services, E(f) nursery, E(g)(i) offices, F.2(a) shop with essential goods, F.2(b) hall or meeting place for local community).

REASON
To ensure that the provisions of the development are secured to the use proposed to prevent detrimental impacts arising from an alternative use which is not permitted, including impacts on the local highway network and air quality, in accordance with Policies DMTC 1, DMT 1, DMT 2 and DMEI 14 of the Hillingdon Local Plan: Part 2 (2020), Policies T4 and SI 1 of the London Plan (2021) and the National Planning Policy Framework (2024).

8. NONSC **Compliance - Restrict Enlargement of Class E Buildings**

Compliance - Restrict Enlargement of Class E Buildings

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

REASON
To ensure that the Local Planning Authority have assessed all the implications of the development, including impacts on design, the local highway network and air quality, in accordance with Policies DMHB 11, DMT 1, DMT 2 and DMEI 14 of the Hillingdon Local Plan: Part 2 (2020), Policies D4, T4 and SI 1 of the London Plan (2021) and the National Planning Policy Framework (2024).

9. NONSC **Compliance - Restrict Addition to Class E Building**

Compliance - Restrict Addition to Class E Building

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

REASON
To ensure that the Local Planning Authority have assessed all the implications of the development, including impacts on design, the local highway network and air quality, in accordance with Policies DMHB 11, DMT 1, DMT 2 and DMEI 14 of the Hillingdon Local Plan: Part 2 (2020), Policies D4, T4 and SI 1 of the London Plan (2021) and the National

Planning Policy Framework (2024).

10. NONSC **Compliance - Height Limitation on Buildings & Structures**

Compliance - Height Limitation on Buildings & Structures

No building or structure of the development hereby permitted shall exceed 67.95m Above Ordnance Datum (AOD).

REASON
To ensure the development does not endanger the safe movement of aircraft or the operation of Heathrow Airport or NATS En-route PLC, through interference with communication, navigational aids and surveillance equipment, in accordance with Policy DMAV 1 of the Hillingdon Local Plan: Part 2 (2020).

11. NONSC **Compliance - Use Class E / F.2 Operation Hours**

Compliance - Use Class E or F.2 Operation Hours

The ground floor Use Class E or F.2 premises hereby approved as part of Blocks A1 and A2 (Phase 1) shall only be open to the public between the following hours:-

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

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

12. NONSC **Compliance - Use Class E / F.2 Servicing Hours**

Compliance - Use Class E or F.2 Servicing Hours

There shall be no loading or unloading of vehicles (including the collection of waste) from the ground floor Use Class E or F.2 premises hereby approved as part of Blocks A1 and A2 (Phase 1) outside of the hours of:-

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

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

13. NONSC **Compliance - M4(2) & M4(3) Accessible Units**

Compliance - M4(2) & M4(3) Accessible Units

The development hereby approved shall ensure that 10% of the residential units are constructed to meet the standards for Category 3 M4(3) dwellings, with all remaining units designed to the standards for Category 2 M4(2) dwellings, as set out in Approved Document M to the Building Regulations (2010) 2015 (or as amended), and all such provisions shall remain in place for the life of the building.

REASON
To ensure that sufficient housing stock is provided, in accordance with Policy DMHB 16 of the Hillingdon Local Plan: Part 2 (2020) and Policies D5 and D7 of the London Plan (2021).

14. NONSC **Compliance - Noise (Plant Noise Mitigation)**

Compliance - Noise (Plant Noise Mitigation)

For the lifetime of the development hereby permitted, the sound rating level (LAr) of noise caused by plant serving the development shall not exceed 40 dB LAr 15 min for any fifteen-minute period between 2300 and 0700, and 50 dB LAr 1 hour for any one-hour period between 0700 and 2300, determined one metre free field external to any window or door of any permanent residential, or equivalently noise sensitive premises, in accordance with 'Methods for rating and assessing industrial and commercial sound' British Standards Institution BS4142 2014+A1 2019.

REASON
To ensure a satisfactory living environment is achieved, in accordance with Policy DMHB 11 of the Hillingdon Local Plan: Part 2 (2020) and Policy D14 of the London Plan (2021).

15. NONSC **Compliance - Noise (Sound Insulation of Building)**

Compliance - Noise (Sound Insulation of Building)

For the lifetime of the development hereby permitted, the noise level shall not exceed 35 dB LAeq 16 hrs between 0700 and 2300 and 30 dB LAeq 8 hrs, between 2300 and 0700, measured inside any room of any permitted dwelling whilst achieving acceptable internal living
conditions with respect to ventilation and temperature. This has regard to the guidance set out in 'Guidance on Sound Insulation and Noise Reduction for Buildings' British Standard Institution BS8233: 2014.

REASON
To ensure a satisfactory living environment is achieved, in accordance with Policy DMHB 11 of the Hillingdon Local Plan: Part 2 (2020) and Policy D14 of the London Plan (2021).

16. NONSC **Compliance - Digital Connectivity Infrastructure**

Compliance - Digital Connectivity Infrastructure

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

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

17. NONSC **Compliance - Connection to Future District Heating Network**

Compliance - Connection to Future District Heating Network

The development hereby approved shall have provision to connect to a district heating network should one become available in future and should it be viable to do so.

REASON
To ensure compliance with Policy SI 3 of the London Plan (2021).

18. NONSC **Compliance - Non-Road Mobile Machinery**

Compliance - Non-Road Mobile Machinery

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

REASON
To comply with the London's Low Emission Zone for non-road mobile machinery as per requirements of the London Environment Strategy, in accordance with Policy EM8 of the Hillingdon Local Plan: Part 1 (2012), Policy DMEI 14 of the Hillingdon Local Plan: Part 2 (2020), Policy SI 1 of the London Plan (2021) and the National Planning Policy Framework (2024).

19. NONSC **Compliance - Use of Water**

Compliance - Use of Water

(i) The residential development hereby approved shall incorporate measures to minimise the use of mains water in line with the Optional Requirement of the Building Regulations, achieving mains water consumption of 105 litres or less per head per day (excluding allowance of up to five litres for external water consumption). Measures shall include smart

metering, water saving and recycling measures, including retrofitting, to help to achieve lower water consumption rates and to maximise future-proofing.

(ii) The non-residential development hereby approved shall achieve at least the BREEAM excellent standard for the 'Wat 01' water category.

REASON
In order to minimise the use of mains water, water supplies and resources should be protected and conserved in a sustainable manner, in compliance with Policy SI 5 of the London Plan (2021).

20. NONSC **Compliance - Parking spaces leased & not sold**

Compliance - Parking spaces leased & not sold

All commercial and residential car parking spaces for occupants of the development shall be leased and not sold.

REASON
To accord with Policy T6.1, part (B), of the London Plan (2021).

21. COM10 **Compliance - Tree Retention**

Compliance - Tree Retention

Trees, hedges and shrubs shown to be retained on the approved plans shall not be damaged, uprooted, felled, lopped or topped without the prior written consent of the Local Planning Authority. If any retained tree, hedge or shrub is removed or severely damaged during construction, or is found to be seriously diseased or dying another tree, hedge or shrub shall be planted at the same place or, if planting in the same place would leave the new tree, hedge or shrub susceptible to disease, then the planting should be in a position to be first agreed in writing with the Local Planning Authority and shall be of a size and species to be agreed in writing by the Local Planning Authority and shall be planted in the first planting season following the completion of the development or the occupation of the buildings, whichever is the earlier. Where damage is less severe, a schedule of remedial works necessary to ameliorate the effect of damage by tree surgery, feeding or groundwork shall be agreed in writing with the Local Planning Authority. New planting should comply with BS 3936 (1992) 'Nursery Stock, Part 1, Specification for Trees and Shrubs'. Remedial work should be carried out to BS BS 3998:2010 'Tree work - Recommendations' and BS 4428 (1989) 'Code of Practice for General Landscape Operations (Excluding Hard Surfaces)'. The agreed work shall be completed in the first planting season following the completion of the development or the occupation of the buildings, whichever is the earlier.

REASON
To ensure that the trees and other vegetation continue to make a valuable contribution to the amenity of the area in accordance with Policy DMHB 14 of the Hillingdon Local Plan Part 2

(2020) and to comply with Section 197 of the Town and Country Planning Act 1990.

22. NONSC **Reserved Matters - Design Code**

Reserved Matters - Design Code

Notwithstanding the Design Code framework hereby approved, the first application for reserved matters shall be accompanied by a final detailed Design Code, which shall be submitted to and approved in writing by the Local Planning Authority. The final detailed Design Code shall ensure that a high-quality development will be delivered, with further details required in respect of the following matters:-

(i) Public Realm and Landscape
(a) Play Space
(b) The Gateway, The Social Heart and The Nurture Garden
(c) Street frontages.
(d) Podiums
(e) Access and Movement

(ii) Built Form
(a) Street Proportions
(b) Character and Appearance

Thereafter, each application for approval of reserved matters shall be accompanied by the approved final detailed Design Code and shall accord with the approved details. The development shall be constructed in accordance with the approved details, prior to occupation of each phase, and shall be retained as such for as long as the development remains in existence.

REASON
To ensure that the development creates high quality, beautiful and sustainable buildings and places, in accordance with the provisions of Hillingdon Local Plan Parts 1 (November 2012) and 2 (January 2020) and the London Plan (2021).

23. NONSC **Reserved Matters - Daylight & Sunlight Report**

Reserved Matters - Daylight & Sunlight Report

Each application for reserved matters shall be accompanied by a final detailed Daylight and Sunlight Report for the development, or each development phase, which shall be submitted to and approved in writing by the Local Planning Authority. The report shall detail mitigation measures where appropriate.

Thereafter the development shall be constructed in accordance with the approved details, prior to occupation of the relevant phase, and be retained as such.

REASON
In order to ensure that daylight and sunlight conditions have been mitigated against where necessary so as to not compromise the comfort and enjoyment of the development and surrounding areas around the building, in accordance with Policy D9 of the London Plan (2021).

24. NONSC **Reserved Matters - Microclimate & Wind Report**

Reserved Matters - Microclimate & Wind Report

Each application for reserved matters shall be accompanied by a final detailed Microclimate and Wind Report for the development, or each development phase, which shall be submitted to and approved in writing by the Local Planning Authority. The report shall detail mitigation measures where appropriate.

Thereafter the development shall be constructed in accordance with the approved details, prior to occupation of the relevant phase, and be retained as such.

REASON
In order to ensure that microclimate and wind conditions have been mitigated against where necessary so as to not compromise the comfort and enjoyment of the development and surrounding areas around the building, in accordance with Policy D9 of the London Plan (2021).

25. NONSC **Reserved Matters - Energy Statement**

Reserved Matters - Energy Statement

Each application for reserved matters shall be accompanied by an updated Energy Statement for the development, or each development phase, which shall be submitted to and approved in writing by the Local Planning Authority. The report shall accord with the requirements of the London Plan (policy SI2) and the GLA Energy Assessment Guidance (June 2022 or as amended) and demonstrate that the development will maximise savings in CO2 emissions (achieving at least 35% on-site) from the regulated energy load.

Thereafter the development shall be constructed in accordance with the approved details, prior to occupation of the relevant phase, and be retained as such.

REASON
To ensure the development's onsite carbon savings from regulated energy demand is achieved in perpetuity (i.e. annually over 30years) in accordance with the Policy SI2 of the London Plan (2021).

26. NONSC **Reserved Matters - Circular Economy Statement**

Reserved Matters - Circular Economy Statement

Each application for reserved matters shall be accompanied by a detailed Circular Economy Statement in line with the GLA's Circular Economy Statement Guidance, which shall be submitted to and approved in writing by the Local Planning Authority. The statement shall adhere to the principles set out in the outline Circular Economy Statement.

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

REASON
In the interests of sustainable waste management and in order to maximise the re-use of materials, in accordance with Policy SI 7 of the London Plan (2021).

27. NONSC **Reserved Matters - Whole Life-Cycle Carbon Statement**

Reserved Matters - Whole Life-Cycle Carbon Statement

Each application for reserved matters shall be accompanied by a detailed Whole Life-Cycle Carbon Statement in line with the GLA's Whole Life-Cycle Assessment Guidance, which shall be submitted to and approved in writing by the Local Planning Authority. The statement shall adhere to the principles set out in the outline Whole Life-Cycle Carbon Statement.

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

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

28. NONSC **Pre-Commencement - Demolition & Construction Plan**

Pre-Commencement - Demolition & Construction Plan

(A) Prior to the commencement of demolition works on site for the development, or each development phase, a Demolition Management, Logistics Plan and Environmental Management Plan for the development, or development phase, shall be submitted to and approved in writing by the Local Planning Authority (in consultation with relevant stakeholders). The demolition works shall be carried out in strict accordance with the approved plan.

(B) Prior to commencement of any construction works for the development, or each development phase, including sub-surface works for the construction of the approved details, a Construction Management, Logistics Plan and Environmental Management Plan for the development, or development phase, shall be submitted to and approved in writing by the Local Planning Authority (in consultation with relevant stakeholders). The construction works shall be carried out in strict accordance with the approved plan.

The plans referred to in Parts (A) and (B) shall detail:

i.The phasing of the works;
ii.The hours of work;
iii.On-site plant and equipment;
iv.Measures to mitigate noise and vibration;
v.Measures to mitigate impact on air quality;
vi.Waste management;
vii.Site transportation and traffic management, including:
a. HGV Routing enforcement;
b. Signage;
c. Vehicle types and sizes;
d. Hours of arrivals and departures of staff and deliveries (avoiding peaks);
e. Frequency of visits;
f. Parking of site operative vehicles;
g. On-site loading/unloading and wheel washing arrangements;
h. Use of an onsite banksman (if applicable);
i. Use of consolidation centres to reduce HGV movements;
j. Achieve FORS Gold standard and 5* Direct Vision Standard;
k. Encourage use of active travel;
viii.The arrangement for monitoring and responding to complaints relating to demolition and construction;
ix. Details of cranes and other tall construction equipment (including the details of obstacle lighting);
x. Environmental Management Plan containing details of pollution and ground water protection measures relating, but not limited to, wind blow, seepage or spillage at the site during demolition, remediation and construction works. Works hours should also be carried out at appropriate times to avoid adverse impacts to nesting birds/bats.

This plan should accord with Transport for London's Construction Logistic Planning Guidance and the GLA's 'The Control of Dust and Emissions during Construction and Demolition' Supplementary Planning Guidance (July 2014) (or any successor document). It shall cover the entirety of the application site and any adjoining land which will be used during the construction period. It shall include the details of cranes and any other tall construction equipment (including the details of obstacle lighting).

Thereafter, the demolition and construction works shall be carried out in strict accordance with the approved plans.

REASON
To safeguard the amenity of surrounding areas and to ensure that the construction works include appropriate efficiency and sustainability measures so as not to compromise the safe and efficient operation of the local highway network and local air quality, in accordance with Policies DMT 1, DMT 2 and DMEI 14 of the Hillingdon Local Plan: Part 2 (2020) and Policies D14, SI 1, T4 and T7 of the London Plan (2021). To ensure that construction work and construction equipment on the site and adjoining land does not obstruct air traffic

movements or otherwise impede the effective operation of air traffic navigation transmitter/receiver systems, in accordance with Policy DMAV 1 of the Hillingdon Local Plan: Part 2 (2020). To ensure that the development mitigates impact on the Grand Union Canal Site of Importance for Nature Conservation, in accordance with Policy DMEI 7 of the Hillingdon Local Plan: Part 2 (2020).

29. NONSC **Pre-Commencement - Contaminated Land**

Pre-Commencement - Contaminated Land

(i) Prior to the commencement of the development (excluding demolition, site clearance and initial ground investigation works), or each development phase, a scheme to deal with contamination for the development, or development phase, shall be submitted to and approved in writing by the Local Planning Authority (LPA). All works which form part of the remediation scheme shall be completed before any part of the development, or development phase 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 further 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, along with the details of a watching brief to address undiscovered contamination. No deviation shall be made from this scheme without the express agreement of the LPA prior to its implementation.

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

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

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

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

30. NONSC **Pre-Commencement - Written Scheme of Investigation**

Pre-Commencement - Written Scheme of Investigation

Prior to commencement of the development, or development phase, a specialist Palaeolithic/Pleistocene assessment for the development, or development phase, shall be carried out in accordance with a stage 1 Written Scheme of Investigation (WSI) and shall be submitted to and approved in writing by the Local Planning Authority (in consultation with the Greater London Archaeological Advisory Service (GLAAS)).

If the Palaeolithic/Pleistocene assessment identifies significant potential and development impact on that potential then for those elements of the development which may impact a stage 2 WSI shall be submitted to and approved in writing by the Local Planning Authority (in consultation with GLAAS). For those elements of the development that are included within the stage 2 WSI, no demolition/development shall take place other than in accordance with the agreed stage 2 WSI which shall include:

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. Details of foundations and other groundworks

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 secure the provision of archaeological investigation and the subsequent recording of the remains prior to development, in accordance with Policy DMHB 7 of the Hillingdon Local Plan: Part 2 (2020), Policy HC1 of the London Plan (2021) and Chapter 16 of the National Planning Policy Framework (2024)

31. NONSC **Pre-Commencement - Piling Method Statement**

Pre-Commencement - Piling Method Statement

Prior to the commencement of the development, or each development phase, a Piling Method Statement for the development, or development phase, shall be submitted to and approved in writing by the Local Planning Authority (in consultation with Thames Water). This shall detail:-
(i) depth and type of piling to be undertaken and the methodology by which such piling will be carried out, including measures to prevent and minimise the potential for damage to subsurface sewerage infrastructure; and
(ii) the programme for the works and piling layout plan including all Thames Water wastewater assets, the local topography and clearance between the face of the pile to the face of a pipe.

Any piling must be undertaken in accordance with the terms of the approved piling method statement and piling layout plan.

REASON
The proposed works will be in close proximity to underground sewerage utility infrastructure and piling has the potential to significantly impact / cause failure of local underground sewerage utility infrastructure. The development is required to comply with Policy SI 5 of the London Plan (2021).

32. NONSC **Pre-Commencement - Tree Protection**

Pre-Commencement - Tree Protection

Prior to the commencement of the development, or each development phase, tree protection details for the development, or development phase, shall be submitted to and approved in writing by the Local Planning Authority. Details shall include:-

(i) A method statement outlining the sequence of development on the site including demolition, building works and tree protection measures.

(ii) Detailed drawings showing the position and type of fencing to protect the entire root areas/crown spread of trees, hedges and other vegetation to be retained shall be submitted to the Local Planning Authority for approval. No site clearance works or development within a phase containing trees to be retained, shall be commenced until these drawings have been approved and the fencing has been erected in accordance with the details approved. Unless otherwise agreed in writing by the Local Planning Authority, such fencing should be a minimum height of 1.5 metres.

Thereafter, the development shall be implemented in accordance with the approved details.

The fencing shall be retained in position until the development or relevant phase containing retained trees is completed.

The area within the approved protective fencing shall remain undisturbed during the course

of the works within the relevant phase and in particular in these areas:

(iii)(a) There shall be no changes in ground levels;
(iii)(b) No materials or plant shall be stored;
(iii)(c) No buildings or temporary buildings shall be erected or stationed;
(iii)(d) No materials or waste shall be burnt; and.
(iii)(e) No drain runs or other trenches shall be dug or otherwise created, without the prior written consent of the Local Planning Authority.

(iv) Where the arboricultural method statement recommends that the tree protection measures for a site will be monitored and supervised by an arboricultural consultant at key stages of the development, records of the site inspections / meetings shall be submitted to the Local Planning Authority.

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

33. NONSC **Pre-Commencement - Radar Mitigation Scheme**

Pre-Commencement - Radar Mitigation Scheme

(A) Prior to the commencement of any construction works for the development, or each development phase, a Radar Mitigation Scheme (RMS) (including a timetable for its implementation during construction) for the development, or development phase, shall be agreed with the Operator and approved in writing by the Local Planning Authority (in consultation with the National Air Traffic Services and Heathrow Airport Safeguarding).

(B) No construction work shall be carried out above 10m Above Ground Level (~42m AOD) unless and until the approved Radar Mitigation Scheme has been implemented and the development shall thereafter be operated fully in accordance with such approved Scheme.

REASON
To ensure the development does not endanger the safe movement of aircraft or the operation of Heathrow Airport or NATS En-route PLC, through interference with communication, navigational aids and surveillance equipment, in accordance with Policy DMAV 1 of the Hillingdon Local Plan: Part 2 (2020).

34. NONSC **Pre-Commencement - North Hyde Road Pedestrian Crossing**

Pre-Commencement - North Hyde Road Pedestrian Crossing

(i) Prior to commencement of any works, details of a full Road Safety Audit of the North Hyde Road pedestrian crossing shall be submitted to and approved in writing by the Local Planning Authority. The crossing shall also be designed so it does not impact on the safe

operation of buses.

(ii) Prior to the commencement of Phase 1 works, the final design of the North Hyde Road pedestrian crossing shall be submitted to and approved in writing by the Local Planning Authority.

(iii) Prior to the occupation of Phase 1, the North Hyde Road pedestrian crossing shall be completed and maintained in full accordance with the approved details.

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

35. NONSC **Pre-Commencement - Materials**

Pre-Commencement - Materials

Prior to commencement of the development, or each development phase, above ground level, details and samples of materials for the development, or development phase, shall be submitted to and approved in writing by the Local Planning Authority. This shall include (but is not limited to):

(i) Details and samples of all new external materials, including brickwork, bonding, pointing style, mortar mix, roofing materials, rainwater goods;
(ii) Details of external pipe work, flues and vents;
(iii) Detailed drawings of fenestration and doors, including profiles of all new windows, external doors, together with information on materials, glazing and finishes;
(iv) Detailed drawing including profile of the door entrance canopy with materials and finish;
(v) Comprehensive colour scheme for all built details;
(vi) Details of the materials palette should be provided with reference to paver types intended for use within the public realm and a methodology statement is required to ensure that all materials could be installed in accordance with the tolerances set out in BS8300:2018; and
(vii) Make, product/type, colour and photographs/images.

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

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

36. COM9 **Pre-Commencement - Landscape Scheme**

Pre-Commencement - Landscape Scheme

Prior to commencement of the development, or each development phase, a final landscape scheme for the development, or development phase, shall be submitted to and approved in writing by the Local Planning Authority, in consultation with relevant stakeholders (including the Heathrow Airport Safeguarding and Transport for London). The scheme shall include:-

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

(ii) Details of Hard Landscaping
(ii)(a) Refuse Storage
(ii)(b) Cycle Storage (in accordance with London Cycling Design Standards, including provision for larger and adapted cycles)
(ii)(c) Full details of the means of enclosure and boundary treatments, including product details with materials and finish
(ii)(d) Car Parking Layouts, including standard parking, disabled persons' parking and motorcycle parking (in accordance with London Plan requirements)
(ii)(e) Hard Surfacing Materials (including traffic calming measures, and the external areas and amenity areas which would be accessible to older and disabled people, including wheelchair users)
(ii)(f) External Lighting
(ii)(g) Other structures (including the access gate(s), play space, alongside accessible and inclusive equipment provisions (i.e. sensory impairment and complex multiple disabilities))
(ii)(h) Millington Road and North Hyde Road highway improvement works

(iii) Details of Landscape Maintenance
(iii)(a) Landscape Maintenance Schedule for a minimum period of 5 years
(iii)(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

(iv) Schedule for Implementation

(v) Other
(v)(a) Existing and proposed functional services above and below ground
(v)(b) Proposed finishing levels or contours (including internal and external levels, noting that there may be scope to reduce the extent and/or location of the external ramps)

(vi) Confirmation of the final Urban Greening Factor (UGF) score (minimum 0.4 UGF score)

Details must comply with Advice Note 3, 'Wildlife Hazards' available at (http://www.aoa.org.uk/wp-content/uploads/2016/09/AdviceNote-3-Wildlife-Hazards-

2016.pdf).

Thereafter the development shall be constructed in accordance with the approved details, prior to occupation of the relevant phase, and be retained as such.

REASON
To ensure that the proposed development will preserve and enhance the visual amenities of the locality and provide adequate facilities in compliance with Policies DMHB 11, DMHB 12, DMHB 14, DMT 2, DMT 6 and DMEI 1 of the Hillingdon Local Plan: Part 2 (2020) and Policies G1, G5, T5, T6, T6.2 and T7 of the London Plan (2021). Also, to avoid endangering the safe movement of aircraft and the operation of Heathrow Airport, in accordance with Policy DMAV 1 of the Hillingdon Local Plan: Part 2 (2020).

37. NONSC **Pre-Commencement - Public Art**

Pre-Commencement - Public Art

(i) Prior to commencement of above ground construction works for the development, an outline public art scheme for the development shall be submitted to and approved in writing by the Local Planning Authority.

(ii) Prior to commencement of above ground construction works for the development, or each development phase, a final and detailed public art scheme for the development, or development phase, shall be submitted to and approved in writing by the Local Planning Authority.

Thereafter each phase of the development shall be constructed in accordance with the approved details prior to occupation of the relevant phase and shall be retained as such.

REASON
To ensure that the development delivers a high-quality piece of public art, in accordance with Policy DMHB 11 of the Hillingdon Local Plan: Part 2 (2020).

38. NONSC **Pre-Commencement - Play Area Details**

Pre-Commencement - Play Area Details

Prior to commencement of above ground construction works for the development, or each development phase, details of the play spaces for the development, or development phase, shall be submitted to and approved in writing by the Local Planning Authority. This should include details of accessible play equipment for disabled children, including those with a sensory impairment, or complex multiple disabilities. The play spaces should be inclusive, safe, accessible, non-segregated, diverse and high-quality.

Thereafter each phase of the development shall be constructed in accordance with the approved details prior to occupation of the relevant phase and shall be retained as such.

REASON
To ensure that the development makes adequate provision of children's play space in accordance with Policies DMHB 19 and DMCI 5 of the Hillingdon Local Plan: Part 2 (2020) and Policies S4 and D5 of the London Plan (2021).

39. NONSC **Pre-Commencement - Biodiversity Net Gain**

Pre-Commencement - Biodiversity Net Gain

Prior to commencement of above ground construction works for the development, or each development phase, a Biodiversity Gain Plan for the development, or development phase, demonstrating compliance with the 10% biodiversity net gain requirement in accordance with the Environment Act 2021, shall be submitted to and approved in writing by the Local Planning Authority. The Biodiversity Gain Plan should include:

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

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

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

Where a biodiversity net gain of 10% is not achievable on site and/or the proposal results in the loss of watercourse units (e.g. the existing pond proposed for removal), in addition to the Baseline Biodiversity Assessment (i), the following shall be included in the BGP:

iii. Off-Site Biodiversity Credits or Statutory Credits: Where on-site measures do not achieve the 10% net gain and/or results in the loss of watercourse units (e.g. the existing pond proposed for removal), confirmation of the purchase of off-site biodiversity credits or statutory credits must be provided, including a receipt or proof of transaction as part of the Plan.

Thereafter each phase of the development shall be constructed and operated in accordance with the approved details prior to occupation of the relevant phase and shall be retained as such.

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

40. NONSC **Pre-Commencement - Bird Hazard Management Plan**

Pre-Commencement - Bird Hazard Management Plan

Prior to commencement of above ground construction works for the development, or each development phase, a Bird Hazard Management Plan shall be submitted to and approved in writing by the Local Planning Authority (in consultation with Heathrow Airport Safeguarding). The submitted 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.

Thereafter the development shall be implemented and retained/maintained in accordance with these details, prior to occupation of the relevant phase, for as long as the development remains in existence.

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

41. NONSC **Pre-Commencement - Energy Monitoring, Recording & Reporting**

Pre-Commencement - Energy Monitoring, Recording & Reporting

Prior to commencement of above ground works for the development, or each development phase, a final detailed Energy Monitoring, Recording and Reporting Plan (alongside the approved Energy Statement) for the development, or development phase, shall be submitted to and approved in writing by the Local Planning Authority. The plan shall accord with the requirements of the London Plan (policy SI2) and the GLA Energy Assessment Guidance (June 2022 or as amended) and demonstrate that the development will maximise savings in CO2 emissions (achieving at least 35% on-site) from the regulated energy load in accordance with the approved energy strategy.

Thereafter the development shall be implemented and retained/maintained in accordance with these details, prior to occupation of the relevant phase, for as long as the development remains in existence.

REASON
To ensure the development's onsite carbon savings from regulated energy demand is achieved in perpetuity (i.e. annually over 30years) in accordance with the Policy SI2 of the London Plan (2021).

42. NONSC **Pre-Commencement - Overheating**

Pre-Commencement - Overheating

Prior to commencement of above ground works for the development, or each development phase, the final Overheating Strategy for the development, or development phase, shall be submitted to and approved in writing by the Local Planning Authority. The submission shall demonstrate how the development will reduce the potential for internal overheating and reliance on air conditioning systems in accordance with the following cooling hierarchy:
1) reduce the amount of heat entering a building through orientation, shading, high albedo materials, fenestration, insulation and the provision of green infrastructure;
2) minimise internal heat generation through energy efficient design;
3) manage the heat within the building through exposed internal thermal mass and high ceilings;
4) provide passive ventilation;
5) provide mechanical ventilation; and
6) provide active cooling systems.

Thereafter the development shall be implemented and retained/maintained in accordance with these details, prior to occupation of the relevant phase, for as long as the development remains in existence.

REASON
To demonstrate that the final strategy will reduce the potential for internal overheating and reliance on air conditioning systems in accordance with the cooling hierarchy and Policy SI 4 if the London Plan (2021).

43. NONSC **Pre-Commencement - Sustainable Drainage Scheme Details**

Pre-Commencement - Sustainable Drainage Scheme Details

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

a) Sustainable Drainage features:

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

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

iii. Runoff rates - provide the greenfield and proposed runoff rates for a variety of return periods including 1 in 1 year, 1 in 30, 1 in 100, and 1 in 100 plus 40% climate change. Developments should aim to meet greenfield runoff rates unless a suitable justification can be provided.

iv. Drainage calculations - include calculations to demonstrate that the volume of storage and size of drainage features provided is adequate to control surface water for a range of storm duration and rainfall intensities for the entire site area for events up to and including the critical 1 in 100 plus 40% climate change rainfall event.

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

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

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

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

Thereafter the development shall be implemented and retained/maintained in accordance with these details, prior to occupation of the relevant phase, for as long as the development remains in existence.

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

44. NONSC **Pre-Occupation - Sustainable Drainage Scheme Verification**

Pre-Occupation - Sustainable Drainage Scheme Verification

Prior to the occupation of the development, or each development phase, evidence (photographs and installation contracts) to demonstrate that the sustainable drainage scheme for the site has been completed in accordance with the submitted details shall be submitted to and approved in writing by the Local Planning Authority. The sustainable drainage scheme shall be managed and maintained thereafter in accordance with the agreed management and maintenance plan for all of the proposed drainage components.

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

45. NONSC **Pre-Occupation - Glint & Glare Assessment**

Pre-Occupation - Glint & Glare Assessment

Prior to the occupation of the development, or each development phase, a glint and glare assessment for the development, or development phase, shall be submitted to and approved in writing by the Local Planning Authority.

Thereafter the development shall be implemented and retained/maintained in accordance with these details, prior to occupation of the relevant phase, for as long as the development remains in existence.

REASON
To ensure the development does not endanger the safe movement of aircraft or the operation of Heathrow Airport. The airport requires a glint and glare assessment to be completed to determine the full impact on Air Traffic Control Tower and pilots approaching the airport, in accordance with Policy DMAV 1 of the Hillingdon Local Plan: Part 2 (2020).

46. NONSC **Pre-Occupation - Commercial Floorspace Fit-Out Condition**

Pre-Occupation - Commercial Floorspace Fit-Out Condition

(i) The Phase 1 residential units shall not be occupied until the commercial space has been completed to at least Category A fit-out standard.

(ii) Prior to the occupation of Phase 1 residential units, evidence of Category A fit-out completion for the commercial space shall be submitted to and approved in writing by the Local Planning Authority.

(iii) If the Phase 1 commercial space has not been occupied within 8 months of the occupation of the Phase 1 residential units, the commercial space shall be fit out to at least Category A+ standard within 12 months of the occupation of the Phase 1 residential units. Within 1 month of completion, evidence of Category A+ fit-out completion for the commercial space shall be submitted to and approved in writing by the Local Planning Authority.

REASON
To ensure the delivery of the commercial space early in the development programme, in order to deliver the design and social benefit secured as part of that development, in accordance with Policies DMHB 11 and DMCI 2 of the Hillingdon Local Plan: Part 2 (2020) and Policy E3 of the London Plan (2021).

47. NONSC **Pre-Occupation - Thames Water Condition**

Pre-Occupation - Thames Water Condition

No development shall be occupied until confirmation has been provided that:-

(i) Foul water capacity exists off site to serve the development; or

(ii) A development and infrastructure phasing plan has been agreed with the Local Authority in consultation with Thames Water. Where a development and infrastructure phasing plan is agreed, no occupation shall take place other than in accordance with the agreed development and infrastructure phasing plan; or

(iii) All Foul water network upgrades required to accommodate the additional flows from the development have been completed.

REASON
Network reinforcement works may be required to accommodate the proposed development. Any reinforcement works identified will be necessary in order to avoid sewage flooding and/or potential pollution incidents. The development is required to comply with Policy SI 5 of the London Plan (2021).

48. NONSC **Pre-Occupation - Delivery, Servicing & Waste Management Plan**

Pre-Occupation - Delivery, Servicing & Waste Management Plan

Prior to the first occupation of the development, or each development phase, the final comprehensive Delivery, Servicing and Waste Management Plan for the development, or development phase, shall be submitted to and approved in writing by the Local Planning Authority. The Plan shall accord with Transport for London's Delivery and Servicing Plan Guidance and shall include, but not be limited to:

(i) Swept Path Analysis -

(a) A full tracked swept path analysis demonstrating that a 27-tonne refuse collection vehicle can safely enter the site, manoeuvre (including completing a compliant three-point turn), service all bin stores, and exit the site in forward gear. The analysis shall reflect any access constraints identified in the submitted Fire Safety documentation.

(ii) Bin Capacities and Provision
(a) Details confirming the correct use of 140L food waste bins and the agreed number of bins per block, following consultation with the Waste and Recycling Team.
(b) Details of 1100L metal bulk bins for general waste and recycling, confirming that any externally-sourced bins will be metal.

(iii) Waste Storage Layout and Access
(a) Scaled plans showing all bin store locations, internal layouts, clearances for bin lid opening, and space for bin rotation.
(b) Confirmation that bin stores are located no more than 30 metres from residents' front doors.

(iv) Pull Distances and Crew Access
(a) Demonstration that all bins can be moved by collection crews over a maximum 10-metre pull distance via a smooth, impermeable route with a gradient not exceeding 1:12, without obstruction from parked vehicles.
(b) Provision of a dropped kerb and buffer strips where routes run adjacent to walls.

(v) Bin Store Design and Security
(a) Details confirming outward-opening bin store doors and low-level exit buttons positioned to prevent entrapment.
(b) Provision of one full set of keys/fobs/gate codes per waste stream (general waste, recycling, food waste) for operational use by Council crews.

The development shall not be occupied until the approved Plan has been fully implemented in accordance with the approved details, and the approved arrangements shall thereafter be retained, maintained and kept available for their intended purpose for the lifetime of the development.

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

49. NONSC **Pre-Occupation - Travel Plans**

Pre-Occupation - Travel Plans

Prior to the first occupation of the development, or each development phase, the final comprehensive Residential Travel Plan and Commercial Travel Plan for the development, or development phase, shall be submitted to and approved in writing by the Local Planning

Authority. This shall require a 56% sustainable mode-share target for outer London and include robust measures to achieve modal shift.

Thereafter the development shall be implemented and retained/maintained in accordance with these details, prior to occupation of the relevant phase, for as long as the development remains in existence.

REASON
To maximise sustainable travel and safeguard highway safety and to safeguard the free flow of traffic, in accordance with Policies DMT 1 and DMT 2 of the Hillingdon Local Plan: Part 2 (2020) and Policies T1 and T4 of the London Plan (2021).

50. NONSC **Pre-Occupation - Parking Design & Management Plan**

Pre-Occupation - Parking Design & Management Plan

Prior to the first occupation of the development, or each development phase, a Parking Design and Management Plan shall be submitted to and approved in writing by the Local Planning Authority. This Plan shall:-
(i) Detail car parking provision, indicating how the car parking will be designed and managed, with reference to Transport for London guidance on parking management and parking design;
(ii) Ensure that parking spaces are allocated appropriately, are leased and are not sold;
(iii) Identify future provisions for electric vehicle charging points and disabled persons parking should a review identify that additional provision is required; and
(iv) Detail how the 112 parking spaces allocated for commercial use shall be removed when they are no longer required or commercial lease agreements expire.

Thereafter the development shall be implemented and retained/maintained in accordance with these details, prior to occupation of the relevant phase, for as long as the development remains in existence.

REASON
To allow sufficient space for all vehicles to access the application site and neighbouring sites, and to safeguard the safety of highway users, in accordance with Policies DMT 1 and DMT 2 of the Hillingdon Local Plan: Part 2 (2020) and Policies T4 and T6 of the London Plan (2021).

51. NONSC **Pre-Occupation - Fire Statement**

Pre-Occupation - Fire Statement

Prior to the first occupation of the development, or each development phase, the final comprehensive Fire Statement for the development, or development phase, shall be submitted to and approved in writing by the Local Planning Authority (in consultation with the Health and Safety Executive - Planning Gateway One and the London Fire Brigade). This

should be accompanied by the Building Control Decision Notice or equivalent.

Thereafter the development shall be implemented and retained/maintained in accordance with these details, prior to occupation of the relevant phase, for as long as the development remains in existence.

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

52. NONSC **Pre-Occupation - Secured by Design**

Pre-Occupation - Secured by Design

Prior to the first occupation of the development, or each development phase, evidence that '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)) has been achieved for the development, or development phase, shall be submitted to and approved in writing by the Local Planning Authority.

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

53. NONSC **Pre-Occupation - Low Emission Strategy**

Pre-Occupation - Low Emission Strategy

Prior to the first occupation of the development, or each development phase, a Low Emission Strategy (LES) for the development, or development phase, shall be submitted to and approved in writing by the Local Planning Authority. The LES shall detail but be not restricted to:

i) a clear and effective strategy to encourage users of the development to:-
a) use public transport;
b) cycle / walk to work where practicable;
c) enter car share schemes;
d) purchase and drive to work zero emission vehicles.

ii) Install EV fast charging points to promote the use of zero emission vehicles to serve the residential area.

Thereafter the development shall be implemented and retained/maintained in accordance with these details, prior to occupation of the relevant phase, for as long as the development remains in existence.

REASON
As the application site is within an Air Quality Management Area and Air Quality Focus Area, and to reduce the impact on air quality in accordance with Policy EM8 of the Local Plan: Part 1 (2012), Policy DMEI 14 of the Hillingdon Local Plan: Part 2 (2020), Policies SI 1 and T4 of the London Plan (2021) and the National Planning Policy Framework (2024).

54. NONSC **Pre-Occupation - Estate Management and Maintenance Plan**

Pre-Occupation - Estate Management and Maintenance Plan

Prior to the first occupation of the development, or each development phase, an Estate Management and Maintenance Plan for the development, or relevant phase, setting out maintenance and management responsibilities for all communal play spaces, public realm, communal amenity spaces and all publicly accessible open spaces to be delivered, shall be submitted to and approved in writing by the Local Planning Authority.

Thereafter the development shall be implemented and retained/maintained in accordance with these details, prior to occupation of the relevant phase, for as long as the development remains in existence.

REASON
To ensure the management and maintenance of the new housing development enhances the quality of the area in accordance with Policy DMBH 11 of the Hillingdon Local Plan: Part 2 (2020).

Informatives

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

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

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

In dealing with the application the Council has implemented the requirement in the National Planning Policy Framework to work with the applicant in a positive and proactive way. We have made available detailed advice in the form of our statutory policies from Local Plan Part

1, Local Plan Part 2, Supplementary Planning Documents, Planning Briefs and other informal written guidance, as well as offering a full pre-application advice service, in order to ensure that the applicant has been given every opportunity to submit an application which is likely to be considered favourably.

3. I72 **Section 106 Agreement**

You are advised that this permission has been granted subject to a legal agreement under Section 106 of the Town and Country Planning Act 1990.

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

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

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

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

5.

Cadent Gas Informative

Cadent Gas Ltd own and operate the gas infrastructure within the area of your development. There may be a legal interest (easements and other rights) in the land that restrict activity in proximity to Cadent assets in private land. The applicant must ensure that the proposed works do not infringe on legal rights of access and or restrictive covenants that exist.

If buildings or structures are proposed directly above the apparatus the development may only take place following diversion of the apparatus. The applicant should apply online to have apparatus diverted in advance of any works, by visiting cadentgas.com/our-services/gas-diversions Prior to carrying out works, including the construction of access points, please register on www.linesearchbeforeudig.co.uk to submit details of the planned

works for review, ensuring requirements are adhered to.

6.

Thames Water Informative

A Groundwater Risk Management Permit from Thames Water will be required for discharging groundwater into a public sewer. Any discharge made without a permit is deemed illegal and may result in prosecution under the provisions of the Water Industry Act 1991. We would expect the developer to demonstrate what measures he will undertake to minimise groundwater discharges into the public sewer. Permit enquiries should be directed to Thames Water's Risk Management Team by telephoning 020 3577 9483 or by emailing trade.effluent@thameswater.co.uk . Application forms should be completed on line via www.thameswater.co.uk. Please refer to the Wholesale; Business customers; Groundwater discharges section.

7.

Network Rail Informative

GROUND LEVELS

The developers should be made aware that Network Rail needs to be consulted on any alterations to ground levels. No excavations should be carried out near railway embankments, retaining walls or bridges.

NOISE

Network Rail would remind the council and the applicant of the potential for any noise/ vibration impacts caused by the proximity between the proposed development and the existing railway, which must be assessed in the context of the National Planning Policy Framework (NPPF) and the local planning authority should use conditions as necessary.

The current level of railway usage may be subject to change at any time without prior notification including increased frequency of trains, night time train running and heavy freight trains.

There is also the potential for maintenance works to be carried out on trains, which is undertaken at night and means leaving the trains' motors running which can lead to increased levels of noise.

We therefore strongly recommend that all future residents are informed of the noise and vibration emanating from the railway, and of potential future increases in railway noise and vibration.

LIGHTING

Any lighting associated with the development (including vehicle lights) must not interfere with the sighting of signalling apparatus and/or train drivers vision on approaching trains. The location and colour of lights must not give rise to the potential for confusion with the signalling arrangements on the railway.

8.

Heathrow Airport Informative

Bird Hazard Management Plan

The Bird Hazard Management Plan must ensure that flat/shallow pitched roofs be constructed to allow access to all areas by foot using permanent fixed access stairs ladders or similar. The owner/occupier must not allow gulls, to nest, roost or loaf on the building. Checks must be made weekly or sooner if bird activity dictates, during the breeding season. Outside of the breeding season gull activity must be monitored and the roof checked regularly to ensure that gulls do not utilise the roof. Any gulls found nesting, roosting or loafing must be dispersed by the owner/occupier when detected or when requested by 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

Cranes

Due to the site being within 6km of Heathrow Airport the crane operator is required to submit all crane details such as maximum height, operating radius, name, and phone number of site manager along with installation and dismantling dates to the CAA Airspace Coordination and Obstacle Management Service (ACOMS) system.

For notification, please follow the link via CAA website: Crane notification | Civil Aviation Authority (caa.co.uk) Once crane notification has been received from the CAA, Heathrow Works Approval Team will assess and issue the necessary crane permit. No cranes should operate on site until a crane permit has been issued.

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

It is important that any conditions requested in this response are applied to a planning approval. Where a Planning Authority proposes to grant permission against the advice of Heathrow Airport Ltd, or not to attach conditions which Heathrow Airport Ltd has advised, it shall notify Heathrow Airport Ltd, and the Civil Aviation Authority as specified in the Town & Country Planning (Safeguarded Aerodromes, Technical Sites and Military Explosive Storage Areas) Direction 2002.

9.

Equality Act 2010 Informative

The Equality Act 2010 seeks to protect people accessing goods, facilities and services from discrimination on the basis of a 'protected characteristic', which includes those with a disability. As part of the Act, service providers are obliged to improve access to and within the structure of their building, particularly in situations where reasonable adjustment can be incorporated with relative ease. The Act states that service providers should think ahead to take steps to address barriers that impede disabled people.

10. I15 Control of Environmental Nuisance from Construction Work

Control of Environmental Nuisance from Construction Work Informative

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

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

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

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

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

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

11.

Fit-Out Informative

Category A Fit-Out

Category A fit-out is defined as the basic level of interior finishing to make a space functional but not yet tailored for occupation. Category A includes (but is not limited to):

- Raised access floors and suspended ceilings
- Basic lighting and power distribution
- Mechanical and electrical services
- Fire detection and alarm systems
- Painted walls and basic finishes
- Finished communal areas (reception, lifts, lobbies)

Category A+ Fit-Out

Category A+ fit-out is defined as including all Category A features but also including some functional and design features, making the space ready for immediate occupation with minimal tenant input. Category A+ includes (but is not limited to):
- All Category A features
- Fitted kitchens and toilets
- Partitioned meeting rooms and breakout spaces
- Installed furniture and workstations
- IT infrastructure and air conditioning
- Enhanced finishes and lighting

Category B Fit-Out

Category B fit-out is defined as the full customisation and interior fit-out of the space to meet the tenant's specific requirements. Category B includes (but is not limited to):
- Partitioning (offices, meeting rooms, breakout areas)
- Bespoke furniture and joinery
- IT and AV installation
- Specialist lighting and decor
- Branding and signage
- Kitchen and tea points
- All finishes, flooring, and decorations

Interpretation:

For avoidance of doubt, these fit-out definitions are applicable to all of the proposed uses, which includes Classes E(a) retail, E(b) food and drink, E(e) medical or health services, E(f) nursery, E(g)(i) offices, F.2(a) shop with essential goods, F.2(b) hall or meeting place for local community. Reference should also be made to the British Council's 'Guide to Fit Out' 2025 publication.

I53 **Compulsory Informative (2)**

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

policies and proposals in the Hillingdon Local Plan Part 1 (2012) and Part 2 (2020) set out below, including Supplementary Planning Guidance, and to all relevant material considerations, including The London Plan (2021) and national guidance.

DMAV 1	Safe Operation of Airports
DMCI 4	Open Spaces in New Development
DMCI 5	Childrens Play Area
DMCI 7	Planning Obligations and Community Infrastructure Levy
DME 2	Employment Uses Outside of Designated Sites
DMEI 1	Living Walls and Roofs and Onsite Vegetation
DMEI 10	Water Management, Efficiency and Quality
DMEI 12	Development of Land Affected by Contamination
DMEI 14	Air Quality
DMEI 2	Reducing Carbon Emissions
DMEI 7	Biodiversity Protection and Enhancement
DMEI 9	Management of Flood Risk
DMH 2	Housing Mix
DMH 7	Provision of Affordable Housing
DMHB 1	Heritage Assets
DMHB 10	High Buildings and Structures
DMHB 11	Design of New Development
DMHB 12	Streets and Public Realm
DMHB 14	Trees and Landscaping
DMHB 15	Planning for Safer Places
DMHB 16	Housing Standards
DMHB 17	Residential Density
DMHB 18	Private Outdoor Amenity Space
DMHB 19	Play Space
DMHB 2	Listed Buildings
DMHB 3	Locally Listed Buildings
DMHB 4	Conservation Areas
DMT 1	Managing Transport Impacts
DMT 2	Highways Impacts
DMT 3	Road Safeguarding
DMT 4	Public Transport
DMT 5	Pedestrians and Cyclists
DMT 6	Vehicle Parking

LPP D1	(2021) London's form, character and capacity for growth
LPP D11	(2021) Safety, security and resilience to emergency
LPP D12	(2021) Fire safety
LPP D13	(2021) Agent of change
LPP D14	(2021) Noise
LPP D3	(2021) Optimising site capacity through the design-led approach
LPP D4	(2021) Delivering good design
LPP D5	(2021) Inclusive design
LPP D6	(2021) Housing quality and standards
LPP D7	(2021) Accessible housing
LPP D8	(2021) Public realm
LPP D9	(2021) Tall buildings
LPP DF1	(2021) Delivery of the Plan and Planning Obligations
LPP E11	(2021) Skills and opportunities for all
LPP E2	(2021) Providing suitable business space
LPP E3	(2021) Affordable workspace
LPP E4	(2021) Land for industry, logistics and services to support London's economic function
LPP E7	(2021) Industrial intensification, co-location and substitution
LPP E9	(2021) Retail, markets and hot food takeaways
LPP G1	(2021) Green infrastructure
LPP G4	(2021) Open space
LPP G5	(2021) Urban greening
LPP G6	(2021) Biodiversity and access to nature
LPP G7	(2021) Trees and woodlands
LPP GG1	(2021) Building strong and inclusive communities
LPP GG2	(2021) Making the best use of land
LPP GG3	(2021) Creating a healthy city
LPP GG4	(2021) Delivering the homes Londoners needs
LPP GG5	(2021) Growing a good economy
LPP GG6	(2021) Increasing efficiency and resilience
LPP H1	(2021) Increasing housing supply
LPP H10	(2021) Housing size mix
LPP H4	(2021) Delivering affordable housing
LPP H5	(2021) Threshold approach to applications
LPP H6	(2021) Affordable housing tenure

LPP H7	(2021) Monitoring of affordable housing
LPP HC1	(2021) Heritage conservation and growth
LPP S4	(2021) Play and informal recreation
LPP SD6	(2021) Town centres and high streets
LPP SD7	(2021) Town centres: development principles and Development Plan Documents
LPP SD8	(2021) Town centre network
LPP SD9	(2021) Town centres: Local partnerships and implementation
LPP SI1	(2021) Improving air quality
LPP SI12	(2021) Flood risk management
LPP SI13	(2021) Sustainable drainage
LPP SI2	(2021) Minimising greenhouse gas emissions
LPP SI3	(2021) Energy infrastructure
LPP SI4	(2021) Managing heat risk
LPP T1	(2021) Strategic approach to transport
LPP T2	(2021) Healthy Streets
LPP T3	(2021) Transport capacity, connectivity and safeguarding
LPP T4	(2021) Assessing and mitigating transport impacts
LPP T5	(2021) Cycling
LPP T6	(2021) Car parking
LPP T6.1	(2021) Residential parking
LPP T6.2	(2021) Office parking
LPP T6.5	(2021) Non-residential disabled persons parking
LPP T7	(2021) Deliveries, servicing and construction
LPP T8	(2021) Aviation
LPP T9	(2021) Funding transport infrastructure through planning
NPPF11 -24	NPPF11 2024 - Making effective use of land
NPPF12 -24	NPPF12 2024 - Achieving well-designed places
NPPF14 -24	NPPF14 2024 - Meeting the challenge of climate change, flood and coastal change
NPPF15 -24	NPPF15 2024 - Conserving and enhancing the natural environment
NPPF16 -24	NPPF16 2024 - Conserving and enhancing the historic environment
NPPF2 -24	NPPF2 2024 - Achieving sustainable development
NPPF4 -24	NPPF4 2024 - Decision making
NPPF5 -24	NPPF5 2024 - Delivering a sufficient supply of homes
NPPF6 -24	NPPF6 2024 - Building a strong, competitive economy
NPPF7 -24	NPPF7 2024 - Ensuring the vitality of town centres

NPPF8 -24	NPPF8 2024 - Promoting healthy and safe communities
NPPF9 -24	NPPF9 2024 - Promoting sustainable transport

Appendix 2: Relevant Planning History

40652/87/1562 Safeway House, 6 Millington Road Hayes

Redevelopment of site for business use

Decision: 16-12-1987 Approved

45753/APP/2012/2029 Hph 5 Millington Road Hayes

Erection of five storey building to provide 13,880sq.m of Class B1(a) Office floorspace, provision of car parking spaces at surface and basement level, associated landscaping and ancillary works.

Decision: 29-11-2012 Approved

67351/APP/2024/2746 Building Hph1 Hyde Park Hayes

Change of use from offices (Use Class E) to residential (Use Class C3) to create 75no. self-contained flats under Schedule 2, Part 3, Class MA of the Town and Country Planning (General Permitted Development) (England) Order 2015 (as amended)

Decision: 11-04-2025 Approved

76655/APP/2021/3039 Hph4 Millington Road Hayes

Re-development of the vacant Site to provide a residential development comprising 131 (C3) residential units, with associated amenity areas, landscaping, car parking and all ancillary and enabling works.

Decision: 19-01-2022 Approved

76655/APP/2023/779 Hph4 Millington Road Hayes

Variation of Condition 2 (Accordance with Approved Plans) of planning permission ref. 76655/APP/2021/3039 dated 07-04-2022 (Re-development of the vacant Site to provide a residential development comprising 131 (C3) residential units, with associated amenity areas, landscaping, car parking and all ancillary and enabling works) to alter the internal layouts and replace 13 no. studio units with 13 no. one-bedroom units.

Decision: 26-06-2023 Approved

76655/APP/2024/1152 Hph4 Millington Road Hayes

Variation of Condition 2 (Accordance with Approved Plans) of planning permission ref. 76655/APP/2023/779 dated 26-06-2023 (Variation of Condition 2 (Accordance with Approved Plans) of planning permission ref. 76655/APP/2021/3039 dated 07-04-2022 (Re-development of the vacant Site to provide a residential development comprising 131 (C3)

residential units, with associated amenity areas, landscaping, car parking and all ancillary and enabling works) to alter the internal layouts and replace 13 no. studio units with 13 no. one-bedroom units), in order to make the following amendments:
- Addition of a new external access route to a 2nd core (Core B) on 8th floor so that the 4no. top floor flats have access to a second stair core and escape lift;
- Insertion of a further escape lift to the southern stair core in Block A from ground to 7th floors; and
- Reconfiguration of flats due to internal structural wall changes.

Decision: 04-10-2024 Approved

Appendix 3: List of Relevant Planning Policies

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

Part 1 Policies:

PT1.BE1	(2012) Built Environment
PT1.E1	(2012) Managing the Supply of Employment Land
PT1.EM1	(2012) Climate Change Adaptation and Mitigation
PT1.EM11	(2012) Sustainable Waste Management
PT1.EM4	(2012) Open Space and Informal Recreation
PT1.EM6	(2012) Flood Risk Management
PT1.EM7	(2012) Biodiversity and Geological Conservation
PT1.EM8	(2012) Land, Water, Air and Noise
PT1.H1	(2012) Housing Growth
PT1.H2	(2012) Affordable Housing
PT1.HE1	(2012) Heritage

Part 2 Policies:

DMAV 1	Safe Operation of Airports
DMCI 4	Open Spaces in New Development
DMCI 5	Childrens Play Area
DMCI 7	Planning Obligations and Community Infrastructure Levy
DME 2	Employment Uses Outside of Designated Sites
DMEI 1	Living Walls and Roofs and Onsite Vegetation
DMEI 10	Water Management, Efficiency and Quality
DMEI 12	Development of Land Affected by Contamination

DMEI 14	Air Quality
DMEI 2	Reducing Carbon Emissions
DMEI 7	Biodiversity Protection and Enhancement
DMEI 9	Management of Flood Risk
DMH 2	Housing Mix
DMH 7	Provision of Affordable Housing
DMHB 1	Heritage Assets
DMHB 10	High Buildings and Structures
DMHB 11	Design of New Development
DMHB 12	Streets and Public Realm
DMHB 14	Trees and Landscaping
DMHB 15	Planning for Safer Places
DMHB 16	Housing Standards
DMHB 17	Residential Density
DMHB 18	Private Outdoor Amenity Space
DMHB 19	Play Space
DMHB 2	Listed Buildings
DMHB 3	Locally Listed Buildings
DMHB 4	Conservation Areas
DMT 1	Managing Transport Impacts
DMT 2	Highways Impacts
DMT 3	Road Safeguarding
DMT 4	Public Transport
DMT 5	Pedestrians and Cyclists
DMT 6	Vehicle Parking

LPP D1	(2021) London's form, character and capacity for growth
LPP D11	(2021) Safety, security and resilience to emergency
LPP D12	(2021) Fire safety
LPP D13	(2021) Agent of change
LPP D14	(2021) Noise
LPP D3	(2021) Optimising site capacity through the design-led approach
LPP D4	(2021) Delivering good design
LPP D5	(2021) Inclusive design
LPP D6	(2021) Housing quality and standards
LPP D7	(2021) Accessible housing
LPP D8	(2021) Public realm
LPP D9	(2021) Tall buildings
LPP DF1	(2021) Delivery of the Plan and Planning Obligations
LPP E11	(2021) Skills and opportunities for all
LPP E2	(2021) Providing suitable business space
LPP E3	(2021) Affordable workspace
LPP E4	(2021) Land for industry, logistics and services to support London's economic function
LPP E7	(2021) Industrial intensification, co-location and substitution
LPP G1	(2021) Green infrastructure
LPP G4	(2021) Open space
LPP G5	(2021) Urban greening
LPP G6	(2021) Biodiversity and access to nature
LPP G7	(2021) Trees and woodlands
LPP GG1	(2021) Building strong and inclusive communities
LPP GG2	(2021) Making the best use of land

LPP GG3	(2021) Creating a healthy city
LPP GG5	(2021) Growing a good economy
LPP GG6	(2021) Increasing efficiency and resilience
LPP GG4	(2021) Delivering the homes Londoners needs
LPP H1	(2021) Increasing housing supply
LPP H10	(2021) Housing size mix
LPP H4	(2021) Delivering affordable housing
LPP H5	(2021) Threshold approach to applications
LPP H6	(2021) Affordable housing tenure
LPP H7	(2021) Monitoring of affordable housing
LPP HC1	(2021) Heritage conservation and growth
LPP S4	(2021) Play and informal recreation
LPP SI1	(2021) Improving air quality
LPP SI12	(2021) Flood risk management
LPP SI13	(2021) Sustainable drainage
LPP SI2	(2021) Minimising greenhouse gas emissions
LPP SI3	(2021) Energy infrastructure
LPP SI4	(2021) Managing heat risk
LPP T1	(2021) Strategic approach to transport
LPP T2	(2021) Healthy Streets
LPP T3	(2021) Transport capacity, connectivity and safeguarding
LPP T4	(2021) Assessing and mitigating transport impacts
LPP T5	(2021) Cycling
LPP T6	(2021) Car parking
LPP T6.1	(2021) Residential parking

LPP T6.2	(2021) Office parking
LPP T6.5	(2021) Non-residential disabled persons parking
LPP T7	(2021) Deliveries, servicing and construction
LPP T8	(2021) Aviation
LPP T9	(2021) Funding transport infrastructure through planning
LPP E9	(2021) Retail, markets and hot food takeaways
LPP SD6	(2021) Town centres and high streets
LPP SD7	(2021) Town centres: development principles and Development Plan Documents
LPP SD8	(2021) Town centre network
LPP SD9	(2021) Town centres: Local partnerships and implementation
NPPF11 -24	NPPF11 2024 - Making effective use of land
NPPF12 -24	NPPF12 2024 - Achieving well-designed places
NPPF14 -24	NPPF14 2024 - Meeting the challenge of climate change, flood and coastal change
NPPF15 -24	NPPF15 2024 - Conserving and enhancing the natural environment
NPPF16 -24	NPPF16 2024 - Conserving and enhancing the historic environment
NPPF2 -24	NPPF2 2024 - Achieving sustainable development
NPPF4 -24	NPPF4 2024 - Decision making
NPPF5 -24	NPPF5 2024 - Delivering a sufficient supply of homes
NPPF6 -24	NPPF6 2024 - Building a strong, competitive economy
NPPF7 -24	NPPF7 2024 - Ensuring the vitality of town centres
NPPF8 -24	NPPF8 2024 - Promoting healthy and safe communities
NPPF9 -24	NPPF9 2024 - Promoting sustainable transport

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

Case Officer: **Mike Kemp**	**76551/APP/2025/2861**

Date Application Valid:	**13-11-25**	Statutory / Agreed Determination Deadline:	**20-03-26**
Application Type:	**Section 73**	Ward:	**Wood End**

Applicant:	**London Borough of Hillingdon Council**
Site Address:	**Land at Avondale Drive, Hayes, UB3 3PP**
Proposal:	**Application submitted under Section 73 of the Town and Country Planning Act 1990 to vary Conditions 3 (Approved Plans); 4 (Approved Supporting Plans/Documents); 5 (Development Scope); 6 (Mix of Units); 7 (Phasing); 9 (Residential Density); 10 (Development Height); and 15 (Landscaping) of planning permission 76551/APP/2021/4502 dated 28.09.2022. (Hybrid planning application seeking OUTLINE permission (with all matters reserved) for residential floorspace (Class C3) including demolition of all existing buildings and structures; erection of new buildings; new pedestrian and vehicular accesses; associated amenity space, open space, landscaping; car and cycle parking spaces; plant, refuse storage, servicing area and other works incidental to the proposed development; and FULL planning permission for Block A comprising 30 residential units (Class C3); new pedestrian access; associated amenity space and landscaping; cycle parking, refuse storage, and other associated infrastructure) to increase the number of homes, remove the existing parking court and increase podium size, revise the height strategy, removal of vehicle access and increase separation distances to create a new public square.**
Summary of Recommendation:	**GRANT planning permission subject to section 106 legal agreement and conditions**
Reason Reported to Committee:	**Required under Part 1 of the Planning Scheme of Delegation (Major application recommended for approval)**

Summary of Recommendation:

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

Section 106 Legal Agreement Heads of Terms:

The amendments to the planning permission would require a deed of variation to be made to the original legal agreement accompanying planning application reference 76551/APP/2021/4502. It is recommended that delegated powers be given to the Director of Planning and Sustainable Growth to grant planning permission subject to the following:

1. That the application be referred back to the Greater London Authority.

2. That should the Mayor not issue a direction under Article 7 of the Order that he is to act as the Local Planning Authority for the purposes of determining the application, delegated powers be given to the Director of Planning and Sustainable Growth to approve this application subject to:

A) That the Council agree a deed of variation to the legal agreement accompanying planning permission 76551/APP/2021/4502 with the applicant under Section 106 of the Town and Country Planning Act 1990 (as amended) or any other legislation to secure the following variations to the original legal agreement:

- Provision of affordable housing – increased to 54% by habitable room.
- Healthy streets contribution to be increased to £94,581 to account for increase in dwellings proposed.
- An uplift in the Active Travel Zone contribution to £152,400
- Public open space contribution to be reduced to £71,860 to account for proportional increase in public open space provision on site.
- Children's play space contribution to be decreased to £55,000 to account for proportionate increase in on site play provision.
- Air Quality contribution of £135,989 to account for increase in forecast trip generation in event that parking management measures are not implemented and a financial contribution of £6,363 should parking management measures be introduced.

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

C) That officers be authorised to negotiate and agree the detailed wording of the heads of terms, the proposed Legal Agreement and conditions of approval.

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

The applicant has failed to mitigate the impacts posed by the proposed development (in respect of affordable housing, air quality and sustainable travel). The scheme therefore conflicts with Policies DMCI 7 of the Hillingdon Local Plan: Part 2 (2020); the adopted Planning Obligations Supplementary Planning Document (2014); Policy DF1 of the London Plan (2021); and paragraphs 56-58 of the National Planning Policy Framework (2024).'

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

1 Executive Summary

1.1 Permission is sought under Section 73 of the Town and Country Planning Act to vary Conditions 3 (Approved Plans); 4 (Approved Supporting Plans/Documents); 5 (Development Scope); 6 (Mix of Units); 7 (Phasing); (9 (Residential Density); 10 (Development Height); and 15 (Landscaping) of planning permission 76551/APP/2021/4502. The original planning permission, which this application seeks to vary, relates to the demolition of all existing buildings on the site and the redevelopment of the site to provide 240 units, the majority of which (210 units) were approved in outline. The detailed part of the planning permission (Phase 1A) contains a total of 30 dwellings and has recently been completed. An increase of 56 dwellings is proposed, including an uplift of up to 33 affordable homes which would be facilitated through changes to the approved parameter plans, allowing for changes to the development height, massing and the location of development. The amendments include alterations to the landscaping, public open space and access arrangements.

1.2 The provision of 56 additional dwellings, including the provision of 33 additional affordable homes would represent a significant public benefit and would be achieved through making a more effective use of a previously developed site, which would align fully with the provisions of Paragraphs 124 and 125 of the NPPF; Policy H1 of the London Plan; and Policy DMHB17 of the Local Plan Part 2. The development would provide an acceptable quantum of affordable housing accounting in accordance with the provisions of Policy H8 of the Local Plan and provide an appropriate mix of units, including an increased number of larger family sized homes.

1.3 The development is in outline, and the detailed design of the development would be assessed at reserved matters stage. Whilst the planning application is made in outline, the accompanying parameter plans would secure a development which responds appropriately to the townscape character and is of an appropriate scale and density notwithstanding the increase in the quantum of development proposed. The submitted landscaping parameter plan sets out an appropriate strategy for the provision of an appropriately designed public realm. It is considered that the increased quantum of development, density and scale would not have a significantly greater impact on existing residents in amenity terms compared with the consented scheme, whilst amenity provision for future occupiers has been enhanced through amendments to the site layout.

1.4 A total of 74 car parking spaces is proposed within the outline area of the site including 8 blue badge spaces. 68 car parking spaces were proposed in the outline area of the consented scheme. The proposed parking provision would equate to a ratio of 0.25 spaces per unit, compared with 0.28 parking spaces per unit which was previously consented. It is considered that the increase in parking within the site and surroundings and corresponding vehicle movements would not have a severe impact on the surrounding road network. A clause contained in the Section 106 agreement includes funding towards the implementation of a parking management scheme. Increased financial contributions are sought towards Active Travel Zone improvements and the Healthy Streets improvement (A312 corridor (including the Bulls Bridge Junction)).

1.5 The variations sought to the approved plans and Conditions 3 (Approved Plans); 4 (Approved Supporting Plans/Documents); 5 (Development Scope); 6 (Mix of Units); 7 (Phasing); 9 (Residential Density); 10 (Development Height); and 15 (Landscaping) of planning permission 76551/APP/2021/4502 are therefore considered acceptable and would be consistent with the overarching aims of 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 conditions contained in Appendix 1; the Section 106 Heads of Terms detailed above, and Stage II referral to the Greater London Authority.

2 The Site and Locality

2.1 The site is approximately 1.04 hectares and accommodates the existing Avondale Drive Estate. The estate consists of three 13-storey blocks of flats, each containing 48 flats (total 144 homes). All existing dwellings are two-bedroom flats. The blocks were constructed in the late 1960's using a large panel system.

2.2 The Estate is bound by Avondale Drive to the south and Abbotswood Way to the east. Pedestrian access is provided onto Abbotswood Way from the estate. Both pedestrian and vehicular access is provided onto Avondale Drive to the south. Minet Junior School is located directly to the west, directly to the north of the estate is Hitherboom Park, which forms part of a Site of Nature Conservation Importance

(Borough Grade 1). To the south of the estate is low rise, predominately 2 and 3 storey traditional housing.

2.3 Beyond Abbotswood Way to the east is the A321, the River Crane and then Minet Country Park. The A312 connects to the A40 and the M4, both of which provide access to the M25. Pedestrian and cycle access is provided to Minet Country Park (0.1 miles from the site) via an underpass which passes under the A321. The estate is approximately 0.4 miles due north-east of Hayes Town Centre.

2.4 Hybrid planning permission was granted in September 2022 for a comprehensive redevelopment of the site (76551/APP/2021/4502) which included the demolition of all existing buildings on the site. Phase 1A of the approved development, which benefits from fully planning permission and adjoins Minet Junior School and has recently been completed and occupied since September 2025. Phase 1A contains a total of 30 dwellings.

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

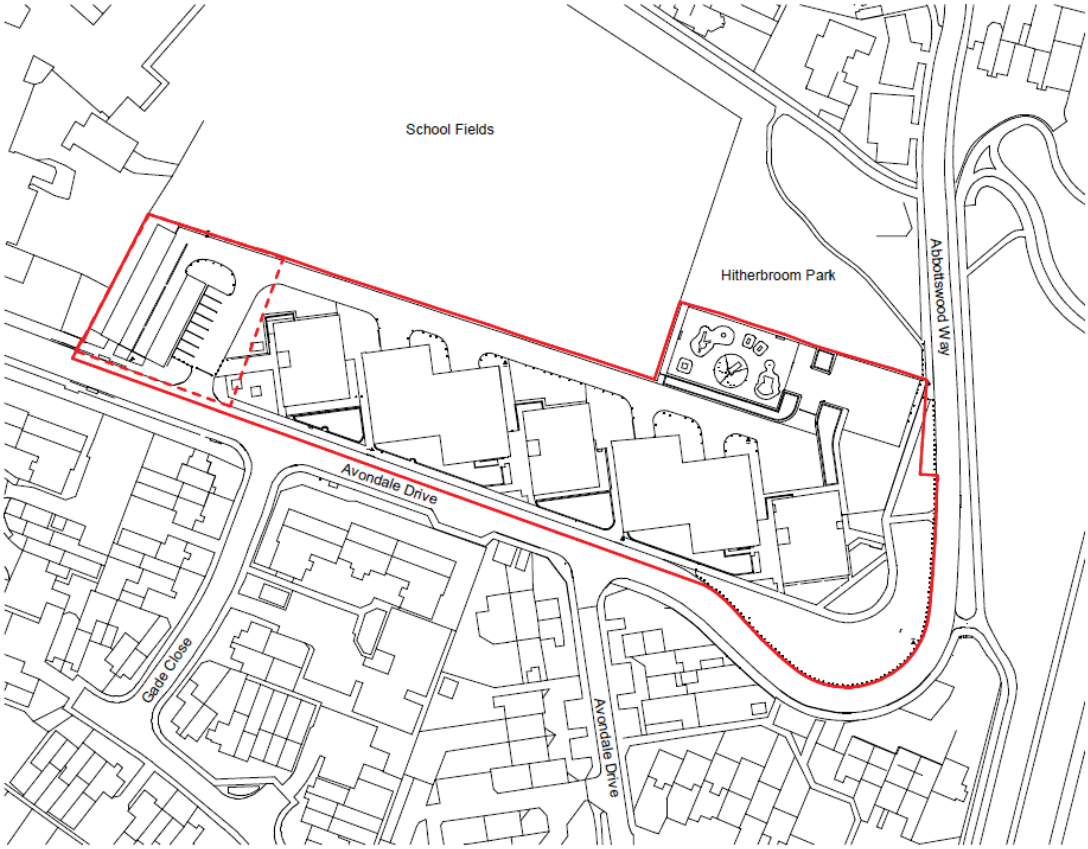


Figure 2: Aerial Image of Application Site

Figure 3: View of Phase 1A of development in foreground with Glenister House and Fitzgerald House to rear

Figure 4: View from Avondale Drive of Glenister House, Fitzgerald House and Wellings House

Figure 5: View of Wellings House and parking court from Avondale Drive

Figure 6: Existing play area, parking court and rear of Glenister House and Fitzgerald House

Figure 7: View of Site from Hitherbroom Park to north east

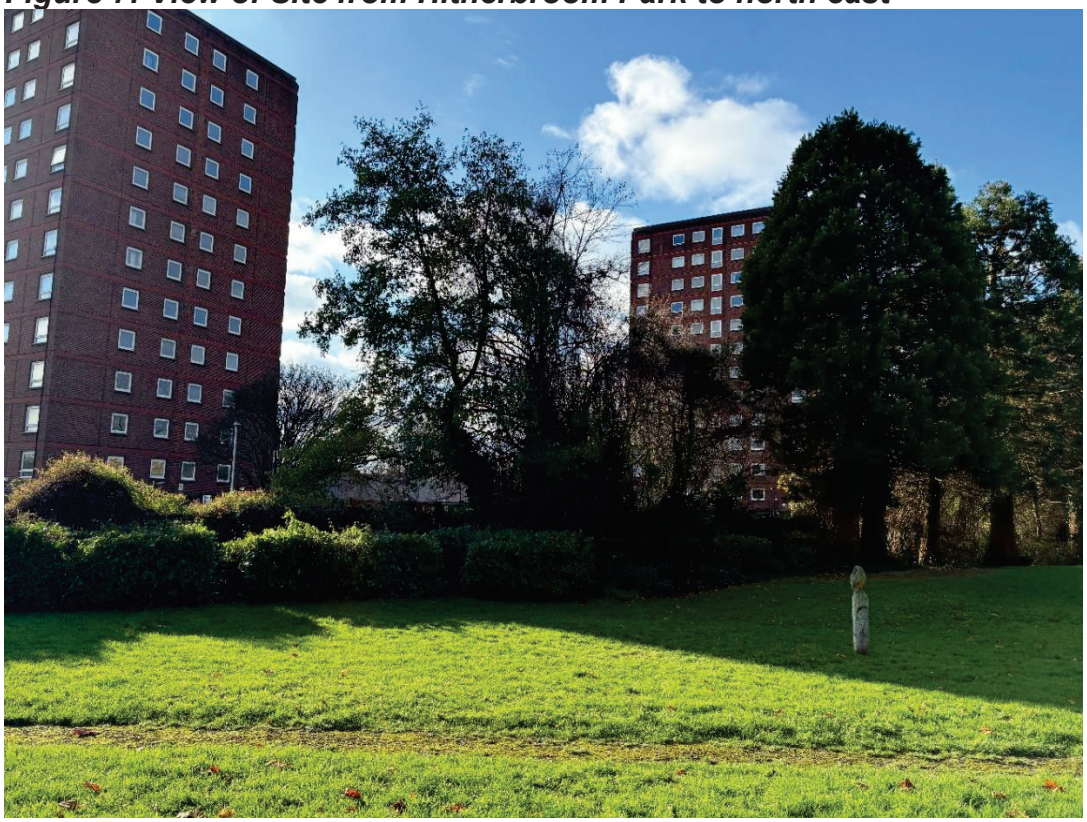


Figure 8: South east corner of Site adjoing Abbotswood Way

3 Proposal

3.1 Permission is sought under Section 73 of the Town and Country Planning Act to vary Conditions 3 (Approved Plans); 4 (Approved Supporting Plans/Documents); 5 (Development Scope); 6 (Mix of Units); 7 (Phasing); 9 (Residential Density); 10 (Development Height); and 15 (Landscaping) of planning permission 76551/APP/2021/4502. The planning permission relates to the following development:

3.2 *"Hybrid planning application seeking OUTLINE permission (with all matters reserved) for residential floorspace (Class C3) including demolition of all existing buildings and structures; erection of new buildings; new pedestrian and vehicular accesses; associated amenity space, open space, landscaping; car and cycle parking spaces; plant, refuse storage, servicing area and other works incidental to the proposed development; and FULL planning permission for Block A comprising 30 residential units (Class C3); new pedestrian access; associated amenity space and landscaping; cycle parking, refuse storage, and other associated infrastructure."*

3.3 The amendments are sought to the planning permission relate to the outline phases of the development (Phase 1B and 2) and may be summarised as follows:

3.4

- An increase of 56 dwellings to be delivered, including an uplift of up to 33 affordable homes.
- Removal of the existing parking courts and an increase in the size of the private podium garden spaces.
- A revised height strategy to establish a lower-level frontage along Avondale Drive and to mitigate the impact of overshadowing on Hitherbroom Park.
- Removal of vehicle access consented in Phase 1B to facilitate the provision of additional public realm and provision of play space.
- Increase in separation between Phases 1B and 2 to create a new public square to include the relocation of play space.

3.5 For the outline part of the development, which is the element of the permission to which the proposed changes relate, all matters are reserved these matters are appearance, means of access, landscaping, layout and scale. The approved application included parameter plans for:

3.6

- Development Zones
- Building Heights
- Access and Movement
- Hard and Soft Landscaping

3.7 The submitted Section 73 application seeks amendments to each of the approved parameter plans. It would be a requirement that future reserved matters development within the outline area of the site aligns with the approved parameter plans.

3.8 The application originally included the submission of the Design Code for the development, on the basis that the development be carried out in accordance with the submitted document, rather than there being a requirement to submit a Design Code for approval by way of planning condition. This element of the proposals has since been withdrawn.

Figure 9: Parameter Plan 1 Development Zones

Figure 10: Parameter Plan 2 Building Heights

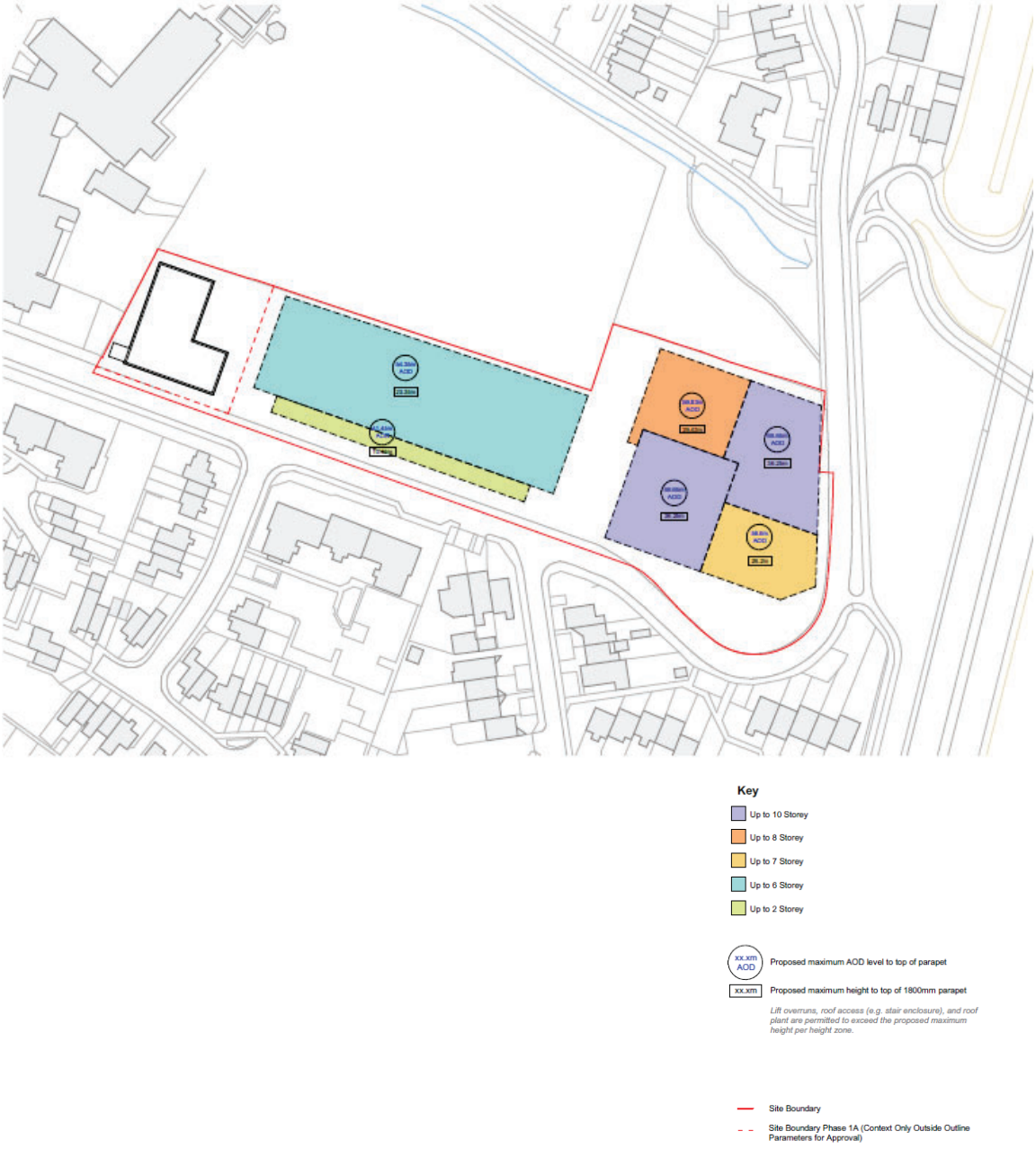


Figure 11: Parameter Plan 3 Access and Movement

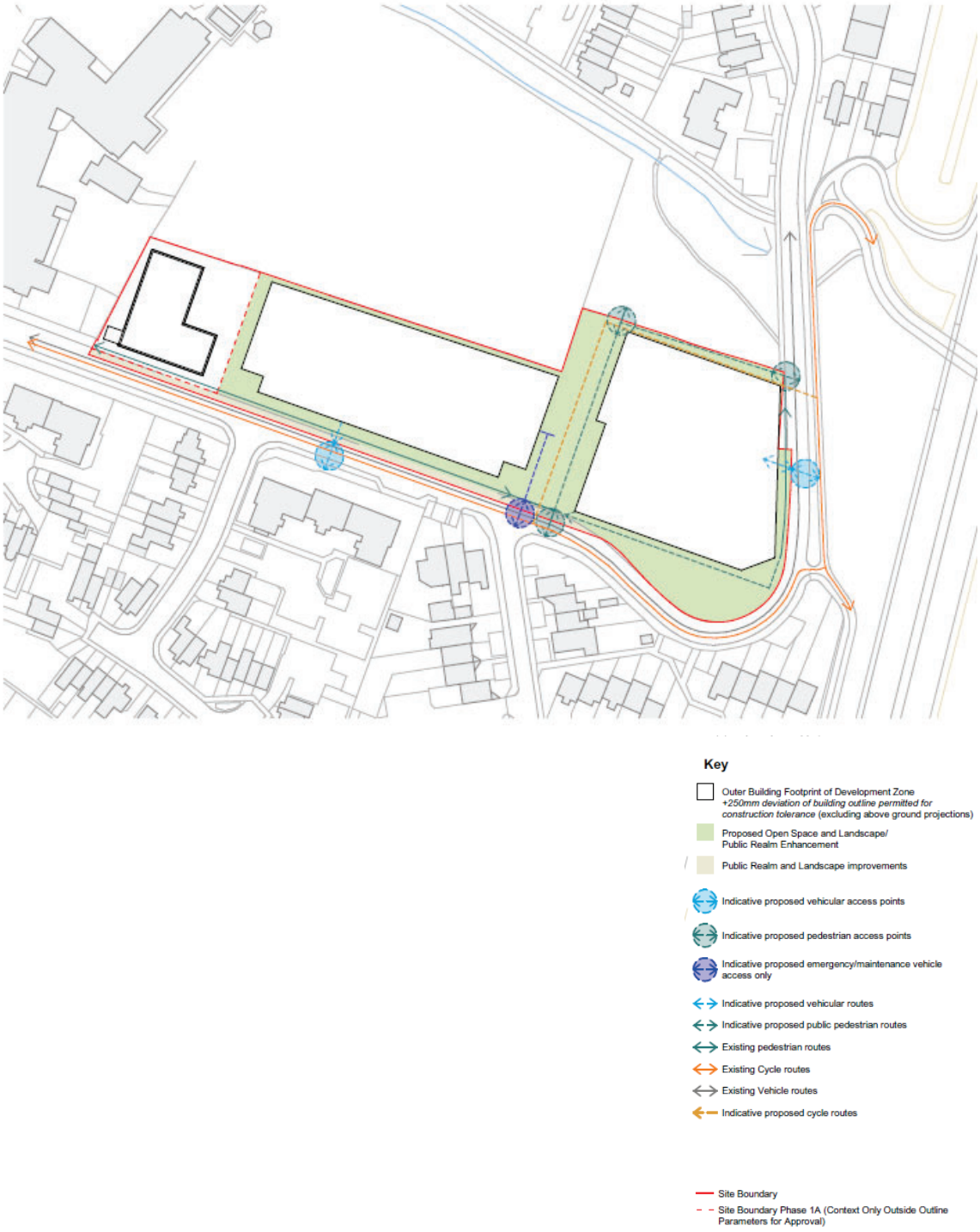


Figure 12: Parameter Plan 4 Hard and Soft Landscaping

4 Relevant Planning History

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

4.1 As noted, the application seeks to vary Conditions 3 (Approved Plans); 4 (Approved Supporting Plans/Documents); 5 (Development Scope); 6 (Mix of Units); 7 (Phasing); 9 (Residential Density); 10 (Development Height); and 15 (Landscaping) of planning permission 76551/APP/2021/4502.

4.2 As noted, Phase 1 of the development approved under this permission has been discharged and all relevant planning conditions that require the submission of details prior to the commencement of this detailed phase of the planning permission have been discharged.

4.3 Non-material amendments have been granted to the original planning permission under Section 96A of the Town and Country Planning Act 1990 to allow as follows:

4.4
- 76551/APP/2025/2311 - Amendment sought to the wording of Condition 41 to allow for demolition and enabling works to take place within the outline area of the site prior to an Urban Greening Factor Assessment being approved.
- 76551/APP/2025/1255 - Amendments to the wording of Conditions 31 (Fire Statement); 35 (Whole life Carbon Assessment); and 36 (Circular Economy Post Completion Report) to allow the submission of details 3 months following first occupation of the development.
- 76551/APP/2024/2652 – Minor design alterations to the external substation building in connection to minor changes to the doors and introduction of a new opening to the west elevation with a louvred panel for ventilation together with minor alterations to the internal layout and staircore.
- 76551/APP/2022/3661 – Amendments to Phase 1A of the development to include various non-material amendments to the design of the building and internal layouts.

4.5 It should be noted that a reserved matters application reference 76551/APP/2025/3242 has been submitted which sets out the detailed approach to the design and all other matters. This application is currently under consideration, and a recommendation will be presented to committee members in due course.

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 331 separate neighbouring properties were consulted directly regarding the proposed development. 11 site notices were posted surrounding the site. The application was advertised in the West London Gazette newspaper.

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

Table 1: Summary of Representations Received

Representations	Summary of Issues Raised	Planning Officer Response
A total of 4 public comments have been received in objection to the planning application.	1. Object to demolition due to potential risk of property damage arising from demolition. Details needed relating to the removal of asbestos.	Potential property damage arising from demolition would be a civil rather than planning matter. A Construction Management and Logistics Plan will be secured by planning condition as per the original permission.
	2. Concerns regarding noise, dust and parking associated with construction activity.	A Construction Management and Logistics Plan will be secured by planning condition as per the original permission which will provide adequate mitigation to safeguard the amenity of surrounding residents.
	3. Concern regarding overlooking of existing properties from the new dwellings.	Matters relating to overlooking are addressed in paragraphs 7.52 to 7.70 of the report below.
	4. Resident safety and inadequate lighting during the construction works including the erection of hoardings.	The erection of site hoardings are considered necessary on the basis of site security and safety.
	5. Health risks from demolition and asbestos exposure.	A Construction Management Plan has been approved, which includes appropriate details relating to managing risks resulting from demolition and management of asbestos disposal.

	6. Failure to engage with local residents during construction process.	A Construction Management and Logistics Plan will be secured by planning condition, this includes details of stakeholder engagement and communications with local residents.
	7. Existing residents will need to be re-housed.	Existing residents will be offered replacement homes within the development.

Table 2: Summary of Consultee Responses

Consultee and Summary of Comments	Planning Officer Response
Airport Safeguarding - Heathrow No objection subject to conditions limiting the maximum height of buildings or structures to 71m Above Ordnance Datum (AOD); submission of a bird hazard management plan; and Glint and Glare Assessment.	Officers note that the AOD limit has been set a lower level (67 metres). There is already a requirement to submit a Bird Hazard Management Plan prior the commencement of superstructure works in the outline area of the site. The suggested glint and glare assessment has been included in the recommended list of planning conditions.
Ministry of Defence Safeguarding No objection.	Comments are noted.
NAT's (National Air Traffic Services) No safety objections.	Comments are noted.
Thames Water No objection regarding foul water network capacity or surface water drainage capacity. Require submission of foundation/piling layout plan by condition.	Comments are noted. A relevant condition was attached to the original permission and remains applicable.

<u>Greater London Authority (GLA)</u> A stage 1 response was received on 2nd February 2026. The response raises the following matters in summary: • Land use principles: The principle of estate regeneration is established by the extant consent, and the provision of 56 additional homes (33 affordable) would optimise the redevelopment of this site and is supported in land use terms. • Affordable housing: The proposal delivers 150 affordable housing units (54.2% by habitable room), comprising 100% social rent. The applicant's viability assessment has been robustly interrogated by GLA officers and the findings are accepted. Review mechanisms will be required in line with the extant consent. • Fire safety: The applicant should clarify the provision of two staircases to residential buildings over 18 metres prior to Stage 2. • Transport: The scheme seeks to provide 6 additional car parking spaces, which would remain compliant with the London Plan. An additional contribution of £43,581 towards the A312 Healthy Streets scheme to reflect the additional residential accommodation should be secured prior to Stage 2.	The support expressed towards the increase in the density of development and quantum of dwellings proposed is noted. The applicant has confirmed that all buildings over 18 metres would be provided with two stair cores. The applicant has agreed to the request increase in the Healthy Streets contribution.
<u>Transport for London (TfL)</u> • Further information is needed on the proposed pedestrian route which connects to the adjoining park; • An increase in the contribution towards the A312 Healthy Streets scheme should be secured; • Cycle parking provision, a delivery and servicing plan and construction logistics plan should be secured through condition. • Request that an updated Active Travel Zone Assessment is carried out.	Comments are noted. Information on the pedestrian link will be secured in the reserved matters application. The requirement to provide cycle parking and the submission of a Delivery and Servicing Plan and Construction Logistics Plan would be secured by condition, whilst an

	increase in the contribution towards the A312 Healthy Streets scheme is proposed to be secured through a deed of variation to the Section 106 agreement. Agreement has been reached to secure an increase in the ATZ contribution required by the applicants.
Access Officer Any approval to increase the number of homes must ensure compliance with London Plan Policy D7, to require all new homes, as a minimum, to meet the technical requirements of Building Regulations M4(2). A further 10% should meet the standards of M4(3), to ensure a proportion of new housing is built to a wheelchair home standard. Any approval to allow the reduction of car parking, should ensure that all wheelchair standard homes do not suffer a loss of an allocated parking spot.	Comments are noted. The detailed design of the housing would be determined under subsequent reserved matters applications. There is a conditional requirement as per the original permission for the requested provision of accessible homes to be met.
Noise Officer No comments	Noted. Matters relating to noise impacts are addressed in paragraphs 7.89 to 7.92 of the report.
Waste Strategy Officer Refuse storage areas must be no more than 10m from collection point on road. For blocks this side. Recommend designing bin store space large enough to house the following bins split equally between refuse and recycling. 6 x1100 and 2x food waste wheelie bins for Blocks and C. 8 bins plus FW for Block D, 16 bins for Block E and 17 bins for Block F.	Comments are noted. The detailed design and layout of the refuse storage would be determined under subsequent reserved matters applications.
Economic Development No objection subject to an Employment/Construction Training Scheme secured in accordance with the Council's Planning Obligations SPD via a S106 Agreement.	An Employment/ Construction Training Scheme has been secured in the S106 Agreement.

Air Quality Officer The proposed development is not air quality neutral and is not air quality positive and therefore further appropriate mitigation is required. The level of mitigation required from the proposed development for traffic emissions is £151,099. Once all deductions were applied, the remaining value of mitigation due is £135,989. Flat rate deductions applied are as follow: Travel Plan (10%), Green Sustainable Measures (0%), contribution to long term LBH strategic long-term strategies (this reduction is left to the discretion of the planning officer in this instance given the % of affordable housing being provided) (0%), totalling a reduction of £15,110. Therefore, a section 106 agreement with the LAP of £135,989 is to be paid for Hillingdon to deliver its air quality local action plan and or implement specific measures on/along the road network affected by the proposal that reduce vehicle emissions and or reduce human exposure to pollution levels, in association with the operation of the proposed development. A second scenario has been agreed, whereby a reduced financial contribution would be payable upon implementation of a controlled parking management scheme.	It is proposed that the deed of variation includes provision for two scenarios, whereby a higher contribution would be payable were a CPZ to not be implemented and a lower contribution in circumstances where a CPZ is implemented.
Local Lead Flood Authority (Metis) The applicant has confirmed that the scheme will incorporate green roofs and raingardens. There are no objections subject to the proposed drainage strategy, subject to details of infiltration testing being provided at detailed design stage.	Comments are noted.
Metropolitan Police No response received.	No objections were raised by the Police in relation to the original planning application. A condition was attached to the original planning

	permission requiring that security details are provided prior to the commencement of each residential phase of the development, as well as a requirement to achieve Secured by Design Gold Accreditation.
<u>London Fire Brigade</u> No response received.	Fire safety matters have been reviewed by HSE and the GLA and are assessed to be acceptable. A condition is attached to the permission requiring the submission of the principles of a fire statement and a comprehensive fire statement at different stages of the development.
<u>Highways Authority</u> No objections raised in relation to the proposed amendments to the submitted plans and variations to the conditions proposed by the applicants. The Highway Authority require that the s.106 obligation upon the developer to fund the provision of a Parking Management Scheme is retained and that the Active Travel Zone contribution is increased from £120,000 to £152,400 to reflect the 27% increase in unit numbers.	The comments are noted and highways impacts are assessed in greater depth in paragraphs 7.76 to 7.92 of the report below. The proportionate increase in the Active Travel Zone contribution is included in the matters to be secured within the deed of variation to the Section 106 Agreement.
<u>Health and Safety Executive (HSE)</u> Content with the fire safety design to the extent it affects land use planning considerations.	Noted

7 Planning Assessment

Principle of Development

Provision of Housing

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

7.2 The proposed development will deliver a mix of units and will specifically contribute to the delivery of housing within the borough. The NPPF encourages the effective use of land in meeting the need for homes and other uses, while safeguarding and improving the environment and ensuring safe and healthy living conditions. An important component of this is to ensure that as much use as possible of previously developed or 'brownfield' land is made.

7.3 Policy GG4 (Delivering the homes Londoners need) of the London Plan (2021) states that to create a housing market that works better for all Londoners.

7.4 The site is located within the Hayes Opportunity Area and Hayes Housing Zone, London Plan Policy SD1 - Opportunity Areas is applicable. The London Plan sets indicative targets for the Hayes area to delivery 4,000 additional homes and 1,000 additional jobs.

7.5 London Plan Policy SD10 - Strategic and local regeneration is also relevant in that it provides support for regeneration initiatives that tackle inequalities including environmental, economic and social barriers that affect the lives of our communities. The provision of new homes which meet modern space and building standards, together with the improved layout of the estate will significantly improving living conditions for return and new residents.

7.6 London Plan (2021) 'Policy H8; Loss of existing housing and estate regeneration' relates specifically to proposals for housing estate regeneration and requires that existing housing should be replaced by new housing at existing or higher densities with at least the equivalent level of overall floorspace.

7.9 Planning permission has been granted for the demolition of the existing buildings on the site consisting of 144 homes. The original planning permission included the provision of 240 homes, which equates to a net increase of 96 dwellings compared to the existing provision on site. The proposals as amended would provide an additional 56 dwellings above the previously consented quantum of units and would equate to a net increase of 152 units, compared to the number of dwellings currently provided on site within the three blocks of flats.

7.10 Paragraph 124 of the NPPF 2024 sets out that planning policies and decisions should promote an effective use of land in meeting the need for homes and other

uses, while safeguarding and improving the environment and ensuring safe and healthy living conditions. Paragraph 125 of the NPPF states that decisions should give substantial weight to the value of using suitable brownfield land within settlements for homes and other identified needs, proposals for which should be approved unless substantial harm would be caused, and support appropriate opportunities to remediate despoiled, degraded, derelict, contaminated or unstable land.

7.11 Policy H1 of the London Plan states that Boroughs should optimise the potential for housing delivery on all suitable and available brownfield sites through their Development Plans and planning decisions. The Policy states that this is particularly the case on sites with existing or planned public transport access levels (PTALs) 3-6 or which are located within 800m distance of a station or town centre boundary. Policy D3 of the London Plan similarly promotes the need to make best use of the land following a design-led approach that optimises the capacity of sites, including site allocations.

7.12 Policy DMHB 17 of the Local Plan states that all new residential development should take account of the Residential Density Matrix contained in Table 5.2. In accordance with the area typology set out in Table 5.2, the site would fall within a suburban non-town centre area. The proposed housing typology would consist of mainly flats and therefore in line with Policy DMHB 17 a typical density of development may be expected to provide between 35 to 100 units per hectare and 105 to 300 habitable rooms per hectare. The consented proposals would provide 240 homes to replace the existing 144 units on the estate, resulting in an uplift of 96 units. In density terms, this equates to 214 units per hectare. The present concentration of dwellings on the site equates to a density of 138 units per hectare.

7.13 The revised proposals which form the present application would provide 296 dwellings, which equates to 285 dwellings per hectare. As with the consented scheme, the revised proposals would significantly exceed the guideline density requirements set out under Policy DMHB 17 of the Local Plan.

7.14 The site lies within the Hayes Opportunity Area, which is a focus area for housing growth as set out within the London Plan. All the site lies within 800 metres of the boundary of Hayes Town Centre which extends up to The Birchway. Whilst the site is site is more distant from Hayes and Harlington Station which is approximately 1.8km from the site, the site would be within a location whereby higher density residential development would be acceptable and would align generally with the provisions of Policy H1 of the London Plan.

7.15 The appropriateness of the density of development is further assessed in design terms within the design section of this report, however the principle of increasing the density of development and the overall number of dwellings that would be provided is considered acceptable and aligns with the aims of Paragraphs 124 and 125 of the NPPF; Policy H1 of the London Plan; and Policy DMHB17 of the Local Plan Part 2. The policies set out emphasis on the requirement to make effective use of previously developed land in the interests of delivering new

homes. The provision of an additional 56 dwellings, which would include 33 affordable homes would deliver significant additional public benefits that must be afforded weight. The impact of variations sought and wider compliance with the Local Plan; London Plan; and NPPF as a whole, including the implications in terms of design and transport, amongst other relevant matters are considered in the relevant sections of the report below.

7.16 In summary however it is considered that the revised proposals represent an efficient and appropriate re-use of previously developed land, and the principle of the proposed development is therefore acceptable. The principle of residential development on this site has been previously established under the hybrid planning permission and the provision of additional homes, above the number of dwellings previously consented is acceptable in line with the Local Plan, London Plan and NPPF, subject to all wider implications assessed below.

Housing Mix

7.17 Policy H10 of the London Plan (2021) states that schemes should generally consist of a range of unit sizes. Policy DMH 2 of the Hillingdon Local Plan: Part 2 - Development Management Policies (2020) states that the Council will require the provision of a mix of housing units of different sizes in schemes of residential development to reflect the Council's latest information on housing need. Paragraph 4.6 of the Hillingdon Local Plan: Part 2 - Development Management Policies (2020) states that the Council's current information on housing need indicates a substantial borough-wide requirement for larger affordable and private market units, particularly three-bedroom properties. Applicants proposing residential schemes will be required to demonstrate that this need has been taken into account.

7.18 Condition 6 of planning permission 76551/APP/2021/4502 placed the following restriction on the mix of dwelling sizes to be delivered within subsequent reserved matters applications, which were as follows:

- One bedroom units - 37%
- Two bedroom units - 47%
- Three and four bedroom units - 16%

7.19 Revisions are sought to Condition 6 of planning permission 76551/APP/2021/4502 to alter the proposed mix of dwellings to include additional flexibility around the size of the dwellings to be delivered within the outline parts of the site under future reserved matters applications. It is proposed that Condition 6 would be revised to ensure that the following mix of housing sizes are provided within the outline phase of the development:

- One bedroom homes – 32-36%
- Two bedroom homes – 42-46%
- Three and four bedroom homes – 20 to 24%

7.20 The additional flexibility sought is considered reasonable and the proposed revisions to Condition 6 would secure a higher percentage of larger three- and four-bedroom homes (20% at the lowest end of the scale). The revised mix better aligns with Policy H10 of the London Plan and Policy DMH 2 of the Local Plan Part 2. Furthermore, the introduction of a broader scope in terms of unit sizes to be delivered within the outline area is considered a reasonable change given the scale of the development. The present wording of the condition is particularly restrictive, and further flexibility is considered appropriate to enable further design development of later phases of the scheme, whilst providing a quantum of family sized homes that at the lower end would marginally exceed the minimum 18% of three- and four-bedroom homes previously permitted. The change sought to the wording of Condition 6 is therefore accepted and the revised wording is included in the list of conditions attached as an appendix to this report.

Affordable Housing

7.21 Policy H2 of Hillingdon Council's Local Plan Part 1 Strategic Policies (2012) states that housing provision is expected to include a range of housing to meet the needs of all types of households, and the Council will seek to maximise the delivery of affordable housing from all sites. For sites with a capacity of ten or more units, the Council will seek to ensure that the affordable housing mix reflects housing needs in the borough, particularly the need for larger family units.

7.22 Policy DMH 7 of Hillingdon Council's Local Plan Part 2 Development Management Policies (2020) states that developments with a capacity to provide ten or more units will be required to maximise the delivery of on-site affordable housing. Subject to viability and if appropriate in all circumstances, a minimum of 35 per cent of all new homes on sites of ten or more units should be delivered as affordable housing, with the tenure split 70 per cent Social or Affordable Rent and 30 per cent Intermediate.

7.23 Policy H5 of The London Plan (2021) sets out the minimum requirements relating to the provision of affordable housing, however as set out within the policy separate provisions are applicable to estate regeneration schemes on public sector land, which is applicable to the proposed development.

7.24 The requirements relating to estate regeneration are set out under Policy H8 of the London Plan 2021, which specifies that the loss of existing housing should be replaced by new housing at existing or higher densities with at least the equivalent level of overall floorspace. Affordable housing that is replacing social rent housing must be provided as social rent housing where it is facilitating a right of return for existing tenants. Where affordable housing that is replacing social rent housing is not facilitating a right of return, it may be provided as either social rent or London Affordable Rent housing. Replacement affordable housing should be integrated into the development to ensure mixed and inclusive communities. All development proposals that include the demolition and

replacement of affordable housing are required to follow the Viability Tested Route and should seek to provide an uplift in affordable housing in addition to the replacement affordable housing floorspace.

7.25 The original planning permission proposed a net increase in overall affordable floorspace, albeit with a reduced number of affordable homes (117), since a higher number of larger homes (3 and 4 bedrooms) were proposed than are currently located on the site. In total the affordable housing provision within the consented scheme equated to 52.5% by floor area (54.6% by habitable room and 48.8% by dwellings) of the entire scheme. The Section 106 agreement accompanying the original planning application set an 'affordable housing minimum' figure defining the quantum of affordable housing (by floorspace) to be provided within the development, which was set at 52.5% by floor area.

7.26 In total 150 affordable homes are proposed under the current application (including Phase 1A), compared with 117 affordable homes that were previously proposed and increase in 33 affordable homes in total. All 87 of the affordable homes proposed within the original application were secured as social rented tenure. It is similarly proposed under the current application that the 150 affordable homes would be socially rented. Within the revised scheme, the affordable housing floor space to be delivered within the development, as a percentage of the overall floorspace would be increased marginally to 53%. The increase in dwellings and residential floorspace proposed would deliver an uplift of 3,204 sqm of affordable floorspace, compared with the provision within the estate at present and 2,199 sqm compared with the quantum of affordable floorspace proposed under the original hybrid permission. Affordable housing would equate to 50% of the dwellings proposed and 54% by habitable room. Under all metrics, the development would equate to an uplift in affordable housing compared with the existing provision within the estate and previously consented provision.

7.27 The Mayor's Affordable Housing and Viability SPG and Policy H8 of the London Plan set out that as well as ensuring no net loss of affordable homes, all development proposals that include the demolition and replacement of affordable housing are required to follow the Viability Tested Route and should seek to provide an uplift in affordable housing in addition to the replacement affordable housing floorspace. Therefore, all such estate regeneration schemes must go through the Viability Tested Route to demonstrate they have maximised the delivery of any additional affordable housing.

7.28 The applicant submitted a financial viability assessment at the time of the previous application which was scrutinised by an independently appointed viability consultant on behalf of the Council. The FVA concluded that the proposed development would result in a viability deficit (a deficit of minus £10,439,311 against the viability benchmark). The FVA concluded that the proposals were showing the maximum level of Affordable Housing on the site and that were more affordable homes to be provided a larger deficit would result. As noted above, the quantum of affordable housing in terms of floorspace and unit numbers would be increased under the revised application. An updated FVA

has been provided by the applicants which concludes that the development would likely result in a deficit of £23,841,100 which would equate to a substantial viability gap, which would increase further were further affordable homes to be provided. The updated FVA has been reviewed by the GLA and has been found to be robust in its conclusions. On this basis the proposed provision of affordable housing is considered acceptable and as noted is an increase on the previously proposed quantum of affordable housing, which must be considered a significant public benefit.

7.29 Given the increase in affordable housing proposed, a deed of variation to the Section 106 agreement accompanying the planning application is required. Accounting for the increase in units and floorspace proposed, a variation is required to the Affordable Housing Target Tenure Split definition as defined within the Section 106 agreement accompanying the original planning application, to increase the minimum number of social rented housing units from 87 to 120.

7.30 The quantum of affordable housing proposed would be in accordance with the aims of the NPPF (2024), Policies H5 and H6 of The London Plan (2021), Policy H2 of Hillingdon Council's Local Plan Part 1 Strategic Policies (2012), and DMH 7 of Hillingdon Council's Local Plan Part 2 Development Management Policies (2020). The policy compliant provision of affordable housing and split of affordable tenure homes must be secured within the accompanying Section 106 agreement should planning permission be granted to ensure the adequate provision of affordable homes under subsequent reserved matters planning applications.

Development Phasing

7.31 Condition 7 of the planning permission requires that development is carried out in accordance with Phasing Plan (*AVD-PRP-ZZ-ZZ-DR-A- 20060 Rev P1)* which was submitted at the time of the original planning application. Accounting for the timescales of the construction project and other associated actions required relating to existing occupiers, this programme has been altered. The Phasing Plan submitted with the S73 application (ref: AVD-PRP-ZZ-ZZ-DR-A- 20060 Rev P1) identifies the three phases; phase 1a (completed), phase 1b and phase 2. As per the phasing timetable, Phase 1b will start in Q1 Spring 2027, and Phase 2 will follow in Q2 Summer 2027 with completion scheduled for Phase 2 in Autumn 2029 and Phase 1B in Winter 2030. The timescales and spatial are considered acceptable in achieving an appropriately ordered, comprehensive and timely completion of the proposed works.

Design, Density and Impact on the Character and Appearance of the Area

7.32 Paragraph 135 of the NPPF (2024) states 'Planning policies and decisions should ensure that developments:
a) will function well and add to the overall quality of the area, not just for the short term but over the lifetime of the development;

b) are visually attractive as a result of good architecture, layout and appropriate and effective landscaping;
c) are sympathetic to local character and history, including the surrounding built environment and landscape setting, while not preventing or discouraging appropriate innovation or change (such as increased densities);
d) establish or maintain a strong sense of place, using the arrangement of streets, spaces, building types and materials to create attractive, welcoming and distinctive places to live, work and visit;
e) optimise the potential of the site to accommodate and sustain an appropriate amount and mix of development (including green and other public space) and support local facilities and transport networks; and
f) create places that are safe, inclusive and accessible and which promote health and well-being, with a high standard of amenity for existing and future users; and where crime and disorder, and the fear of crime, do not undermine the quality of life or community cohesion and resilience.'

7.33 Policies D1, D3 and D4 of the London Plan (2021) require development proposals to be of high quality and to enhance the local context by delivering buildings and spaces that positively respond to local distinctiveness.

7.34 Hillingdon Local Plan Part 1: Strategic Policies (2012) Policy BE1 states 'The Council will require all new development to improve and maintain the quality of the built environment in order to create successful and sustainable neighbourhoods, where people enjoy living and working and that serve the long-term needs of all residents. All new developments should achieve a high quality of design in all new buildings, alterations, extensions and the public realm which enhances the local distinctiveness of the area, contributes to community cohesion and a sense of place.'

7.35 Policy DMHB 11 of the Hillingdon Local Plan: Part 2 - Development Management Policies (2020) states: 'All development, including extensions, alterations and new buildings will be required to be designed to the highest standards and, incorporate principles of good design including: i) harmonising with the local context by taking into account the surrounding scale of development, height, mass and bulk of adjacent structures; building plot sizes and widths, plot coverage and established street patterns; building lines and setbacks, rooflines, streetscape rhythm, for example, gaps between structures and other streetscape elements, such as degree of enclosure; architectural composition and quality of detailing; local topography, views both from and to the site; and impact on neighbouring open spaces and their environment.'

7.36 Policy DMHB 12 of the Hillingdon Local Plan: Part 2 - Development Management Policies (2020) re-emphasises the need for new development to be well integrated with the surrounding area and provides design criteria as to how this would be achieved.

7.37 Policy DMHB 10 of the Local Plan Part 2 sets out Policy relating to high buildings and structures. It should be noted that the Policy does not set out a specific definition of height that constitutes a high building. Policy D9 of the London Plan

sets out that Development Plans should define what is considered a tall building for specific localities, the height of which will vary between and within different parts of London but should not be less than 6 storeys or 18 metres measured from ground to the floor level of the uppermost storey. Policy DMHB 10 sets out a series of location and design-based criteria which must be satisfied with regard to the provision of high buildings. Policy DMHB 10 requires that development be of a height, form, massing and footprint proportionate to its location and sensitive to adjacent buildings and the wider townscape context. Consideration should be given to its integration with the local street network, its relationship with public and private open spaces and its impact on local views.

7.38 Amendments are sought to the approved parameter plan relating to the distribution of building heights across the outline phases of the site, as well as the development zones on which future buildings would be sited. The height of the various parts of the buildings as shown on the parameter plan varied between five storeys and ten storeys (33 metres or 66 metres AOD), with the highest parts of the development being concentrated in the northeastern corner of the site adjoining Avondale Drive and Abbotswood Way. Building heights were limited under Condition 10 of the planning permission to a maximum height of 67 metres AOD. The site is not located within an area which has been designated as suitable for a tall building in locational terms in line with Local Plan Policy DMHB 10, however accounting for the wider appropriateness of the design approach and wider public benefits of the development, the development height, scale and massing was considered to be acceptable, as assessed under the original planning application. The application was informed by a Townscape and Visual Impact Assessment (TVIA) which included an assessment of the visual impact of the indicative scale and massing of the development, based upon the submitted parameter plans. A revised TVIA has been submitted in support of the Section 73 application under consideration; this includes an assessment of the impact of the development in relation to six of the twelve previously selected viewpoints, scoping out views where the development is unlikely to appear prominent, as informed by the previous TVIA.

7.39 Phase 2 of the site consists of a single development zone. Previously it was indicated that this would comprise a central section of up to 5 storeys (16.7 metres) and two side sections each of 7 storeys (23 metres). The indicative massing corresponding to these height parameters showed a layout of three buildings within this part of the site consisting of a pair of seven storey buildings located either side of a five-storey building. The central and westernmost of the buildings were connected by a row of three storey townhouses, set behind a garden at ground floor level. A podium garden was provided at first floor between the proposed five storey building and the westernmost seven storey building. This development zone was staggered in relation to Avondale Drive, thereby providing a setback to the street.

7.40 The revised building height parameter plan for this part of the site proposes a maximum height parameter of six storeys across this part of the site. The six-storey parameter zone would sit behind a narrow rectangular zone adjoining the street, where the maximum permitted height would be up to two storeys. The

applicants design and access statement indicates how this would appear in design terms. It should be noted that this is similarly reflected in the reserved matters application currently under consideration, which relates to the detailed design approach (76551/APP/2025/3242). The plans accompanying the reserved matters application include a row of two storey townhouses, which would face Avondale Drive with a row of three six storey buildings located to the rear, sited perpendicular to Avondale Drive. The six storey buildings would each be separated by landscaped private courtyards at first floor level serving as private amenity space for each of the houses/apartments within this phase of the development. The landscaping at first floor level would sit above ground floor podium parking provided for residents.

7.41 The specific detail relating to the design of the buildings will be determined under the reserved matters application. However, providing two storey townhouses at ground floor level would be a positive design principle that would provide activation along this part of the frontage to Avondale Drive and an appropriate sense of scale along the street which also relates to the lower height and scale of development opposite. An area of open space/landscaping set back is retained to the street. The scale of development within this part of the site would relate appropriately to Phase 1A of the development, which is five storeys in height. With the two-storey development along the frontage providing some variation in the massing along Avondale Drive, accounting for the relatively limited set back position of the five-storey part of the Phase 1A block. The visual imagery prepared by the applicants alongside the views provided within the TVIA, which correspond with the height parameter plans indicate that the development would sit comfortably within the context of the surrounding development.

7.42 The approved height parameter plans for Phase 1B of the development consisted of three different height parameters of 10 storeys (33 metres); 8 storeys (26.8 metres); and 5 storeys (16.7 metres). This provided some variation in the heights of the buildings that would be provided in this part of the site, which would have the implication of breaking up the volume of what is a relatively densely developed part of the site, comprising the tallest part of the development. Within the approved height parameter plan, the tallest part of the development at 10 storeys was located within the north east corner of the site, to the south of Hitherbroom Park. Within the amended proposals subject of this application, two parcels of this development plot would consist of 10 storeys, namely the south western parcel of the site immediately adjoining Avondale Drive the north eastern parcel which faces Abbotswood Way.

7.43 A greater proportion of this development plot would be 10 storeys in height, however the reconfiguration of the height is considered appropriate as the taller elements would be broken up by areas of lower height at seven storeys (26.2 metres) and 8 storeys (29.43 metres). In terms of the height distribution, it is considered that the siting of the 10-storey element of the building on the corner of Avondale Drive would be appropriate in terms of how this would relate indicatively to the Phase 2 development zone and the remaining parts of the

Phase 1B development zone. It should also be noted that Wellings House which sits in a similar position is 12 storeys in height.

7.44 Wider views towards the site are primarily from the east from Minet Country Park where the existing towers on the site sit prominently. Given the additional extent of development proposed compared with the existing towers and the greater volume of development proposed there would be a discernible impact upon these views. It is considered however that the revised proposals would not have a substantially greater visual impact, compared with the consented scheme. It could reasonably be argued that scope of impact is reduced given the greater variance in the height of the development zones, compared with the consented scheme which notably lacked variance, resulting in a greater concentration of taller elements, resulting in concentrated volume in key views. In views from Avondale Drive to the south of the site, the visual impact of the scale and height of the revised scheme is considered to not be greater than the originally consented scheme. As shown within the indicative plans the inclusion of a development zone with a lower height of 10.45 metres which would incorporate townhouses would provide a scale of development which relates appropriately to the street scene and surrounding context, including the lower two-storey scale of housing opposite.

7.45 Whilst Phase 1B of the development includes taller elements in two areas, as assessed above, it is considered that the height is proportionate and sensitive to the existing context and would integrate appropriately in principle with the adjoining street scene in Avondale Drive and Abbotswood Road, subject to the detailed design approach that would be set out within the subsequent reserved matters application(s). As such the development would not conflict with Policy DMHB 10 of the Local Plan Part 2.

7.46 As discussed in detail within the above section of the report which relate to the principle of development, there is a clear policy directive in favour of ensuring that developments are of an optimum density which makes the best use of sites, as et out in Paragraph 124 of the NPPF; Paragraph H1 of the London Plan; and Policy DMHB17 of the Local Plan Part 2. It is considered that the approach to the height and siting of development, as shown of the submitted parameter plans is appropriate and adequately demonstrates that the increased quantum of units proposed can be delivered on the site whilst corresponding appropriately to the character and appearance of the surrounding area.

Landscaping and Public Open Space

7.47 The amended proposals include the removal of vehicular access and car parking from the space between the development zones to be provided within Phase 2 and Phase 1B. It is instead proposed that this part of the site would be for pedestrian use only, with vehicles entirely restricted from using this space, except for emergency vehicles. The amendments would allow for a higher standard of public open space, compared with the consented scheme given the substantial improvements to the useability and potential attractiveness of this part of the site. The amendments allow for the inclusion of play provision within

this part of the site that would be accessible to the wider public, as well as further soft landscaping and the retention of a Category B tree, which was previously scheduled for removal. As indicated within the Access and Movement Parameter Plan, the proposals would provide more direct and legible access to Hitherbroom Park, compared with the consented scheme where access would be more convoluted and would represent an enhancement compared with the consented proposals.

7.48 Landscaping is a reserved matter that would be addressed under any future reserved matters application(s) however the parameter plans, particularly parameter plan 4 (hard and soft landscaping) set aside substantial space within the site whereby tree planting and other soft landscaping could be provided to enable the provision of attractive and well-designed landscaping that similarly contributes towards urban greening and enhancements to on-site biodiversity.

7.49 The applicants Design and Access Statement indicates that approximately 2775sqm of public open space would be provided within the development site. The previous proposals indicated that 1306 sqm of publicly accessible open space would be provided consisting largely of greening within the streetscene, to include public realm to the perimeter of the blocks as well as new landscaped areas along Avondale Drive. These areas were not therefore considered 'Public Open Space' moreover these areas were considered to represent landscape buffers. The development was therefore considered to provide limited Public Open Space and consequently a financial contribution of £128,000 was required towards the provision of, or improvements to public open space elsewhere in the borough. The contribution was required to be paid prior to occupation of the 91st dwelling. The proposals are considered to represent an enhancement on the previous areas of public open space, in terms of both the amount of space provided (44% increase as a proportion of habitable floor area) as well as the useability and attractiveness of the spaces. This is particularly achieved through the incorporation of a pedestrianised space between Development Zones 2 and 3. This area which is indicatively shown within the applicant's Design and Access Statement to include soft landscaping and play was shown as an access road within the consented proposals. The landscaping and public open space parameter plan would allow for the provision of relatively substantial, first floor communal courtyards which would include the provision of soft landscaping and play equipment. The quality of the communal spaces is discussed in further detail below, however in principle the siting and scale of the spaces, as shown in the parameter plans would allow for the delivery of communal spaces of an appropriate design and quality in terms of size and sunlight. A financial contribution of £128,000 was secured under the original planning application towards enhancements to public open space within the local authority area. Given the evident enhancements to the public realm and 44% increase as a proportion of habitable floor area, it is considered that a similarly proportionate 44% reduction in the financial contribution secured towards public open space should be applied. A reduced contribution of £71,680 is therefore sought under a deed of variation of the legal agreement.

Security

7.50 Whilst the Metropolitan Police were consulted regarding the planning application no response regarding the proposals has been received. Officers are satisfied that the indicative layout and design approach is acceptable from a public safety and security perspective and in any event the detailed design would be subject to review under later reserved matters applications. A condition was attached to the original application requiring that the applicant submits details of security measures to minimise the risk of crime and to meet the specific security needs of that phase shall be submitted for that phase and achieves secured by design gold accreditation for each relevant phase of the development. Subject to the recommended condition the proposal would comply with the NPPF, Policy D11 of The London Plan, and Policy DMHB 15 of the Local Plan Part 2.

Summary of Design Approach

7.51 Whilst the planning application is made in outline, the accompanying parameter plans would secure the provision of a development which respond appropriately to the townscape character and is of an appropriate scale and density. The development is considered to comply with Policies D3 of the London Plan (2021), BE1 of the Hillingdon Local Plan: Part 1 (2012), Policies DMHB 10, DMHB 11 and DMHB 12 of the Hillingdon Local Plan: Part 2 (2020); Policies D3, D4, D8 and D9 of the London Plan; as well as the NPPF 2024.

Residential Amenity

Existing Residents

7.52 DMHB 11 of the Hillingdon Local Plan seeks to ensure a satisfactory relationship with adjacent dwellings and no unacceptable loss of outlook, amenity, daylight and sunlight to neighbouring occupiers. Part B of the policy states that development proposals should not adversely impact on the amenity, daylight and sunlight of adjacent properties and open space.

7.53 A Daylight, Sunlight and Overshadowing Assessment was submitted as part of the original planning application which assessed the impact on neighbouring residential occupiers, as well as assessing the quality of daylight/sunlight for future occupiers in terms of both internal habitable rooms, private and communal amenity areas and areas of public open space.

7.54 The previously submitted Daylight, Sunlight and Overshadowing Assessment was reviewed by external consultants and based on the findings of the external report, officers considered that the impacts are considered typical and acceptable for such an urban regeneration scheme, and the sky visibility is retained in line with what would be expected within an urban context, as set out within the Mayor's Housing SPG and draft Good Quality Homes for All Londoners Guidance (October 2020). This view was formed by the limited effect to the vast majority of the residential properties included in the assessment, as well as the neighbouring primary school. The effects of the proposal are therefore considered to be acceptable for a developing urban context.

7.55 An addendum to the submitted Daylight and Sunlight Assessment has been prepared in support of the amended proposals, which assesses the additional scope of development proposed on daylight and sunlight to neighbouring receptors and for future occupiers. The submitted report is benchmarked against the consented scheme and includes and assessment against the indicative development masterplan, as well as a maximum parameter development, although the latter of these assessments is unlikely to be a realistic given the various design conflicts. The indicative masterplan indicates the proposed distribution of height and massing, which corresponds with the submitted parameter plans and demonstrates how the additional units may be accommodated. It should be noted that the massing and layout corresponds with the plans submitted under reserved matters application (76551/APP/2025/3242).

7.56 The Addendum to the Daylight and Sunlight Assessment indicates that the amendments to the approved scheme, as reflected within the indicative masterplan would have a low to negligible impact on surrounding residential receptors in terms of daylight/sunlight impacts, where assessed against the BRE test criteria for APSH, VSC and NSL. This includes an assessment of all adjoining properties on Avondale Drive, Gade Close and Clivesdale Drive. In instances modest improvements are noted compared with the consented scheme. Even where assessed in the context of the maximum development parameters, the impact is not considered substantial when considered against the relevant BRE tests. The impact on the Minet Infant and Junior School is also assessed to be minimal in relation to the school buildings and adjoining outside spaces.

7.57 It must also be noted that Paragraph 130 of the NPPF sets out that local planning authorities should refuse applications which they consider fail to make efficient use of land, taking into account the policies in this Framework. In this context, when considering applications for housing, authorities should take a flexible approach in applying policies or guidance relating to daylight and sunlight, where they would otherwise inhibit making efficient use of a site (as long as the resulting scheme would provide acceptable living standards). This is considered to be applicable in this instance, as in order to fully comply with BRE guidelines, the level of development would likely be restricted on the site, resulting in a less efficient use of land and a reduction in the number of deliverable homes.

7.58 The submitted parameter plans involve changes to the distribution of height, scale and massing across the site and consequently how the scale of development is experienced in relation to the adjoining residential dwellings differs. The submitted proposals include an increase in height across the site, including height increases along Avondale Drive, with the buildings in Phase 2 increasing from a maximum of 5 to 7 storeys to 8 storeys. The buildings in Phase 1B include additional height along the Avondale Drive frontage facing Avondale Drive, with slightly reduced height on the corner of Avondale Drive and Abbotswood Way.

7.59 Whilst there would be an increase in the height of the development along Avondale Drive, a separation distance of between 20 and 27 metres is retained between the development zones across the site and the nearest neighbouring dwellings to the south and 13 metres at the closest point between the development zone in Phase 1B and the garden of 133 Avondale Drive, the nearest existing property. In considering the scale and height of the proposed development, it must also be taken into consideration that the three existing tower blocks on the site extend to 13 storeys and are therefore buildings of significant height. Accounting for the separation distance between the proposed buildings and the existing residential dwellings and where accounting for the context of the existing buildings on the site it is considered that the development would not appear overbearing in scale.

7.60 Where accounting for the above referenced separation distances, it is considered that the development would not result in a significant loss of privacy to existing occupiers. This is taking into consideration the present circumstances, including the siting of existing dwellings within the three tower blocks on the site; as well as the consented development.

7.61 In summary, it can be concluded that the development would not have a significantly adverse impact on the amenity of any adjoining properties, and the development would comply with Policy DMHB 11 of the Hillingdon Local Plan: Part 2 - Development Management Policies (2020).

Quality of Residential Accommodation and Private Amenity Space

7.62 Policy D6 of The London Plan (2021) sets out the requirements for new dwellings'
gross internal floor area at a defined occupancy level. Housing development should maximise the provision of dual-aspect dwellings and avoid the provision of single aspect dwellings. A minimum of five sq. m. of private outdoor space should be provided for one-two person dwellings. It must achieve a minimum depth and width of 1.5 metre. The Mayor's Housing Design Standards LPG further states that 'deep, narrow, single-aspect studios will not provide a suitable quality of accommodation; homes are, therefore, expected to be dual-aspect unless there are compelling reasons why that cannot be achieved.'

7.63 Policy DMHB 18 of the Local Plan Part 2 sets out that 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. Balconies should have a depth of not less than 1.5 metres and a width of not less than 2 metres; and 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.

7.64 The applicants Design and Access Statement and Hard and Soft Landscaping Parameter Plan indicates that 1,825 sqm of communal (private) amenity space would be provided within the development to serve future occupiers. It would be

expected that the individual apartments and houses within the development are provided with private amenity areas in the form of external terraces or balconies, although these details would be provided at reserved matters stage.

7.65 Based on the proposed quantum and size of units proposed, there would be a requirement to provide 6370 sqm of private external amenity space to accord with the requirements set out in DMHB 18 of the Local Plan Part 2. It is proposed that 1825sqm of communal amenity space would be provided. The indicative plans for the site include the provision of private balconies for each of the individual flats, the cumulative quantum of balcony space would however be determined at reserved matters phase, as this relates to detailed aspects of the design of the housing. There would be a likely shortfall in terms of the size of communal amenity space that may be provided, accounting for the quantum of development, however this should be balanced against the existing and proposed provision of public open space on site, and within the surrounding area. Approximately 2775sqm of public open space would be provided within the development site, whilst the site adjoins Hitherbroom Park and is within 200 metres of an extensive area of public open space at Minet Country Park, as well as a smaller area of public open space approximately 400 metres to the north adjoining Priory Close. On this basis it is considered that an appropriate quantity of private amenity space would be provided within the development.

7.66 The submitted addendum to the Daylight and Sunlight Assessment shows generally high performance for the external communal amenity areas, with all but one of the spaces exceeding the target requirement to ensure that at least 2 hours of sunlight is achieved on 21st March. The communal space adjacent to Phase 1 of the development falls below this requirement with 34% receiving recommended sunlight on 21st March. Occupiers would have access to the above-mentioned existing areas of public open space and the new areas of public open space within the development itself. Approximately 68% of this space would receive two or more hours of sunlight on 21st June, where demand for use of the outside communal spaces is increased, with between 89 and 100% of the other communal areas achieving two or more hours of sunlight on 21st June. Accounting for this, it is considered that space would on balance benefit from appropriate standards of daylight and sunlight.

7.67 Policy DMHB 16 of the Local Plan Part 2 Development Management Policies (2020) states that all housing developments should provide adequate internal space to provide an appropriate living environment. Detailed floor plans showing the layout of the proposed living accommodation are required under the reserved matters planning application, which would be required to demonstrate compliance with Policy DMHB 16 of the Local Plan.

7.68 Parameter Plan 1 includes a minimum separation distance of 18 metres between buildings and 14 metres between projecting balconies. As noted in the above section of this report, it is considered that there would not be a mutual loss of privacy given the proximity of the proposed buildings to existing residential dwellings. It is considered that the siting of the buildings would retain an appropriate distance between facing windows and amenity areas, such that

future occupiers would be afforded appropriate privacy. Final details would be secured through the future reserved matters applications.

7.69 As internal layouts would be subject of review under a reserved matters application an assessment cannot be made as to the performance of individual rooms against the relevant BRE daylight and sunlight criteria. The Daylight and Sunlight Assessment provided does however include an internal façade analysis which has been developed accounting for the submitted parameter plans. The façade analysis indicates that the vast majority of the façade of all buildings would achieve a VSC score of 27% in line with the BRE targets. There are elements where there is likely to be restricted sunlight, primarily within courtyard effacing elevations and within the south east elevation of Phase 2 facing the Phase 1B building and area of public open space. This is, however, relatively typical of higher density urban development and the rooms impacted would otherwise benefit from appropriate outlook. On balance it is considered that the proposed layout would be conducive to securing appropriate levels of daylight and sunlight for future occupiers. As previously noted, Paragraph 130 of the NPPF states that when considering applications for housing, authorities should take a flexible approach in applying policies or guidance relating to daylight and sunlight, where they would otherwise inhibit making efficient use of a site (as long as the resulting scheme would provide acceptable living standards). Taking this into account, it is considered that the proposals achieve an appropriate balance in increasing the density of development and number homes provided on the site, whilst ensuring that appropriate standards of amenity are provided for future occupants.

7.70 It is therefore considered that the proposal would provide suitable accommodation for its residents and comply with Policy D6 of The London Plan (2021), The Mayor's Housing Design Standards LPG, and Policies DMHB 16 and DMHB 18 of the Local Plan Part 2 Development Management Policies (2020).

Play Space

7.71 Policy S4 of The London Plan (2021) states that residential development proposals likely to be used by children and young people should incorporate good-quality, accessible play facilities for all ages. At least ten square metres of playspace should be provided per child.

7.72 Policy DMCI 5 of Hillingdon Council's Local Plan Part 2 Development Management Policies (2020) states that for all major development proposals, the Council will apply Hillingdon's child yields and the London Plan SPG; 'Providing for Children and Young Peoples Play and Informal Recreation', which specifies that ten square metres of play space should be provided for each child and an accessibility standard of 400 metres to equipped playgrounds. In areas of deficiency, there will be a requirement for new provision to be made to meet the benchmark standards for accessibility to play provision.

7.73 The estimated child yield for the development as revised would be 198.9 accounting for the size and mix of homes which would generate a child play space requirement of 1988sqm. The submitted parameter plans indicate that the development would be capable of providing 1444sqm of play provision. Previously 994sqm of play space was proposed on the site, this represented a shortfall in the required play provision of 1289.4sqm based on the child yield for the approved scheme. 174sqm of play space has already been provided within Phase 1A of the development with publicly accessible play provision proposed along the Avondale Drive frontage, adjacent to Phase 2 and Phase 1B; and within the new public open space that would link Avondale Drive with Hitherbroom Park. Private areas of play space are proposed within each of the landscaped podium areas providing amenity space for future occupiers. There remains a potential shortfall of 544sqm where assessed against the target play space provision of 1988sqm. The closest parks/recreation grounds to the application site are Hitherbroom Park (within 400m) and Minet Park (within 800m) which as part of the estate-wide play space strategy represent provision that is accessible and suitable to meet the needs of future occupiers.

7.74 The application site contains an existing children's playground which is publicly accessible to all members of the public, not only those living within the Avondale Drive estate. The proposals result in the loss of this playground in order to facilitate the development. A financial contribution of £100,000 was secured as part of the previous planning application towards the creation of a children's play space to be provided off-site to compensate for the loss of the existing play space on site. It is proposed that the replacement play area would be provided at Hitherbroom Park, immediately adjacent to the site. Accounting for the increase in play provision proposed within the Section 73 application, a proportionate reduction in the off-site financial contribution should be applied. The combination of on-site play, within the communal courtyard areas and public open space, alongside the retained off-site contribution of £55,000 would secure appropriate play provision within the development for future occupiers and would offset the loss of the existing play area on site.

7.75 In summary, both the detailed and outline elements of the proposals are considered not to conflict with Policy EM4, Policies DMCI 4 & 5, DMHB 18 & 19, and Policies G4, D6, S4 of the London Plan.

Transport, Highway Impact and Parking

7.76 Paragraph 116 of the NPPF (2024) states that development should only be prevented or refused on highways grounds if there would be an unacceptable impact on highway safety or the residual cumulative impacts on the road network would be severe.

7.77 Policies DMT 1 and DMT 2 of Hillingdon Council's Local Plan: Part 2 Development Management Policies (2020) require the Council to consider whether the traffic generated by proposed developments is acceptable in terms of the local highway and junction capacity, traffic flows, and conditions of general highway or pedestrian safety. Policy DMT 5 states that development proposals

will be required to meet the Council's cycle parking standards as set out in Appendix C Table 1. Policy DMT 6 requires that proposals comply with the Council's parking standards to facilitate sustainable development and address issues relating to congestion and amenity.

7.78 Policy T4 of The London Plan (2021) states that development proposals should not increase road danger. Policy T5 states that development proposals should help remove barriers to cycling and create a healthy environment in which people choose to cycle. Policy T6 states that new residential development should not exceed the maximum parking standards detailed in Table 10.3. Car-free development should be the starting point for all development proposed in places that are well-connected by public transport or that are planned to be. 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. Disabled person parking should be provided for new residential developments in accordance with Policy T6. Policy T7 states that development proposals should facilitate safe, clean, and efficient deliveries and servicing. Provision of adequate space for servicing, storage, and deliveries should be made off-street, with on-street loading bays only used where this is not possible.

7.79 The outline parts of the site have a PTAL of 1b which indicates relatively poor public transport accessibility, whilst a small section of Phase 1A of the site has a PTAL of 2. Within outer London areas falling within PTAL 0-1 up to 1.5 spaces may be provided per dwellings as a maximum standard.

7.80 Phase 1B of the proposed development accommodates undercroft parking accessed via a proposed access with Abbotswood Way, above which there is a resident's courtyard at first floor podium level. Phase 2 accommodates an undercroft parking area, accessed via a proposed access with Avondale Drive, between Blocks B and C. A total of 74 car parking spaces are proposed within the outline area of the site including 8 blue badge spaces. 68 car parking spaces were proposed in the outline area of the consented scheme. The proposed parking provision would equate to a ratio of 0.25 spaces per unit, compared with 0.28 parking spaces per unit which was previously consented, albeit that the total number of parking spaces has increased. The ratio of car parking spaces to units is in accordance with the London Plan (2021) Policy T2 Healthy Streets which requires that development proposal should "*reduce the dominance of vehicles on London's streets*". Of the 74 parking spaces, eight are Blue Badge spaces. This is equivalent to three per cent of residential dwellings having access to disabled person parking provision from the outset, which is welcomed. The extant consent includes conditions requiring a Parking Design and Management Plan (PDMP) which shows how further Blue Badge spaces could be provided if demand arises.

7.81 The proposed parking ratios do not exceed the maximum standards set out in Policy T6 of the London Plan. The proposed parking ratios are relatively low and most occupiers would not have access to allocated parking spaces. The surrounding roads are not subject to resident parking controls. The impact of

displacement of additional vehicles within the surrounding streets was assessed under the previous application and it was considered that the impact of any displacement would not result in severe harm to highway safety or amenity. To mitigate the impact in the absence of parking controls, a financial contribution of £50,000 was secured prior to the first occupation of the 31st dwelling (first dwelling within the outline area of the site) towards the implementation of a parking management area. This would place restrictions on parking within the streets surrounding the site, which would include permit-based restrictions on parking to ensure that necessary on-street parking is provided for existing residents. Access to obtain parking permits within any parking management area for future occupiers of the proposed development would not be permitted in line with Schedule 13 of the S106 Agreement. Consequently, these measures would serve to prevent overspill parking, whilst not reducing preventing on-street parking for existing residents where necessary. It is considered that the measures set out within the Section 106 remain sufficient in addressing any additional parking pressure that may arise due to the increase in units and occupiers. The financial contribution of £50,000 remains sufficient given that the cost of implementing a parking management scheme would not increase, notwithstanding the overall increase in units proposed.

7.82 An obligation was agreed within the accompanying legal agreement requiring the provision of a Car Club to serve future residents and there have been 2 spaces which have been identified for this purpose, this obligation would remain as this remains an important means of providing flexible travel for future residents, without the need for private car ownership.

7.83 Based on the additional quantum of development proposed, the applicants Transport Assessment indicates that there would likely be an additional 36 and 31 two-way vehicular trip movements generated in the AM and PM peak respectively compared with the consented scheme. There would be an overall increase of 117 two-way vehicular trip movements per day. The proposed increase in two-way daily and peak vehicular movements has been assessed by the Highway Authority, who consider that the impact of the additional trip generation would not have a severe impact on the function of the surrounding road network. Were the parking management scheme to be implemented, there would likely be a decreased trip generation of -145 compared with the existing trip generation associated with the estate and 17 additional trips above those associated with the consented proposals were parking controls to be implemented. This would also have implications in terms of air quality, which are discussed in the relevant section of the report.

7.84 A Healthy Streets contribution of £51,000 to be used by Transport for London towards measures to mitigate the impact of the development on the A312 corridor (including the Bulls Bridge Junction) was secured under the Section 106 Agreement accompanying the original planning permission. An Active Travel Zone contribution of £120,000 was secured towards investment in measures to encourage uptake of active travel and public transport. Given the increase in units and corresponding increase in occupiers proposed, a proportionate increase in the contributions is considered reasonable and necessary in the

interests of improving active travel within the vicinity of the site. A revised proportionate increase in the healthy street's contribution totalling £94,581 and £152,400 in terms of the active travel zone contribution is required to mitigate the impact of the additional units and to improve active travel infrastructure in the interests of discouraging private car use.

7.85 The consented scheme included the provision of service vehicle access between the two development blocks in Phases 1B and 2. Service access into this space is excluded within the revised plans. It is instead proposed that this area would be for pedestrian access only, providing a new pedestrian route to Hitherbroom Park. This would improve the useability of this space for pedestrians and is therefore welcomed. A condition is attached to secure the submission and approval of an appropriate Delivery and Servicing Plan to ensure compliance with Policy T7 of The London Plan (2021).

7.86 Taking into account all relevant considerations relating to the provision of parking and associated vehicle movements and trip generation, it is considered that on balance that the proposed development complies with Paragraph 116 of the NPPF (2024), Policies T4, T5, T6, and T7 of The London Plan (2021), and Policies DMT 1, DMT 5, DMT 6, and DMT 2 of Hillingdon Council's Local Plan Part 2 Development Management Policies (2020).

Electric Vehicle Charging Infrastructure

7.87 With regard to the detailed element of the planning permission, the applicants Design and Access Statement indicates that 20% of parking spaces would be served by electric vehicle charging points. The submitted Car Parking Management Plan sets out that 20% of spaces will be provided within the outline element of the application would be provided with active electrical vehicle charging infrastructure, with the remaining 80% of spaces benefitting from passive infrastructure (i.e. benefitting from the ducting and infrastructure to convert to active in the future). This standard of provision is in accordance with the London Plan standard and is accepted.

Cycle Parking

7.88 A total of 315 cycle parking spaces is proposed. These would be provided in suitable, covered and accessible location either within the undercroft of the flats, or within ground floor parking stores. Details relating to the specific design of the cycle parking would be provided under the reserved matters application. The quantum of cycle parking proposed is however considered acceptable in principle and compliant with the standards set out under Policy T5 (Table 10.2) of the London Plan 2021.

Noise

7.89 Policy D3 of The London Plan (2021) states that development proposals should help prevent or mitigate noise impacts.

7.90 Policy DMHB 11 of the Hillingdon Local Plan Part 2 Development Management Policies (2020) states that development proposals should not adversely impact the amenity.

7.91 The application is accompanied by a Noise Impact Assessment (NIA) which has been reviewed by the Councils Noise Specialist Officer and is considered to provide sufficient detail in assessing existing conditions. Details relating to sound insultation measures and measures to control/mitigate noise from plant or mechanical equipment would be required by planning condition before occupation of development within each phase.

7.92 Subject to the provision of appropriate details to be secured by planning condition, it is considered that the development would not have a negative impact on the amenity of existing and future residents by reason of noise and therefore the development would comply with Policy D3 of The London Plan (2021) and Policy DMHB 11 of the Hillingdon Local Plan Part 2 Development Management
Policies (2020).

Air Quality

7.93 Policy SI 1 of The London Plan (2021) states that development proposals should ensure that where emissions need to be reduced to meet the requirements of Air Quality Neutral or to make the impact of development on local air quality acceptable, this is done on-site.

7.94 Policy DMEI 14 of Hillingdon Council's Local Plan Part 2 Development Management Policies (2020) states that 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.

7.95 The Site is within an Air Quality Management Area and Air Quality Focus Area. The Applicant submitted an Air Quality Assessment Addendum, which is considered to provide an acceptable level of detail to assess the air quality impact associated with the proposed development. The AQA Addendum indicates that the proposed development would be air quality neutral for transport emissions or air quality positive and therefore, further appropriate mitigation is required. This was similarly the case with the submitted planning application, whereby a financial contribution of £3,716 was required to be paid for Hillingdon to deliver its air quality local action plan and or implement specific measures on/along the road network affected by the proposal that reduce vehicle emissions and or reduces human exposure to nitrogen dioxide levels. The submission of an Air Quality Assessment prior to superstructure works of each

relevant phase of this development was also required. The Council's Air Quality Officer has advised that an air quality mitigation contribution of £135,989 must be secured through a deed of variation to the Section 106 Agreement to mitigate the additional air quality impact associated with the development.

7.96 As noted within the Transport Section of this report, were a parking management scheme to be implemented, there would likely be a decreased trip generation of -145 compared with the existing trip generation associated with the estate and 17 additional trips above those associated with the consented proposals were parking controls to be implemented. On this basis it is considered reasonable that the Section 106 Agreement includes a second scenario whereby a lower air quality contribution of £6,363 would be required to account for the substantially lower traffic generation that would be associated with the development in these circumstances. It is therefore proposed that a clause is inserted into the legal agreement to capture this.

7.97 Subject to securing the air quality contribution through a Section 106 legal agreement, 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.

Health

7.98 Policy GG3 of the London Plan sets out a series of measures that must be incorporated into developments to improve Londoner's health and reduce health inequalities.

7.99 Policy CI1 states that the Council will ensure that community and social infrastructure is provided in Hillingdon to cater for the needs of the existing community and future populations.

7.100 Paragraph 98 of the NPPF states that planning decisions should take into account and support the delivery of local strategies to improve health, social and cultural well-being for all sections of the community.

7.101 It is noted that contributions were not required under the original planning application towards healthcare provision within the local area. The NHS have been consulted during the course of the planning application. It was advised that the closest surgery (Kincora Surgery) has sufficient capacity to absorb the impact from the development at present. On this basis no financial contribution towards would be required in order to mitigate the impact of the development.

Accessibility

7.102 Policy D7 of The London Plan (2021) states that residential development must ensure that at least ten 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' and 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.' These requirements seek to ensure suitable housing and genuine choice for London's diverse population, including disabled people, older people, and families with young children.

7.103 Policy H13 of The London Plan (2021) states that boroughs should work positively and collaboratively with providers to identify sites which may be suitable for specialist older persons housing taking account of suitable levels of safe storage and charging facilities for residents' mobility scooters.

7.104 The Councils Access Officer has reviewed the proposals for the outline part of the site and has advised that there are no objections to the submitted proposals in principle. It is required that 10% of this development would need to meet the standards for M4(3) Category 3 - wheelchair user dwellings. The units should be interspersed throughout the development, to include all typologies and tenures. All remaining units must be designed to the standards for Category 2 M4(2) Accessible and Adaptable dwellings, as set out in Approved Document M 2015. Compliance would be secured by planning condition in line with the original permission.

7.105 Subject to the above-mentioned conditions, the development is considered to comply with Policy D7 of The London Plan (2021) and Policy H13 of The London Plan (2021).

Trees, Landscaping and Urban Greening

7.106 Policy DMHB 14 of the Local Plan requires the retention and enhancement of existing landscaping, trees, biodiversity or other natural features, landscaping that supports and enhances biodiversity and amenity and replanting of new trees.

7.107 Policy G5 of the London Plan stipulates that major development proposals, should include urban greening as a fundamental element of site and building design by incorporating measures such as high-quality landscaping (including trees), green roofs, green walls, and nature-based sustainable drainage.

7.108 The tree report accompanying the original planning application identified and assessed the condition and value of 33 trees and 3 groups, in accordance with BS5837:2012. There were 2 x A grade trees (highest quality), 22 x B grade trees (moderate /worthy of retention on development sites), 9 C grade trees/groups (lower quality) and 3 U grade (very poor). No additional trees would be removed under the revised proposals; however the proposals would retain a Category A London Plan tree, which adjoins Hitherbroom Park; as well as a Category B Cherry Tree, which is located in a more central position in the site, within the proposed new area of public open space.

7.109 Overall, the proposals are considered an improvement on the consented scheme as the above-mentioned Category A and B trees which are of high and moderate visual amenity value would be retained.

7.110 The submitted landscaping scheme includes substantial additional tree planting within areas of the public realm and private amenity areas, which in combination are stated within the supporting documents to achieve an urban greening factor (UGF) score of 0.52. This would exceed the target score of 0.4 for residential developments as set out in Policy G5 of the London Plan and the indicative UGF calculated for the previously consented proposals. The original application was further subject to a condition requiring the submission of an urban greening factor assessment prior to the commencement of above ground works of each phase within the Outline Area.

7.111 The proposals would therefore comply with Policy DMHB 14 of the Local Plan and Policy G5 of the London Plan.

Ecology

7.112 Policy DMEI 7 of the Local Plan states that the design and layout of new development should retain and enhance any existing features of biodiversity or geological value within the site. If development is proposed on or near to a site considered to have features of ecological or geological value, applicants must submit appropriate surveys and assessments to demonstrate that the proposed development will not have unacceptable effects. Similarly, Policy G6 of the London Plan states that development proposals should manage impacts on biodiversity and aim to secure net biodiversity gain.

7.113 Paragraph 6.28 of Hillingdon Council's Local Plan Part 2 Development Management Policies (2020) states that it is important that planning decisions are appropriately informed by the right level of survey and information on ecology features. Where appropriate, the Council will require the use of the approved DEFRA biodiversity impact calculator to inform decisions on no net loss and net gain.

7.114 In England, Biodiversity Net Gain (BNG) is mandatory under Schedule 7A of the Town and Country Planning Act 1990 (as inserted by Schedule 14 of the Environment Act 2021). Developers must deliver a BNG of 10%. This means a development will result in more or better-quality natural habitats than there were before development.

7.115 The original planning application was accompanied by a Preliminary Ecological Appraisal (PEA) which confirmed that there were no overriding ecological constraints. This included a biodiversity net gain (BNG) calculation. The PEA was accompanied by a bat survey which identified that the buildings on the site had a low potential to support roosting bats. On this basis a condition was recommended requiring the implementation of relevant mitigation, which included a ‘bat sensitive’ lighting strategy

7.116 Condition 15 of the planning permission required the submission of details relating to biodiversity net gain across the development and as part of the relevant phase of the development. The details are required prior to the

commencement of each phase of the development. It is noted that the planning application was determined prior to the national requirement that mandatory BNG is delivered on all major developments (February 2024), however the submitted biodiversity net gain report accompanying the original application anticipated that the development would deliver a +1 increase in biodiversity units, equivalent to 54% biodiversity net gain.

7.117 On the basis that the proposals are sought as a variation to the previous planning permission, and that the impact on ecology it is considered to not be substantially different, it is considered that no amendments are required to the means by which biodiversity net gain would be delivered on site. Condition 15 of the planning permission is considered to provide an appropriate means of securing delivery of biodiversity net gain, including details of landscaping and habitat creation required within the revised scheme. It is further noted that more detailed landscaping plans would be provided under the reserved matters planning application.

7.118 Subject to the provision of appropriate details to be secured by planning condition to demonstrate that biodiversity net gain is delivered within the site, it is considered that the development would comply with Policy DMEI 7 of the Local Plan.

Flooding and Drainage

7.119 Policy SI 13 of The London Plan (2021) states that development proposals should aim to achieve greenfield run-off rates and ensure that surface water run-off is managed as close to its source as possible. Policy DMEI 10 of the Hillingdon Local Plan Part 2 Development Management Policies (2020) states that a SuDs system should drain developments and include appropriate methods to avoid polluting the water environment.

7.120 The site lies fully within Flood Zone 1, is at a low risk of flooding and does not lie within a critical drainage area. The original planning application was accompanied by a drainage strategy and Flood Risk Assessment (FRA). An addendum to this strategy has been submitted to account for the various amendments proposed to the development, including the landscaping strategy and site layout. The two attenuation tanks that previously formed part of the drainage strategy have been relocated and increased in size, accounting for the revised site layout and other changes to the proposed plans. The amended proposals include the provision of permeable paving, as well as raingardens and green roofs as means of sustainable drainage. A more detailed drainage strategy would be required at reserved matters stage and Condition 29 of the original planning permission requires the submission of a scheme for sustainable water management, which aligns with the approved FRA and Drainage Strategy.

7.121 The addendum to the drainage strategy and flood risk assessment has been reviewed by Metis on behalf of the Council as Lead Local Flood Authority, who have advised that the drainage strategy sets out appropriate measures to manage surface water drainage.

7.122 Subject to the provision of this additional information that would be secured by planning condition, it is considered that the proposed development complies with Policy SI 13 of The London Plan (2021) and DMEI 10 of the Hillingdon Local Plan Part 2 Development Management Policies (2020).

Waste Management

7.123 Policy D6 of The London Plan (2021) states that developments should ensure that recycling and waste disposal, storage, and any on-site management facilities are convenient in operation and location, appropriately integrated, and designed to work effectively for residents, management, and collection services.

7.124 The provision for waste management within the site has been reviewed by the Council's Waste Management Team and is acceptable in principle from an operational perspective. Specific details relating to refuse storage and collection would be required at reserved matters stage. The proposals are therefore considered to comply with Policy D6 of the London Plan.

Sustainability – Energy, Whole Life Carbon and Circular Economy

7.125 Policy DMEI 2 of the Hillingdon Local Plan Part 2 Development Management Policies (2020) states that all developments are required to make the fullest contribution to minimising carbon dioxide emissions in accordance with London Plan targets.

7.126 Policy SI 2 of the London Plan states that major development should be net zero-carbon. This means reducing greenhouse gas emissions in operation and minimising both annual and peak energy demand. A minimum on-site reduction of at least 35 per cent beyond Building Regulations 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.

7.127 An outline Energy Statement and Sustainability Strategy was submitted as part of the original planning application, which indicated that Phases 1b to 2 would achieve zero carbon entirely through on-site measures. This included fabric-based measures, the installation of air source heat pumps and solar PVs on the roofs of the proposed buildings. The revised proposals are expected to achieve an 80% carbon reduction on-site, 20% below the previously expected reductions, this is due to an increase in the unit numbers and floor to roof ratios across the site.

7.128 Condition 34 of the original permission requires that prior to the commencement (except for demolition, ground and enabling works) for each relevant development phase of the outline area of the development a detailed energy assessment shall be submitted to and approved by the Council. The assessment shall set out the plans and specifications for the 'be clean' and 'be green' technology solutions set out in the outline energy strategy. Any carbon emissions identified shall be subject to an offsite contribution. This requirement is similarly reflected within the accompanying Section 106 agreement. On the basis that the carbon reductions cannot fully be delivered on-site, an offset payment is anticipated for the future phases of the development. The specific contribution would be determined based on the submitted Energy Assessment, which includes a calculation of the carbon shortfall for each phase. The strategy is considered acceptable in principle and aligns with Policy DMEI 2 of the Hillingdon Local Plan Part 2 Development Management Policies (2020); and Policy SI 2 of the London Plan subject to the submission of the detailed assessment and payment of the required carbon offsetting fee as required under the Section 106 agreement.

7.129 In accordance with London Plan Policy SI 2 the applicant is required to calculate and reduce whole life-cycle carbon (WLC) emissions to fully capture the development's carbon footprint. The extant planning permission includes a condition requiring the applicant to submit a post-construction assessment to report on the development's actual WLC emissions. This condition would remain.

7.130 London Plan Policy SI 7 requires development proposals to integrate circular economy principles as part of the design process, and referable applications must submit a Circular Economy Statement. The extant planning permission includes conditions requiring a Circular Economy Statement in line with the GLA's guidance to be submitted and approved for each reserved matters application, and for the applicant to submit a post-construction report. These conditions would be retained.

7.131 Accounting for the above assessment the proposal complies 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

7.132 Policy DMAV 1 of the Local Plan Part 2 - Development Management Policies states that the Council will support the continued safe operation of Heathrow Airport and RAF Northolt and will consult with the airport operator on proposals in the safeguarded areas. Proposals that may be a hazard to aircraft safety will not be permitted.

7.133 The application has been accompanied by an Aviation Safeguarding Assessment which assesses the proposals against relevant safeguarding criteria which is necessary given the height of the outline element of the scheme and the sites proximity to Heathrow Airport. Consultation has been carried out with all relevant parties, namely National Air Traffic Services (NATS), Heathrow

Airport and the Ministry of Defence. Officers note the request from Heathrow Airport that a bird hazard management plan will be required to mitigate the risk of birdstrike in relation to landscaping, ecological enhancements and design elements. A condition requiring submission of these details before commencement of superstructure works within the outline element of the development was attached to the original planning permission and is therefore included in the recommended list of conditions attached to this report. Heathrow Airport within their consultation response have recommended that the applicant submit a glint and glare assessment before the installation of solar equipment. Given the height of the development and proposals to install solar panels across the roofs of the buildings a condition requiring the submission of these details is considered reasonable.

7.134 Subject to compliance with the recommended conditions above, it is considered that the development would not conflict with Policy DMAV 1 of the Local Plan Part 2 - Development Management Policies.

Land Contamination

7.135 The original planning application was accompanied by a Geotechnical and Geo-environmental Desk Study Report which was deemed to provide a comprehensive account of the site and its surroundings in respect of land contamination risk. A condition was attached requiring that the development shall not commence (except for demolition, ground and enabling works) until a scheme to deal with contamination in relation to any phase of the proposed development has been submitted to and approved by the Local Planning Authority (LPA). The amendments proposed under the current application would not alter the relative risk associated with contamination.

7.136 Subject to the submission of appropriate details required under this condition, it is considered that risks of contamination may be appropriately addressed and mitigated in compliance with Policy DMEI 12 of the Local Plan Part 2 - Development Management Policies.

Fire Safety

7.137 Policy D12 of The London Plan (2021) states that all development proposals must achieve the highest standards of fire safety. 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.

7.138 The application is accompanied by an outline Fire Strategy addendum (intended to be read in conjunction with the existing outline Fire Strategy. Consultation requests have been sent to the London Fire Brigade; however, no responses have been received. In relation to comments submitted by the GLA, the applicant has confirmed that two stair accesses would be provided on all units of more than 18 metres. No other issues are raised by the GLA in relation to fire safety. The reports have been prepared by a suitably qualified third-party assessor. The

reports have been reviewed by the Health and Safety Executive (HSE) and are assessed as setting out appropriate measures for managing fire safety.

7.139 Accounting for the above, it is considered that the development would comply with Policy D12 of The London Plan (2021).

Planning Obligations

7.140 Policy DMCI 7 of the Local Plan Part 2 seeks to ensure development is sustainable and 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.

7.141 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

7.142 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.

7.143 Section 106 Heads of Terms to be secured through a deed of variation are as follows:

- Provision of affordable housing – increased to 54% by habitable room.
- Healthy streets contribution to be increased to £94,581 to account for increase in dwellings proposed.
- An uplift in the Active Travel Zone contribution to £152,400
- Public open space contribution to be reduced to £71,860 to account for proportional increase in public open space provision on site.
- Children’s play space contribution to be decreased to £55,000 to account for proportionate increase in on site play provision.
- Air Quality contribution of £135,989 to account for increase in forecast trip generation in event that parking management measures are not

implemented and a financial contribution of £6,363 should parking management measures be introduced.

8.0 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 There would be no increase in floorspace created within the full element of the planning permission and therefore no CIL would be payable on this element of the planning application.

8.4 In relation to the outline phase of the development, CIL would be payable on floorspace created under subsequent reserved matters applications at such time that development commences on these later relevant phases of the development. CIL would be calculated at such time that reserved matters applications are submitted for consideration.

9.0 Conclusion / Planning Balance

9.1 The provision of 56 additional dwellings, including the provision of 33 additional affordable homes would represent a significant public benefit and would be achieved through making a more effective use of a previously developed site, which would align fully with the provisions of Paragraphs 124 and 125 of the NPPF; Policy H1 of the London Plan; and Policy DMHB17 of the Local Plan Part 2. The development would provide an acceptable quantum of affordable housing accounting in accordance with the provisions of Policy H8 of the Local Plan and provide an appropriate mix of units, including an increased number of larger family sized homes.

9.2 The development is in outline, and the detailed design of the development would be assessed at reserved matters stage. Whilst the planning application is made in outline, the accompanying parameter plans would secure the provision of a development which responds appropriately to the townscape character and is of an appropriate scale and density notwithstanding the increase in the quantum of development proposed. The submitted landscaping parameter plan sets out an appropriate strategy for the provision of an appropriately designed public realm. It is considered that the increased quantum of development, density and scale would not have a significantly greater impact on existing residents in amenity terms compared with the consented scheme, whilst amenity provision for future occupiers has been enhanced through amendments to the site layout.

9.3 It is considered that subject to the relevant conditions and obligations highlighted in this report that the development would not have an adverse impact on highway safety or amenity.

9.4 The proposals are considered to adequately address and where necessary matters of energy efficiency, air quality, land contamination, protection of trees and protection of biodiversity and provision of biodiversity net gain subject to the various conditions outlined above.

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

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

10.0 Background Papers

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

APPENDICES

Planning Application

76551/APP/2025/2861

Appendix 1: Recommended Conditions and Informatives

Conditions

1. A1 **Time Limit**

Time Limit and Reserved Matters applications for the Outline element

(i) The development hereby permitted shall begin either before the expiration of five years from the date of this permission, or before the expiration of two years from the date of approval of the last of the reserved matters to be approved, whichever is the later.

(ii) Application for approval of the following reserved matters shall be made to the Local Planning Authority before the expiry of three year from the date of this permission.

(a) Siting of building(s)

(b) Design

(c) External Appearance

(d) Landscaping

(e) Means of Escape

REASON
To comply with Section 92 of the Town and Country Planning Act 1990.

2. COM4 **Accordance with Approved Plans**

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

In relation to the outline element:

Parameter Plan 1 - Development Zones: AVD-PRP-ZZ-ZZ-DR-A-20053 Rev P1
Parameter Plan 2 Building Heights: AVD-PRP-ZZ-ZZ-DR-A-20054 Rev P1
Parameter Plan 3 Access and Movement: AVD-PRP- ZZ-ZZ-DR-A-20055 Rev P1
Parameter Plan 4 Hard and Soft Landscaping: AVD-PRP-ZZ-ZZ-DR-A-20056 Rev P1
Phasing Plan: AVD-PRP-ZZ-ZZ-DR-A-20060 Rev P1

In relation to the detailed Phase 1 proposals:

AVD-PRP-P1AA-00-GA-A-20100_P7
AVD-PRP-P1AA-01-GA-A-20101_P7

AVD-PRP-P1AA-ZZ-ELV-A-20201_P7
AVD-PRP-P1AA-ZZ-GA-A-20010_P6
AVD-PRP-P1AA-ZZ-GA-A-20011_P6
AVD- PRP-P1AA-00-GA-A-20102 P8

AVD-PRP-P1AA-00-GA-A-20103 P8
AVD- PRP-P1AA-00-GA-A-20104 P6
AVD-PRP-P1AA-RF-GA-A-20105 P5
AVD-PRP-P1AA-ZZ-ELV-A-20200 P8
AVD-TEP-P1-00-DR-L-90110 (Rev. 02)
AVD-TEP-P1-00-DR-L-90120 (Rev. 02)

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

REASON
To ensure the development complies with the provisions Hillingdon Local Plan Parts 1 (November 2012) and 2 (January 2020) and the London Plan (2021).

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

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

Red Line Site Location Plan AVD-PTE-ZZ-XX-DR-A-10004 Rev C4

Planning Statement - Planning Statement dated 5th December 2025.
Design and Access Statement - (dated 10th November 2025)
Development Specification Statement - (dated 10th November 2025)
Air Quality Assessment (including Air Quality Neutral Assessment) (REF - 2104170-02 November 2021)
Air Quality Assessment Addendum dated October 2025
Arboricultural Impact Assessment dated November 2025
Archaeological Desk Based Assessment **(dated November 2021)**
Aviation Safeguarding Assessment Ref: EAS/P1239/R1/Issue 1 (2021)
Aviation Safeguarding Assessment Addendum to Report EAS/P1238/R1/Issue 1 dated October 2025
Biodiversity Impact Assessment - (March 2022)
Preliminary Ecological Appraisal (including Bat Survey Report) - (December 2021)
Geotechnical and Geo-environmental Desk Study Report (November 2021 1990-A2S-XX-XX-RP-Y-0001-00)
Circular Economy Statement and Whole Life Cycle Carbon Assessment (dated 03/12/2021)
Construction Logistics Plan (dated 06 December 2021)
Outline Construction Logistics Plan Addendum dated 10 November 2025
Daylight and Sunlight Report (including Overshadowing Assessment) (dated November 2021)

Daylight and Sunlight Addendum Report dated 30th October 2025
Delivery and Servicing Plan (dated December 2021)
Delivery and Servicing Plan Addendum dated 4th November 2025
Economic Impact Assessment (including Social Value Assessment) - December 2021
Outline Energy & Sustainability Strategy dated September 2025 Issue 4
Detailed Energy Statement and Sustainability Strategy - dated 30/11/2021
Overheating Risk Assessment (for Detailed First Phase) - (Avondale Drive - 29/11/2021)
Financial Viability Assessment dated October 2025
Fire Strategy (Detailed Strategy) - (November 2021)
Outline Fire Strategy Addendum dated October 2025 Rev P02
Wind Microclimate CFD Study dated November 4th 2025 Rev 3
Outline Noise Assessment in Relation to s.73 Application Amendments dated 27th October 2025 Rev 2
Foul Sewage and Utilities Statement - Avondale Drive - (December 2021)
Transport Assessment - (dated 22/03/2022)
Transport Assessment Addendum dated 11 November 2025
Framework Residential Travel Plan (dated November 2021)
Drainage Strategy (Ref: P450729-WW-HT-XX-RP-C-0002 P3)
Drainage Strategy Addendum dated September 2025
Flood Risk Assessment Ref : (P450729-WW-HT-XX-RP-C-0001 P4)
Heritage, Townscape and Visual Impact and Tall Building Assessment - dated December 2021
Townscape, Visual Impact Addendum dated November 2025

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

REASON
To ensure that the development complies with the application documentation submitted in support of the proposal in accordance with Policy DMHB 11 of the Hillingdon Local Plan Part 2 (2020).

4. NONSC Quantum of development

The proposed land uses within the reserved matters (outline area) shall be strictly in accordance with the maximum floor area (Use Class C3 - 18,469 sqm NGIA) up to 266 homes.

REASON
To ensure that the development is carried out in accordance with the approved plans and other submitted details and to ensure the quantum of development keeps within the parameters assessed in accordance with Policy DMHB 17 of the Hillingdon Local Plan: Part 2 (2020).

5. NONSC Housing Mix

The proposed housing mix within the reserved matters application/s shall be strictly in accordance with the following parameters:

One bedroom units - 32% to 36%
Two bedroom units - 42% to 46%
Three and four bedroom units - 20% to 24%

REASON
To ensure that the development is carried out in accordance with the approved plans and other submitted details and to ensure the quantum of development keeps within the parameters assessed in accordance with Policy H10 of the London Plan (2021).

6. OM9 **Phasing of Development**

The development shall be carried out in accordance with the approved Phasing Plan (dwg. ref. 20060 Rev P1) or any amendments thereto that may be subsequently agreed in writing with the local planning authority.

Submission of a detailed Design Code and Reserved Matters applications shall conform with the approved Phasing Plan. The development shall thereby be carried out in accordance with the approved Phasing Plan or any amendments thereto that may be subsequently agreed in writing with the local planning authority.

REASON
To ensure that the development proceeds in a satisfactory manner in accordance with the provisions Hillingdon Local Plan Parts 1 (November 2012) and 2 (January 2020) and the London Plan (2021).

7. NONSC **Design Code**

Prior to commencement of any works within the outline development a detailed Design Code shall be submitted and approved in writing and Reserved Matters applications shall conform with the approved Phasing Plan and Design Code. The development shall thereby be carried out in accordance with the approved Phasing Plan and design Code. The Design Code shall provide the following information:

Introduction
a. Purpose of the Code
b. The Vision (for the regeneration of the estate)
c. The Site (and its context)
d. Planning Context
e. Design Principles
f. Structure of the Code
g. Instructions for Use

2. Overarching Design Code Principles

a. Land Use and Amount
b. Layout
c. Scale and Massing
d. Access, Movement and Parking
e. Landscape and Public Realm
f. Private and Community Amenity Space and Playspace

3. Avondale Drive Masterplan
a. Background
b. Design Principles
c. Masterplan Layout
d. Typical Development Blocks

4. Character Areas and Street Types
a. Character and Approach
b. Avondale Drive
c. Abbotswood Way
d. Park Street
e. Park Edge
f. Courtyard

5. Detailed Design Code Principles
a. Built Form and Architectural Detail
b. Material Strategy
c. Energy and Sustainability
d. Car and Cycle Parking Strategy
e. Utilities and Servicing
f. Waste and Recycling
g. Lighting Strategy
h. Design Standards

6. Housing Typologies
a. Housing Types
b. Duplexes and Podium Housing Blocks
d. Apartment Blocks

7. Glossary of Terms

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

8. A18 **Density**

The residential density shall not exceed 285 units per hectare.

REASON
To ensure that the development complies with the provisions Hillingdon Local Plan Parts 1 (November 2012) and 2 (January 2020) and the London Plan (2021) and is carried out in accordance with the approved plans and other submitted details and to ensure the quantum of development keeps within the parameters.

9. A35 **Height**

No building or structure shall exceed 67 metres (AOD) in height in the outline element.

REASON
Whilst Heathrow recognises that the existing building penetrates the Obstacle Limitation Surface. The replacement building called should not be allowed to exceed the existing elevation, as further penetration of the Obstacle Limitation Surface would not be deemed acceptable to Heathrows operation. See Advice Note 1 An Overview for further information (available at http://www.aoa.org.uk/wp-content/uploads/2016/09/Advice-Note-1 Aerodrome-Safeguarding-An-Overview-2016.pdf) in accordance with the approved drawings and to accord with the requirements of Policy DMAV 1 of the Hillingdon Local Plan: Part 2 (2020).

10. B10 **Parking/Turning/Loading Arrangements etc.**

The roads/turning/loading facilities/sight lines and parking areas (including the marking out of parking spaces) shown on the approved Phase 1 phase and within subsequent phases of the development shall be constructed prior to occupation of the development, thereafter permanently retained and used for no other purpose.

REASON
To ensure that adequate facilities are provided in accordance with Policy DMHB 11 of the Hillingdon Local Plan Part 2 (2020).

11. RES7 **Materials (Submission)**

Prior to commencement of development (except for demolition, ground and enabling works of any superstructure works) of any relevant phase of development, within the outline element of the planning permission, 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.

All materials used in the construction of Phase 1A of the development as approved under discharge of conditions application 76551/APP/2023/3036 shall be retained unless otherwise agreed in writing with the Local Planning Authority.

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

12. NONSC **Play area details**

Prior to commencement of development within the outline element of the planning permission (except for demolition, ground and enabling work) for each relevant development phase, details of the play area for children shall be submitted to and approved in writing by the Local Planning Authority. This shall include details of accessible play equipment for disabled children, including those with a sensory impairment, or complex multiple disabilities. Thereafter, the play areas shall be provided prior to the occupation of any unit within the development and maintained for this purpose.

The play provision for Phase 1A of the development as approved under discharge of conditions application 76551/APP/2024/2653 shall be provided and retained thereafter in accordance with the approved plans accompanying this permission.

REASON
To ensure that the development makes adequate provision of children's play space in accordance with Policies DMHB 19 and DMCI 5 of the Hillingdon Local Plan: Part 2 (2020) and Policies S4 and D5 of the London Plan (2021).

13. NONSC **Accessibility**

The dwellings hereby approved shall ensure that 90% be constructed to meet the standards for a Category 2 M4(2) dwelling, as set out in Approved Document M to the Building Regulations (2010) 2015, and all such provisions shall remain in place for the life of the building. the remaining 10% of all units shall be constructed to accord with the technical specifications of Section M4(3)(2)(b) for a Wheelchair Accessible dwelling as set out in Approved Document M to the Building Regulations 2010 (2015 edition).

REASON
To ensure that sufficient housing stock is provided, in accordance with Policy DMHB 16 of the Hillingdon Local Plan: Part 2 (2020) and Policies D5 and D7 of the London Plan (2021).

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

Prior to the commencement of development within the outline element of the planning permission (except for demolition, ground and enabling work) of each phase of this development details of a landscape scheme shall be submitted to and approved in writing by the Local Planning Authority. The scheme shall include: -

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

1.b Written specification of planting and cultivation works to be undertaken,
1.c Schedule of plants giving species, plant sizes, and proposed numbers/densities where appropriate and this schedule must include pollution absorbing trees. The scheme shall provide a minimum of 23 replacement trees.

2. Details of Hard Landscaping
2.a Refuse Storage
2.b Cycle Storage to comply with the minimum standards set out in Policy T5 (Table 10.2) of the London Plan (2021).
2.d Car Parking Layouts with a unit number to parking space ratio no greater than 0.25 with at least 20% of all parking spaces having active electric vehicle charging points with all the remainder having passive provision. The layout will also show provision for blue badge spaces equal to 3% of the total unit numbers (to be included within the overall parking ratio).
2.e Hard Surfacing Materials
2.f External Lighting
2.g Other structures (such as play equipment and furniture)

3. Living Walls and Roofs
3.a Details of the inclusion of living walls and roofs
3.b Justification as to why no part of the development can include living walls and roofs

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

5. Schedule for Implementation

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

7 Further detail of Biodiversity Net Gain
7.a Details illustrating a biodiversity net gain across the development as a whole and submitted phase by phase shall be submitted and approved prior to above ground works in each phase.

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

The landscaping for Phase 1A of the development as approved under discharge of conditions application 76551/APP/2024/2653 shall be provided and retained thereafter in accordance with the approved plans and details accompanying this permission.

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).

15. RES10 **Tree to be retained**

Trees, hedges and shrubs shown to be retained on the approved plan(s) shall not be damaged, uprooted, felled, lopped or topped without the prior written consent of the Local Planning Authority. If any retained tree, hedge or shrub is removed or severely damaged during (or after) construction, or is found to be seriously diseased or dying, another tree, hedge or shrub shall be planted at the same place or, if planting in the same place would leave the new tree, hedge or shrub susceptible to disease, then the planting should be in a position to be first agreed in writing with the Local Planning Authority and shall be of a size and species to be agreed in writing by the Local Planning Authority and shall be planted in the first planting season following the completion of the development or the occupation of the buildings, whichever is the earlier. Where damage is less severe, a schedule of remedial works necessary to ameliorate the effect of damage by tree surgery, feeding or groundwork shall be agreed in writing with the Local Planning Authority. New planting should comply with BS 3936 (1992) 'Nursery Stock, Part 1, Specification for Trees and Shrubs' Remedial work should be carried out to BS BS 3998:2010 'Tree work - Recommendations' and BS 4428 (1989) 'Code of Practice for General Landscape Operations (Excluding Hard Surfaces)'. The agreed work shall be completed in the first planting season following the completion of the development or the occupation of the buildings, whichever is the earlier.

REASON
To ensure that the trees and other vegetation continue to make a valuable contribution to the amenity of the area in accordance with policy DMHB 14 of the Hillingdon Local Plan Part 2 (2020) and to comply with Section 197 of the Town and Country Planning Act 1990.

16. RES8 **Tree Protection**

No site clearance or construction work within the outline area of the site shall take place until the details have been submitted to, and approved in writing by, the Local Planning Authority with respect to:

1. A method statement outlining the sequence of development on the site including demolition, building works and tree protection measures.

2. Detailed drawings showing the position and type of fencing to protect the entire root areas/crown spread of trees, hedges and other vegetation to be retained shall be submitted to the Local Planning Authority for approval. No site clearance works or development shall be commenced until these drawings have been approved and the fencing has been erected in accordance with the details approved. Unless otherwise agreed in writing by the Local Planning Authority. Such fencing should be a minimum height of 1.5 metres.

Thereafter, the development shall be implemented in accordance with the approved details.

The fencing shall be retained in position until development is completed.
The area within the approved protective fencing shall remain undisturbed during the course of the works and in particular in these areas:
2.a There shall be no changes in ground levels;
2.b No materials or plant shall be stored;
2.c No buildings or temporary buildings shall be erected or stationed.
2.d No materials or waste shall be burnt; and.
2.e No drain runs or other trenches shall be dug or otherwise created, without the prior written consent of the Local Planning Authority.

3. Where the arboricultural method statement recommends that the tree protection measures for a site will be monitored and supervised by an arboricultural consultant at key stages of the development, records of the site inspections / meetings shall be submitted to the Local Planning Authority.

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

17. NONSC **Parking Management and Allocation Plan**

Prior to occupation of each relevant phase of this development within the Outline Area of the planning permission, a Parking Management and Allocation Plan shall be submitted to and approved in writing by the Local Planning Authority. It shall detail the following:

(i) The arrangements for all parking onsite and include provisions for managing, monitoring, enforcement and review. All on-site parking spaces shall be solely for the use by future residents of the development hereby approved and shall not be used for any other purpose of leased/sub-let.
(ii) A Parking Design and Management Plan to ensure that an additional 7% 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.

The approved plan shall be implemented as soon as the development is brought into use and shall remain in place thereafter. Any changes to the plan shall be agreed in writing by the Local Planning Authority.

REASON
To ensure the appropriate operation of the car parks and prevention of inappropriate/informal parking from taking place by users of the site, in accordance with Policies DMT 1, DMT 2 and DMT 6 of the Hillingdon Local Plan: Part 2 (2020).

18. NONSC **Delivery and Servicing Plan**

Prior to the occupation of each relevant phase of the development within the Outline Area of the planning permission, details of a Delivery and Servicing Plan shall be submitted to and approved in writing by the Local Planning Authority. This should be in accordance with Transport for London's Delivery and Servicing Plan Guidance. Thereafter the development shall be carried out and maintained in full accordance with the approved details.

Phase 1A of the development shall operate in accordance with the measures outlined in the Delivery and Servicing Plan as approved under discharge of conditions application 76551/APP/2025/531

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

19. NONSC **Construction Management and Logistics Plan**

Prior to the commencement of any relevant phase works on the outline Area of the site (excluding demolition to be carried out under Phase 1B), a Construction Management and Logistics Plan shall be submitted to and approved in writing by the Local Planning Authority (in consultation with relevant stakeholders including appropriate communication with, the distribution of information to, the local community and the Local Planning Authority relating to relevant aspects of construction). This plan shall detail:

(i) The phasing of the works;
(ii) The hours of work;
(iii) On-site plant and equipment;
(iv) Measures to mitigate noise and vibration;
(v) Measures to mitigate impact on air quality;
(vi) Waste management;
(vii) Site transportation and traffic management, including:
(a) Routing;
(b) Signage;
(c) Vehicle types and sizes;
(d) Hours of arrivals and departures of staff and deliveries (avoiding peaks times of day);
(e) Frequency of visits;
(f) Parking of site operative vehicles;
(g) On-site loading/unloading arrangements; and
(h) Use of an onsite banksman (if applicable).
(viii) The arrangement for monitoring and responding to complaints relating to demolition and construction; and
(ix) Details of cranes and other tall construction equipment (including the details of obstacle lighting).

This plan should accord with Transport for London's Construction Logistic Planning Guidance and the GLA's 'The Control of Dust and Emissions during Construction and Demolition' Supplementary Planning Guidance (July 2014) (or any successor document). The construction works shall be carried out in strict accordance with the approved plan.

The works to demolish Wellings House (Phase 1B) shall be carried out in accordance with the Demolition Phase Method Statement and Construction Logistics Plan Phase 1B as approved under discharge of conditions application 76551/APP/2025/447.

REASON
To safeguard the amenity of surrounding areas and to ensure that the construction works include appropriate efficiency and sustainability measures so as not to compromise the safe and efficient operation of the local highway network and local air quality, in accordance with Policies DMT 1, DMT 2 and DMEI 14 of the Hillingdon Local Plan: Part 2 (2020) and Policies D14, SI 1, T4 and T7 of the London Plan (2021). Also, to ensure that construction work and construction equipment on the site and adjoining land does not obstruct air traffic movements or otherwise impede the effective operation of air traffic navigation transmitter/receiver systems, in accordance with Policy DMAV 1 of the Hillingdon Local Plan: Part 2 (2020).

20. NONSC **Noise (insulation)**

Each phase of the development within the Outline Area of the planning permission shall not be occupied until full and final details are provided to, and approved by, the Local Planning Authority of the sound insulation scheme(s) for that phase, and any other control measures, such that ambient sound levels are no higher than the relevant internal targets within the current version of the ProPG: Planning & Noise accounting for both ventilation and overheating conditions, and to minimise levels within external amenity areas as far as practicable. Any sound generated within the development by associated plant shall be controlled to not exceed relevant targets, such as those within the current version of the Acoustics, Ventilation and Overheating Residential Design Guide.

The sound insultation measures for Phase 1A of the development shall be implemented in accordance with the details approved under discharge of conditions application 76551/APP/2025/1036 and shall be retained thereafter.

REASON
To safeguard the amenity of the occupants of the development in accordance with Policy EM8 of the Hillingdon Local Plan: Part One - Strategic Policies (November 2012) in accordance with Policy DMHB 11 of the Hillingdon Local Plan: Part 2 (2020) and Policy D14 of the London Plan (2021).

21. NONSC **Noise**

Each phase of the development within the Outline Area of the planning permission shall not be occupied until full and final details are provided to, and approved by, the Local Planning

Authority of any building services plant that would result in sound emitted externally, together with details of any required noise control to safeguard the amenity of the occupants of both the scheme and the neighbouring dwellings. The plant shall be selected and installed so as to minimise sound externally to a practicable minimum, and, where required (due to risk of noise impact), the plant and background sound levels should be determined and assessed in accordance with the Council's Noise SPD (2006) and the current version of BS 4142.

The building services plant for Phase 1A of the development shall be implemented in accordance with the details approved under discharge of conditions application 76551/APP/2025/986.

REASON
To safeguard the amenity of the occupants of the development in accordance with Policy EM8 of the Hillingdon Local Plan: Part One - Strategic Policies (November 2012) in accordance with Policy DMHB 11 of the Hillingdon Local Plan: Part 2 (2020) and Policy D14 of the London Plan (2021).

22. NONSC **Piling Method Statement**

No piling shall take place until a piling method statement (detailing the depth and type of piling to be undertaken and the methodology by which such piling will be carried out, including measures to prevent and minimise the potential for damage to subsurface sewerage infrastructure, and the programme for the works) has been submitted to and approved in writing by the local planning authority in consultation with Thames Water. Any piling must be undertaken in accordance with the terms of the approved piling method statement.

REASON
Ton ensure that the proposed works, in close proximity to underground sewerage utility infrastructure, will not adversely impact / cause failure of local underground sewerage utility infrastructure in accordance with Policies DMEI 11 and DMEI 12 of the Hillingdon Local Plan: Part 2 (2020).

23. NONSC **Overheating Strategy**

Prior to commencement of superstructure works of any relevant phase within the Outline Area of the development, a final Overheating Strategy shall be submitted to and approved in writing by the Local Planning Authority. The submission shall demonstrate how the development will reduce the potential for internal overheating and reliance on air conditioning systems in accordance with the following cooling hierarchy:

1) reduce the amount of heat entering a building through orientation, shading, high albedo materials, fenestration, insulation and the provision of green infrastructure;
2) minimise internal heat generation through energy efficient design;
3) manage the heat within the building through exposed internal thermal mass and high

ceilings;
4) provide passive ventilation;
5) provide mechanical ventilation; and
6) provide active cooling systems.

The approved details shall thereafter be implemented and retained for the lifetime of the development.

Phase 1A of the development shall be implemented in accordance with the measures set out in the Overheating Strategy approved under discharge of conditions application 76551/APP/2024/135 for the lifetime of the development.

REASON
To demonstrate that the final strategy will reduce the potential for internal overheating and reliance on air conditioning systems in accordance with the cooling hierarchy and Policy SI 4 if the London Plan (2021).

24. NONSC **Bird Hazard Management Plan**

Prior to superstructure works commencing of any relevant phase of the Outline Area of the development, a Bird Hazard Management Plan shall be submitted to and approved in writing by the Local Planning Authority, in consultation with the Ministry of Defence and Heathrow Airport Ltd. The submitted plan shall include details of:

Management of any flat/shallow pitched on buildings within the site which may be attractive to nesting, roosting and "loafing" birds. The management plan shall comply with Advice Note 8 'Potential Bird Hazards from Building Design'.

The roof terrace and other public access areas are to be provided with lidded bins, and an approved method to maintain the accumulation of waste, to ensure that no food waste is available for the attraction of hazardous birds. The Bird Hazard Management Plan shall be implemented as approved on completion of the development and shall remain in force for the life of the building.

Details and a schedule of procedures to ensure that breeding or nesting birds are disturbed or displaced from any flat/green roofs (by licenced means) formed within the site.

Means for suitably qualified personnel to access to all roof areas (including these smaller areas of biodiverse roof and the roof terraces) for both inspection and active bird control.

Details of a protocol for liaison with RAF Northolt in the event that dispersal procedures are to be undertaken. The provisions of the BHMP shall be implemented strictly in accordance with the details agreed for the life of the development and there shall be no variation without the written agreement of both the Local Planning Authority and the MOD. No subsequent alterations to the plan are to take place unless first submitted to and approved in writing by the Local Planning Authority.

The Bird Hazard Management Plan for Phase 1A of the development shall be implemented as approved under discharge of conditions application 76551/APP/2024/135 on completion of this phase of the development and shall remain in force for the life of the building.

REASON
It is necessary to manage the roof in order to minimise its attractiveness to birds which could endanger the safe movement of aircraft and the operation of Heathrow Airport, to accord with the requirements of Policy DMAV 1 of the Hillingdon Local Plan: Part 2 (2020).

25. NONSC **Flood Risk Assessment and Drainage Strategy**

Prior to commencement any relevant phase of the Outline Area of the development (excluding demolition and site clearance), a scheme for the provision of sustainable water management in line with the approved Flood Risk Assessment (November 2021) shall be submitted to, and approved in writing by the Local Planning Authority. The scheme shall clearly demonstrate how it manages water and demonstrate ways of controlling the surface water on site by providing information on:

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

responsibility of different parties for each component of the drainage network.
ii. Include details of the necessary inspection regimes and maintenance frequencies.
c) Minimise water use.
i. incorporate water saving measures and equipment.
ii. provide details of how rain and/or grey water will be recycled and reused in the development.

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

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

26. NONSC **Contamination**

(i) The development within the Outline Area of the development shall not commence (except for demolition, ground and enabling works) until a scheme to deal with contamination in relation to any phase of the proposed development has been submitted to and approved by the Local Planning Authority (LPA). All works which form part of the 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 all of 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 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, 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 for each phase 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 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 results of this testing shall be submitted and approved in writing by the Local Planning Authority.

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

27. NONSC **Non-Road Mobile machinery**

All Non-Road Mobile machinery (NRMM) of net power of 37kW and up to and including 560kW used during the demolition, site preparation and construction phases shall comply with the emissions standards set out in chapter 4, proposal 4.2.3.a of the London Environment Strategy. Unless it complies with the standard set out in the London Environment Strategy, no NRMM shall be onsite, at any time, whether in use or not, without the prior written consent of the LPA. 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 https://nrmm.london/

REASON
To comply with the London's Low Emission Zone for non-road mobile machinery as per requirements of the London Environment Strategy, in accordance with Policy EM8 of the Hillingdon Local Plan: Part 1 (2012), Policy DMEI 14 of the Hillingdon Local Plan: Part 2 (2020), Policy SI 1 of the London Plan (2021), and paragraphs 174 and 186 of the National Planning Policy Framework (2021).

28. NONSC **Low Emission Strategy**

Prior to superstructure works (except for demolition, ground and enabling works) of any relevant phase of the outline part of the development, a Low Emission Strategy (LES) shall be submitted to and approved in writing by the Local Planning Authority. The LES shall address but be not restricted to:

1) secure compliance with the current London Plan (March 2021), and associated Guidance requirements 2) To include in the Travel Plan a clear and effective strategy to encourage users to a) use public transport;
b) cycle / walk to work where practicable;
c) enter car share schemes;
d) purchase and drive to work zero emission vehicles.

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

development.

Phase 1A of the development shall be carried out in accordance with the measures set out in the low emissions strategy approved and discharged under discharge of conditions application 76551/APP/2024/135 and all measures agreed shall be maintained throughout the life of the development.

REASON
To reduce the impact on air quality in accordance with Policy EM8 of the Hillingdon Local Plan: Part 1 (2012), Policy DMEI 14 of the Hillingdon Local Plan: Part (2020), Policies SI 1 and T4 of the London Plan (2021) and paragraphs 174 and 186 of the National Planning Policy Framework (2021).

29. NONSC **Secured by Design**

Prior to the commencement of any superstructure works for each residential phase of development within the outline part of the planning permission details of security measures to minimise the risk of crime and to meet the specific security needs of that phase shall be submitted for that phase and approved in writing by the Local Planning Authority, in consultation with the Metropolitan Police.

Any security measures to be implemented in compliance with this condition shall reach the standard necessary to achieve the 'Secured by Design gold' accreditation awarded by the Hillingdon Metropolitan Police Design Out Crime Officer (DOCO) on behalf of the Association of Chief Police Officers (ACPO). The approved measures shall be implemented and maintained before the development in that phase is occupied and thereafter retained.

Phase 1A of the development shall be carried out in accordance with the security measures strategy approved and discharged under discharge of conditions application 76551/APP/2024/324 and all measures agreed shall be maintained throughout the life of the development.

REASON
In pursuance of the Council's duty under section 17 of the Crime and Disorder Act 1998 to consider crime and disorder implications in excising its planning functions; to promote the well being of the area in pursuance of the Council's powers under section 2 of the Local Government Act 2000 and to ensure the development provides a safe and secure environment in accordance with policy D11 of The London Plan 2021.

30. NONSC **Fire Statement**

A)Prior to the commencement of development for each relevant phase within the Outline Area, excluding demolition and enabling works, the principles of a Fire Statement shall be submitted to and approved in writing by the Local Planning Authority in consultation with the Health and Safety Executive. The statement should detail how the development proposal will function in terms of:

i) the building's construction: methods, products and materials used, including manufacturers' details
ii) 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
iii) features which reduce the risk to life: fire alarm systems, passive and active fire safety measures and associated management and maintenance plans
iv) 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
v) how provision will be made within the curtilage of the site to enable fire appliances to gain access to the building
vi) ensuring that any potential future modifications to the building will take into account and not compromise the base build fire safety/protection measures.

B) Prior to occupation of the development within that phase, the final comprehensive Fire Statement shall be submitted to and approved in writing by the Local Planning Authority. This should be accompanied by the Building Control Decision Notice or equivalent. Thereafter the development shall be carried out and maintained in full accordance with the approved details.

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

31. NONSC **Lighting**

Prior to the commencement of any superstructure works for each residential building within the outline phase of development, details of any external lighting associated with the development including levels of illumination, position, design, structure, direction of illumination, shall be submitted to and approved in writing by the Local Planning Authority. The development shall be implemented and maintained in accordance with those details as may be approved.

Phase 1A of the development shall be carried out in accordance with the approved lighting strategy as approved and discharged under discharge of conditions application 76551/APP/2024/324 and be maintained in accordance with these details.

REASON
In the interests of the appearance of the development and the amenity of neighbouring properties in accordance with Policy DMHB 11 of the Hillingdon Local Plan: Part 2 (2020).

32. NONSC **Energy Strategy outline phases**

Prior to the commencement (except for demolition, ground and enabling works) for each relevant development phase of the outline area of the development hereby approved a detailed energy assessments shall be submitted to and approved by the London Borough of Hillingdon. The assessment shall set out the plans and specifications for the 'be clean' and 'be green' technology solutions set out in the outline energy strategy. The details shall include type, size and location of the air source heat pumps including an appraisal of the associated noise and vibration. The scheme shall details the type and size of PV panels including their pitch and orientation. The assessment shall then ensure there is clear presentation of the reduction in carbon associated with the 'be lean', 'be clean' and 'be green' including making a clear allowance for the electricity demand of the air source heat pumps. Any carbon emissions identified shall be subject to an offsite contribution. The development must proceed in accordance with the approved plans and specification and evidence of this shall be submitted for
approval in writing to the Local Planning Authority.

REASON
To ensure the development achieves zero carbon in accordance with Policy SI2 of the London Plan.

33. NONSC **Whole Life Cycle**

No later than 3 months following first occupation of development within the Outline Area of the site, the post construction tab of the GLA's whole life carbon assessment template should be completed accurately and in its entirety for the relevant phase of the development in line with the GLA's Whole Life Carbon Assessment Guidance. The post-construction assessment should provide an update of the information submitted at the planning submission stage, including the whole life carbon emission figures for all life-cycle modules based on the actual materials, products and systems used. This should be submitted to the GLA at: ZeroCarbonPlanning@london.gov.uk, along with any supporting evidence as per the guidance. Confirmation of submission to the GLA shall be submitted to, and approved in writing by, the local planning authority, no later than 4 months following first occupation of the development.

REASON
In the interests of sustainable development and to maximise onsite carbon dioxide savings in accordance with Policy SI2 of the London Plan.

34. NONSC **Post Completion Report Whole Life Cycle**

No later than 3 months following first occupation of the development within the Outline Area of the site, a Post Completion Report setting out the predicted and actual performance against all numerical targets in the relevant Circular Economy Statement shall be submitted to the GLA at: CircularEconomyLPG@london.gov.uk, along with any supporting evidence as per the GLA's Circular Economy Statement Guidance for the relevant phase of the development. The Post Completion Report shall provide updated versions of Tables 1 and 2 of the Circular Economy Statement, the Recycling and Waste Reporting form and Bill of

Materials. Confirmation of submission to the GLA shall be submitted to, and approved in writing by, the local planning authority, no later than 4 months following first occupation of the development.

REASON
In the interests of sustainable waste management and in order to maximise the re-use of material in accordance with Policy SI7 and D3 of the London Plan.

35. NONSC **Circular Economy**

Each application for reserved matters shall be accompanied by a detailed Circular Economy Statement and Operational Waste Management Strategy in line with the GLA's Circular Economy Statement Guidance, which shall be submitted to and approved in writing by the Local Planning Authority. The statement shall adhere to the principles set out in the draft Circular Economy Statement. The development shall be carried out in accordance with the details so approved.

REASON
In the interests of sustainable waste management and in order to maximise the re-use of material in accordance with Policy SI7 and D3 of the London Plan.

36. NONSC **Energy Performance**

Prior to occupation of each phase of development within the Outline Area, a 'Be Seen' plan for the recording and annual reporting of the energy performance of the development shall be submitted to and approved in writing by the Local Planning Authority. The 'Be Seen' plan shall meet the requirements set out in Policy SI2 (A)(4) of the London Plan. The plan shall set out the methods for recording the actual carbon performance of the approved scheme in line with the approved energy assessment. The plan shall then set out how this will be reported to the Local Planning Authority on an annual basis (the 'annual report') and shall set out the mechanisms for identifying shortfalls in the agreed targets and the strategy for remedying such shortfalls.

The annual report shall then be submitted to and approved by the Local Planning Authority in accordance with the agreed 'Be Seen' plan. Where the annual report identifies shortfalls in meeting the approved target, it will also present proposals, onsite or offsite to remedy the problem. The development must be operated in accordance with the approved 'Be Seen' plan.

Phase 1A of the development shall be carried out in accordance with the approved 'Be Seen' plan as approved and discharged under discharge of conditions application 76551/APP/2025/827 and be maintained in accordance with these details.

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

37. NONSC **Roof Plant**

No plant, water tanks, water tank enclosures or other structures, that are not shown on the approved plans for the detailed phase and any subsequent plans approved under Reserved Matters Applications, shall be erected upon the roofs of the buildings hereby permitted unless approved in writing by the Local Planning Authority.

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

38. NONSC **CCTV**

Prior to the occupation of any phase of development within the Outline Area of the site, a scheme showing full details of the following for that phase shall be submitted to and approved in writing by the Local Planning Authority.

(a) CCTV;
(b) Security lighting
and the development shall be implemented and maintained in accordance with the approved details.

Phase 1A of the development shall be carried out in accordance with the approved details of lighting and CCTV plan as approved and discharged under discharge of conditions application 76551/APP/2025/536 and be maintained in accordance with these details.

REASON
To ensure that the development provides a safe and inclusive environment which maximises personal safety and minimises opportunities
for crime and antisocial behaviour in accordance with Policy D11 of The London Plan 2021.

39. NONSC **UGF**

Prior to the commencement of above ground works of each phase within the Outline Area, excluding demolition and enabling works, an Urban Greening Factor Assessment (UGF) shall be submitted to, and approved in writing by, the local planning authority.

The UGF Assessment shall use the Greater London Authority Urban Greening Factor calculator available at the time of the submission.

The updated UGF Assessment shall demonstrate all efforts to meet a site-wide UGF score of 0.4.

REASON
To ensure urban greening is a fundamental element of the site and building design in compliance with Policy G5 of the London Plan (2021).

40. NONSC **Estate Management Regime**

Prior to the occupation of each Development Plot or Phase within the outline part of the permission, an Estate Management and Maintenance Plan for that Phase in which development would be located, setting out maintenance and management responsibilities for all communal play spaces, public realm, communal amenity spaces and all publicly accessible open spaces, shall be submitted to and approved in writing by the Local Planning Authority and the open spaces shall thereafter be maintained and managed in accordance with the approved details.

Phase 1A of the development shall be maintained and managed in accordance with the Estate Management and Maintenance Plan as approved and discharged under discharge of conditions application 76551/APP/2025/1035.

REASON
In order to ensure that the Local Planning Authority is satisfied with the details of the authorised development and to ensure the design of the new housing development enhances the quality of the area in accordance with Policy DMBH 11 of the Hillingdon Local Plan: Part 2 (2020).

41. NONSC **Water capacity**

No development within the Outline Area of the development shall be occupied for each relevant development phase until confirmation has been provided that either:- 1. Foul water Capacity exists off site to serve the development, or 2. A development and infrastructure phasing plan has been agreed with the Local Authority in consultation with Thames Water. Where a development and infrastructure phasing plan is agreed, no occupation shall take place other than in accordance with the agreed development and infrastructure phasing plan, or 3. All Foul water network upgrades required to accommodate the additional flows from the development have been completed.

REASON
Network reinforcement works may be required to accommodate the proposed development. Any reinforcement works identified will be necessary in order to avoid sewage flooding and/or potential pollution incidents.

42. NONSC **Air Quality Assessment**

Prior to superstructure works of each relevant phase of this development within the Outline Area, an Air Quality Assessment for that phase shall be submitted to, and approved in writing by, the Local Planning Authority. Any damage costs identified shall be submitted to the Local Planning Authority as a discharge of the relevant planning obligation on a phase by phase basis. The development shall be implemented and maintained in accordance with the approved details.

REASON

To reduce the impact on air quality in accordance with Policy EM8 of the Hillingdon Local Plan: Part 1 (2012), Policy DMEI 14 of the Hillingdon Local Plan: Part (2020), Policies SI 1 and T4 of the London Plan (2021) and paragraphs 174 and 186 of the National Planning Policy Framework (2021).

43. NONSC **Glint and Glare Assessment - PV's**

No solar panels shall be installed until a glint and glare assessment has been submitted to and approved in writing 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. The airport requires a glint and glare assessment to be completed to determine the full impact on Air Traffic Control Tower and pilots approaching the airport.

44. NONSC **Demolition noise**

Nuisance from demolition and construction work is subject to control under the Control of Pollution Act 1974, the Clean Air Act 1993 and the Environmental Protection Act 1990. You should ensure that the following are complied with: (i) Demolition and construction works should only be carried out between the hours of 0800 and 1800 on Monday to Friday and between the hours of 0800 and 1300 on Saturday. No works should be carried out on Sundays, Public or Bank Holidays; (ii) All noise generated during such works should be controlled in compliance with British Standard 5228, and use "best practicable means" as defined in section 72 of the Control of Pollution Act 1974; (iii) Measures should be taken to eliminate the release of dust, odours and other emissions caused by the works that may create a public health nuisance. Guidance on control measures is given in "The control of dust and emissions from construction and demolition: best practice guidelines", Greater London Authority, November 2006; and (iv) No bonfires that create dark smoke or cause nuisance to local residents should be allowed at any time. You are advised to consult the Council's Environmental Protection Unit to seek prior approval under Section 61 of the Control of Pollution Act 1974 if you anticipate any difficulty in carrying out the works other than within the normal working hours set out above, and by means that would minimise disturbance to adjoining premises. For further information and advice, contact the Environmental Protection Unit, 3S/02 Civic Centre, High Street, Uxbridge, Middlesex UB8 1UW (tel. 01895 250155).

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. I10 **Illustrative Drawings**

You are reminded that the drawings submitted with the application are for illustrative purposes only and do not form part of the application for which permission is hereby granted.

3. I24A **TFL Informative**

In respect of the construction works and associated construction vehicle movements and temporary arrangement on the highway, the applicant/developer should contact the Council's Highways Maintenance Team. In case of construction works affecting the Transport for London Road Network and the Strategic Road Network, the applicant/developer should also contact Transport for London and comply with its requirements as set out in the Transport for London's 'Construction Guidance Document For Contractors' which can be viewed on the Council's website www.hillingdon.gov.uk/article/11417/Publications

4. I60 **Cranes**

Given the nature of the proposed development it is possible that a crane may be required during its construction. The applicant's attention is drawn to the requirement within the British Standard Code of Practice for the safe use of Cranes, for crane operators to consult the aerodrome before erecting a crane in close proximity to an aerodrome. This is explained further in Advice Note 4, 'Cranes and Other Construction Issues' (available at www.aoa.org.uk/publications/safeguarding.asp)

5.

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.

There are public sewers crossing or close to your development. If you're planning significant work near our sewers, it's important that you minimize the risk of damage. We'll need to check that your development doesn't limit repair or maintenance activities, or inhibit the services we provide in any other way. The applicant is advised to read our guide working near or diverting our pipes.

6. I60 **Cranes**

Given the nature of the proposed development it is possible that a crane may be required

during its construction. The applicant's attention is drawn to the requirement within the British Standard Code of Practice for the safe use of Cranes, for crane operators to consult the aerodrome before erecting a crane in close proximity to an aerodrome. This is explained further in Advice Note 4, 'Cranes and Other Construction Issues' (available at www.aoa.org.uk/publications/safeguarding.asp)

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

Under the terms of the Planning Act 2008 (as amended) and Community Infrastructure Levy Regulations 2010 (as amended), this phased 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 within each relevant development phase the development parties must notify the London Borough of Hillingdon of the commencement date for the construction works (by submitting a Commencement Notice) and assume liability to pay CIL (by submitting an Assumption of Liability Notice) to the Council at planning@hillingdon.gov.uk. The Council will then issue a Demand Notice setting out the date and the amount of CIL that is payable. Failure to submit a valid Assumption of Liability Notice and Commencement Notice prior to commencement of the development within each relevant phase may result in surcharges being imposed.

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

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

8.

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. We will need to object to these proposals unless the above-mentioned condition is applied to any planning permission.

9.

The applicant/developer is advised that any future submissions of reserved matters applications for the future phases of the development shall not be constructed in any other external material than brick, for fire safety and design reasons.

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.

DMCI 2	New Community Infrastructure
DMCI 3	Public Open Space Provision
DMCI 4	Open Spaces in New Development
DMCI 5	Childrens Play Area
DMCI 7	Planning Obligations and Community Infrastructure Levy
DME 2	Employment Uses Outside of Designated Sites
DMEI 1	Living Walls and Roofs and Onsite Vegetation
DMEI 10	Water Management, Efficiency and Quality
DMEI 14	Air Quality
DMEI 2	Reducing Carbon Emissions
DMEI 9	Management of Flood Risk
DMH 1	Safeguarding Existing Housing
DMH 2	Housing Mix
DMH 7	Provision of Affordable Housing
DMHB 10	High Buildings and Structures
DMHB 11	Design of New Development
DMHB 12	Streets and Public Realm
DMHB 14	Trees and Landscaping
DMHB 15	Planning for Safer Places
DMHB 16	Housing Standards
DMHB 17	Residential Density
DMHB 18	Private Outdoor Amenity Space
DMHB 19	Play Space
DMT 1	Managing Transport Impacts
DMT 2	Highways Impacts
DMT 3	Road Safeguarding

DMT 4	Public Transport
DMT 5	Pedestrians and Cyclists
DMT 6	Vehicle Parking
LLP D1	(2021) London's form character and capacity for growth
LPP D1	(2021) London's form, character and capacity for growth
LPP D11	(2021) Safety, security and resilience to emergency
LPP D12	(2021) Fire safety
LPP D14	(2021) Noise
LPP D2	(2021) Infrastructure requirements for sustainable densities
LPP D3	(2021) Optimising site capacity through the design-led approach
LPP D4	(2021) Delivering good design
LPP D5	(2021) Inclusive design
LPP D6	(2021) Housing quality and standards
LPP D7	(2021) Accessible housing
LPP D8	(2021) Public realm
LPP D9	(2021) Tall buildings
LPP DF1	(2021) Delivery of the Plan and Planning Obligations
LPP G5	(2021) Urban greening
LPP GG1	(2021) Building strong and inclusive communities
LPP GG2	(2021) Making the best use of land
LPP GG3	(2021) Creating a healthy city
LPP GG4	(2021) Delivering the homes Londoners needs
LPP H1	(2021) Increasing housing supply
LPP H10	(2021) Housing size mix
LPP H4	(2021) Delivering affordable housing
LPP H6	(2021) Affordable housing tenure
LPP H7	(2021) Monitoring of affordable housing
LPP H8	(2021) Loss of existing housing and estate redevelopment
LPP S4	(2021) Play and informal recreation
LPP SD1	(2021) Opportunity Areas
LPP SD10	(2021) Strategic and local regeneration
LPP SI1	(2021) Improving air quality
LPP SI12	(2021) Flood risk management
LPP SI13	(2021) Sustainable drainage
LPP SI3	(2021) Energy infrastructure
LPP SI4	(2021) Managing heat risk

LPP SI6	(2021) Digital connectivity infrastructure
LPP SI7	(2021) Reducing waste and supporting the circular economy
LPP T1	(2021) Strategic approach to transport
LPP T2	(2021) Healthy Streets
LPP T4	(2021) Assessing and mitigating transport impacts
LPP T5	(2021) Cycling
LPP T6	(2021) Car parking
LPP T6.1	(2021) Residential parking
LPP T7	(2021) Deliveries, servicing and construction
NPPF11 -24	NPPF11 2024 - Making effective use of land
NPPF12 -24	NPPF12 2024 - Achieving well-designed places
NPPF15 -24	NPPF15 2024 - Conserving and enhancing the natural environment
NPPF5 -24	NPPF5 2024 - Delivering a sufficient supply of homes
NPPF6 -24	NPPF6 2024 - Building a strong, competitive economy
NPPF8 -24	NPPF8 2024 - Promoting healthy and safe communities
NPPF9 -24	NPPF9 2024 - Promoting sustainable transport

Appendix 2: Relevant Planning History

76551/APP/2021/4502 Land At Avondale Drive Hayes

Hybrid planning application seeking OUTLINE permission (with all matters reserved) for residential floorspace (Class C3) including demolition of all existing buildings and structures; erection of new buildings; new pedestrian and vehicular accesses; associated amenity space, open space, landscaping; car and cycle parking spaces; plant, refuse storage, servicing area and other works incidental to the proposed development; and FULL planning permission for Block A comprising 30 residential units (Class C3); new pedestrian access; associated amenity space and landscaping; cycle parking, refuse storage, and other associated infrastructure.

Decision: 29-03-2022 Approved

76551/APP/2022/3661 Land At Avondale Drive Hayes

Non-Material Amendment Application submitted under Section 96A of the Town and Country Planning Act 1990 (as amended), to amend Condition 3 (Drawings) of application reference 76551/APP/2021/4502, dated 28-09-2022, which is a Hybrid planning application seeking OUTLINE permission (with all matters reserved) for residential floorspace (Class C3) including demolition of all existing buildings and structures; erection of new buildings; new pedestrian and vehicular accesses; associated amenity space, open space, landscaping; car and cycle parking spaces; plant, refuse storage, servicing area and other works incidental to the proposed development; and FULL planning permission for Block A comprising 30 residential units (Class C3); new pedestrian access; associated amenity space and landscaping; cycle parking, refuse storage, and other associated infrastructure.

The proposed amendments only affect Phase 1a, and comprise the following:

- Moving the building footprint by 400mm south and 800mm west and consequential amendments to substation, cycle storage and landscape layout;
- Repositioning of balconies on southern elevation and switching of balconies from southern end of the east elevation to the southern end of the west elevation;
- Minor adjustments to the fenestration and facade detailing;
- Increasing roof build to accommodate the required depth of structure and falls for rainwater collection;
- Alterations to ground floor layout to reflect changes to the structural strategy;
- Amendment to the core arrangement, lift size and window specification to meet building regulations; and
- Minor re-organisation of dwelling layouts to improve the internal arrangement, incorporate utility cupboards, reflect changes to fenestration and increases in party wall widths.

Decision: 16-03-2023 Approved

76551/APP/2024/2652 Land At Avondale Drive Hayes

Non-Material Amendment application to outline planning permission reference 76551/APP/2021/4502 dated 29-03-2022 involving minor amendments to the external substation building in connection to minor changes to the doors and introduction of a new opening to the west elevation with a louvred panel for ventilation together with minor alterations to the internal layout and staircore.

Decision: 09-12-2024 Approved

76551/APP/2025/1255 Land At Avondale Drive Hayes

Application for a Non-Material Amendment to Planning Permission Reference 76551/APP/2021/4502 dated 28-09-2022 to amend the wording of Conditions 31 (Principles of Fire Statement), 35 (GLA's whole life carbon assessment) and 36 (Circular Economy Statement Report).

Decision: 21-05-2025 Approved

76551/APP/2025/2311 Land At Avondale Drive Hayes

Application for a Non-Material Amendment to Planning Permission Reference 73955/APP/2022/2613, dated 20-03-2023 to amend the wording of Condition 41 (Submission of Urban Greening Factor Assessment).

Decision: 18-09-2025 Approved

76551/APP/2025/3242 Land At Avondale Drive Hayes

Reserved Matters Application (Access, Appearance, Landscaping, Layout and Scale) pursuant to Condition 1 of Application ref: 76551/APP/2025/2861 (Outline permission (with all matters reserved) for residential floorspace (Class C3) including demolition of all existing buildings and structures; erection of new buildings; new pedestrian and vehicular accesses; associated amenity space, open space, landscaping; car and cycle parking spaces; plant, refuse storage, servicing area and other works incidental to the proposed development;) for the erection of dwellings with associated landscaping, amenity space, open space, landscaping; car and cycle parking spaces; plant, refuse storage, servicing area and other works incidental to the proposed development;) for the erection of dwellings with associated landscaping, amenity space, parking, access and associated landscaping, amenity space, parking, access and associated works.

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.EM4	(2012) Open Space and Informal Recreation
PT1.EM6	(2012) Flood Risk Management
PT1.EM8	(2012) Land, Water, Air and Noise
PT1.H1	(2012) Housing Growth
PT1.H2	(2012) Affordable Housing

Part 2 Policies:

DMCI 2	New Community Infrastructure
DMCI 3	Public Open Space Provision
DMCI 4	Open Spaces in New Development
DMCI 5	Childrens Play Area
DMCI 7	Planning Obligations and Community Infrastructure Levy
DME 2	Employment Uses Outside of Designated Sites
DMEI 1	Living Walls and Roofs and Onsite Vegetation
DMEI 10	Water Management, Efficiency and Quality
DMEI 14	Air Quality
DMEI 2	Reducing Carbon Emissions
DMEI 9	Management of Flood Risk
DMH 1	Safeguarding Existing Housing
DMH 2	Housing Mix

DMH 7	Provision of Affordable Housing
DMHB 10	High Buildings and Structures
DMHB 11	Design of New Development
DMHB 12	Streets and Public Realm
DMHB 14	Trees and Landscaping
DMHB 15	Planning for Safer Places
DMHB 16	Housing Standards
DMHB 17	Residential Density
DMHB 18	Private Outdoor Amenity Space
DMHB 19	Play Space
DMT 1	Managing Transport Impacts
DMT 2	Highways Impacts
DMT 3	Road Safeguarding
DMT 4	Public Transport
DMT 5	Pedestrians and Cyclists
DMT 6	Vehicle Parking
LPP GG3	(2021) Creating a healthy city
LPP SD1	(2021) Opportunity Areas
LPP SD10	(2021) Strategic and local regeneration
LPP SI1	(2021) Improving air quality
LPP T7	(2021) Deliveries, servicing and construction
LLP D1	(2021) London's form character and capacity for growth
LPP D1	(2021) London's form, character and capacity for growth
LPP D11	(2021) Safety, security and resilience to emergency
LPP D12	(2021) Fire safety

LPP D14	(2021) Noise
LPP D2	(2021) Infrastructure requirements for sustainable densities
LPP D3	(2021) Optimising site capacity through the design-led approach
LPP D4	(2021) Delivering good design
LPP D5	(2021) Inclusive design
LPP D6	(2021) Housing quality and standards
LPP D7	(2021) Accessible housing
LPP D8	(2021) Public realm
LPP D9	(2021) Tall buildings
LPP DF1	(2021) Delivery of the Plan and Planning Obligations
LPP G5	(2021) Urban greening
LPP GG1	(2021) Building strong and inclusive communities
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 H4	(2021) Delivering affordable housing
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LPP H7	(2021) Monitoring of affordable housing
LPP H8	(2021) Loss of existing housing and estate redevelopment
LPP S4	(2021) Play and informal recreation
LPP SI12	(2021) Flood risk management
LPP SI13	(2021) Sustainable drainage
LPP SI3	(2021) Energy infrastructure
LPP SI4	(2021) Managing heat risk

LPP SI6	(2021) Digital connectivity infrastructure
LPP SI7	(2021) Reducing waste and supporting the circular economy
LPP T1	(2021) Strategic approach to transport
LPP T2	(2021) Healthy Streets
LPP T4	(2021) Assessing and mitigating transport impacts
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LPP T6	(2021) Car parking
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NPPF11 -24	NPPF11 2024 - Making effective use of land
NPPF12 -24	NPPF12 2024 - Achieving well-designed places
NPPF15 -24	NPPF15 2024 - Conserving and enhancing the natural environment
NPPF5 -24	NPPF5 2024 - Delivering a sufficient supply of homes
NPPF6 -24	NPPF6 2024 - Building a strong, competitive economy
NPPF8 -24	NPPF8 2024 - Promoting healthy and safe communities
NPPF9 -24	NPPF9 2024 - Promoting sustainable transport

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

Case Officer: Mike Kemp	**76550/APP/2025/2864**

Date Application Valid:	13-11-25	Statutory / Agreed Determination Deadline:	20-03-26
Application Type:	Section 73	Ward:	Hayes Town

Applicant:	**London Borough of Hillingdon Council**
Site Address:	**Land at Austin Road, Hayes, UB3 3DW**
Proposal:	**Section 73 application to vary Conditions 3 (Approved Plans); 4 (Supporting Plans/Documents); 5 (Land Uses and Development Scope); 6 (Housing Mix); 7 (Phasing Plan) 9 (Residential Density); 10 (Building Heights); 19 (Landscaping); 22 (Parking Allocation and Management) and 50 (Wind Effects Assessment) of application reference 76550/APP/2023/2931 dated 01-05-2024. Section 73 application to vary Condition 3 of application reference 76550/APP/2021/4499 dated 28-09-22 (Hybrid planning application seeking OUTLINE permission (with all matters reserved) for residential floorspace (Class C3) including demolition of all existing buildings and structures; erection of new buildings; provision of a community centre (Use Class F2(b) floorspace); new pedestrian and vehicular access; associated amenity space, open space, landscaping; car and cycle parking spaces; plant, refuse storage, servicing area and other works incidental to the proposed development; and FULL planning permission for Blocks A and B comprising 80 residential units (Class C3); new pedestrian and vehicular access; associated amenity space and landscaping; car and cycle parking; refuse storage, servicing area, and other associated infrastructure to include temporary highways and landscaping works) to increase the parapet height by 50cm in the Detailed First Phase. Variation to increase the number of homes, to join blocks in phases 2 and 3, a reduction of parking to create green spaces, amendment to scale of street and relocation of community facility.**
Summary of Recommendation:	**GRANT planning permission subject to section 106 legal agreement and conditions**
Reason Reported to Committee:	**Required under Part 1 of the Planning Scheme of Delegation (Major application recommended for approval)**

Summary of Recommendation:

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

Section 106 Legal Agreement Heads of Terms:

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

1. That the application be referred back to the Greater London Authority.

2. That should the Mayor not issue a direction under Article 7 of the Order that he is to act as the Local Planning Authority for the purposes of determining the application, delegated powers be given to the Director of Planning and Sustainable Growth to approve this application subject to:

A) That the Council agree a deed of variation to the legal agreement accompanying planning permission 76550/APP/2021/4499 and the subsequent deed of variation secured under planning permission 76550/APP/2023/2931 with the applicant under Section 106 of the Town and Country Planning Act 1990 (as amended) or any other legislation to secure the following variations to the original legal agreement:

- Provision of affordable housing – increased to 53% by floorspace.
- Healthy streets contribution to be increased to £190,833.
- An uplift in the Active Travel Zone contribution to £86,335 to account for a 12.4% increase in unit numbers.
- Healthcare (HUDU) supplementary contribution of £101,447.
- Contribution towards canal side improvement works increased to £70,380 to account for a 12.4% increase in unit numbers.

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

C) That officers be authorised to negotiate and agree the detailed wording of the heads of terms, the proposed Legal Agreement and conditions of approval.

D) That, if the Legal Agreement has not been finalised within 6 months (or such other time frame as may be agreed by the Director of Planning and Sustainable Growth), delegated authority be given to the Director of Planning

and Sustainable Growth to refuse planning permission for the following reason:

The applicant has failed to mitigate the impacts posed by the proposed development (in respect of affordable housing, health, Highways safety, sustainable travel and public access). The scheme therefore conflicts with Policies DMCI 7 of the Hillingdon Local Plan: Part 2 (2020); the adopted Planning Obligations Supplementary Planning Document (2014); Policy DF1 of the London Plan (2021); and paragraphs 56-58 of the National Planning Policy Framework (2024).'

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

1 Executive Summary

1.1 Permission is sought under Section 73 of the Town and Country Planning Act to vary Conditions 3 (Approved Plans); 4 (Supporting Plans/Documents); 5 (Land Uses and Development Scope); 6 (Housing Mix); 7 (Phasing Plan); 9 (Residential Density); 10 (Building Heights); 19 (Landscaping); 22 (Parking Allocation and Management); and 50 (Wind Effects Assessment) of application reference 76550/APP/2023/2931. The original planning permission, which this application seeks to vary, relates to the demolition of all existing buildings on the site and the redevelopment of the site to provide up to 420 units within the outline part of the site, with 80 dwellings having been permitted within the detailed element of the permission are close to completion and would be provided in Phase 1 of the development.

1.2 A series of amendments are proposed to the parameter plans accompanying the application. Specifically, the proposals within this application would facilitate the provision of 62 additional homes, including 31 additional affordable homes. The proposals also include several changes to the layout of amenity areas, public open space, landscaping and access arrangements, as well as a reduction in on street and off-street parking. Changes are proposed to the scale and height of development across the site, including the provision of 2-3 storey mews houses either side of Austin Road. It is proposed that the community facility would be increased in size and delivered at an earlier phase in the development.

1.3 The provision of an additional 62 homes, including 31 additional affordable homes would represent a significant public benefit and would be achieved through making a more effective use of a previously developed and sustainable town centre site, which would align fully with the provisions of Paragraphs 124 and 125 of the NPPF; Policy H1 of the London Plan; and Policy DMHB17 of the Local Plan Part 2. The development would provide an acceptable quantum of affordable housing accounting in accordance with the provisions of Policy H8 of the Local Plan and provide an appropriate mix of units, including an increased number of larger family sized homes.

1.4 The development is in outline, and the detailed design of the development would be assessed at reserved matters stage. Whilst the planning application is made in outline, the accompanying parameter plans would secure the provision of a development which responds appropriately to the townscape character and is of an appropriate scale and density, notwithstanding the increase in the quantum of development proposed. The submitted landscaping parameter plan sets out an appropriate strategy for the provision of an appropriately designed public realm. It is considered that the increased quantum of development, density and scale would not have a significantly greater impact on existing residents in amenity terms compared with the consented scheme, whilst amenity provision for future occupiers has been enhanced through amendments to the site layout.

1.5 A total of 82 residential car parking spaces are proposed within the outline area of the site. The proposed parking provision would equate to a ratio of 0.15 spaces per unit, compared with 0.23 parking spaces per unit which was previously consented. It is considered that the increase in parking within the site and surroundings and corresponding vehicle movements would not have a severe impact on the surrounding road network. A clause contained in the Section 106 agreement included funding towards the implementation of a parking management scheme. Increased financial contributions are sought towards Active Travel Zone improvements and the Healthy Streets improvement (A312 corridor (including the Bulls Bridge Junction)).

1.6 The variations sought to the approved plans and Conditions 3 (Approved Plans); 4 (Supporting Plans/Documents); 5 (Land Uses and Development Scope); 6 (Housing Mix); 7 (Phasing Plan); 9 (Residential Density); 10 (Building Heights); 19 (Landscaping); 22 (Parking Allocation and Management); and 50 (Wind Effects Assessment) are therefore considered acceptable and would be consistent with the overarching aims of the National Planning Policy Framework, The London Plan, and Hillingdon Local Plan.

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

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

2 The Site and Locality

2.1 The site is approximately 2.3 hectares and accommodates the Hayes Town Centre Estate which has a series of medium rise blocks of flats and maisonettes/duplexes at a height of 3-4 storeys together with a high-rise tower, Skeffington Court, of 15 storeys. The existing estate was built in the 1970's and contains 260 homes with a mix of 1, 2 and 3 bedroom units.

2.2 The western and southern parts of the estate are located within Hayes Town Centre boundary, which has a district-wide role as a focal point for convenience goods and services as well as public transport links. The site is bordered to the north by Pump Lane beyond which is four storey hotel and a residential area characterised mostly by low density traditional housing.

2.3 To the east are two storey semi-detached dwellings along Little Road, and further afield are commercial and light industrial/warehouse units. Crown Close forms the western boundary which houses a range of commercial uses, including a multi-storey car park, a public house and retail outlets. The estate is bordered to the south by the Grand Union Canal beyond which is a series of nine storey residential blocks.

2.4 Vehicular access is provided off Pump Lane via Austin Road which runs along the eastern boundary. Car parking for existing residents is provided within closed car parking areas located at the ground floor of the existing residential blocks and surface car parking in the southern part of the estate. Currently, there are approximately 225 parking spaces on-site.

2.5 Pedestrian connections between the site and its surroundings are limited to the primary access off Pump Lane to the north, a central east-west underpass that runs through the site, and a raised east-west walkway at the southern end, along Western View. Internally within the site, pedestrian movement is north-south orientated along the boundaries and via a semi-private raised walkway which runs through the centre of the estate and is gated at both ends.

2.6 Hayes & Harlington train station is approximately 0.3 miles to the south. The site is situated approximately 0.4 miles north west of the A312, which connects to the A40 and the M4, both of which provide access to the M25.

2.7 There are no local or statutory listed buildings within the site. However, there are a number of heritage assets within close proximity, this includes Silverdale Road Warehouse (locally listed and formerly a chair factory built in 1907) to the east and the Old Crown Public House (Grade II listed building) to the west. Slightly further afield is Benlow Works, a four storey Grade II listed Victorian industrial building, which is located to the east of the site along Silverdale Road and the Parish Church of St Anselm, a Grade II listed building to the west, beyond Station Road.

2.8 Further to the south east and west there are two Conservation Areas, Botwell Nestles and Botwell Thorn, which sit beyond the canal.

2.9 Phase 1 of the development which fell within the detailed element of planning permission 76550/APP/2021/4499 is substantially complete. This phase of the development provides 80 homes, 50% of which would be socially rented within a building of between 2 and 8 storeys located on the corners of Crown Close and Austin Road with the north elevation facing Pump Lane. The facades of the building feature white brick, with secondary green glazed brick and prominent projecting metal balconies which are green and orange in colour. The building features a central podium which provides private amenity space at first floor level

for future occupiers, with parking provided below this at ground floor level. A temporary publicly accessible play space has been constructed to the east of the building adjoining Austin Road.

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

Figure 2: Aerial Image of Application Site

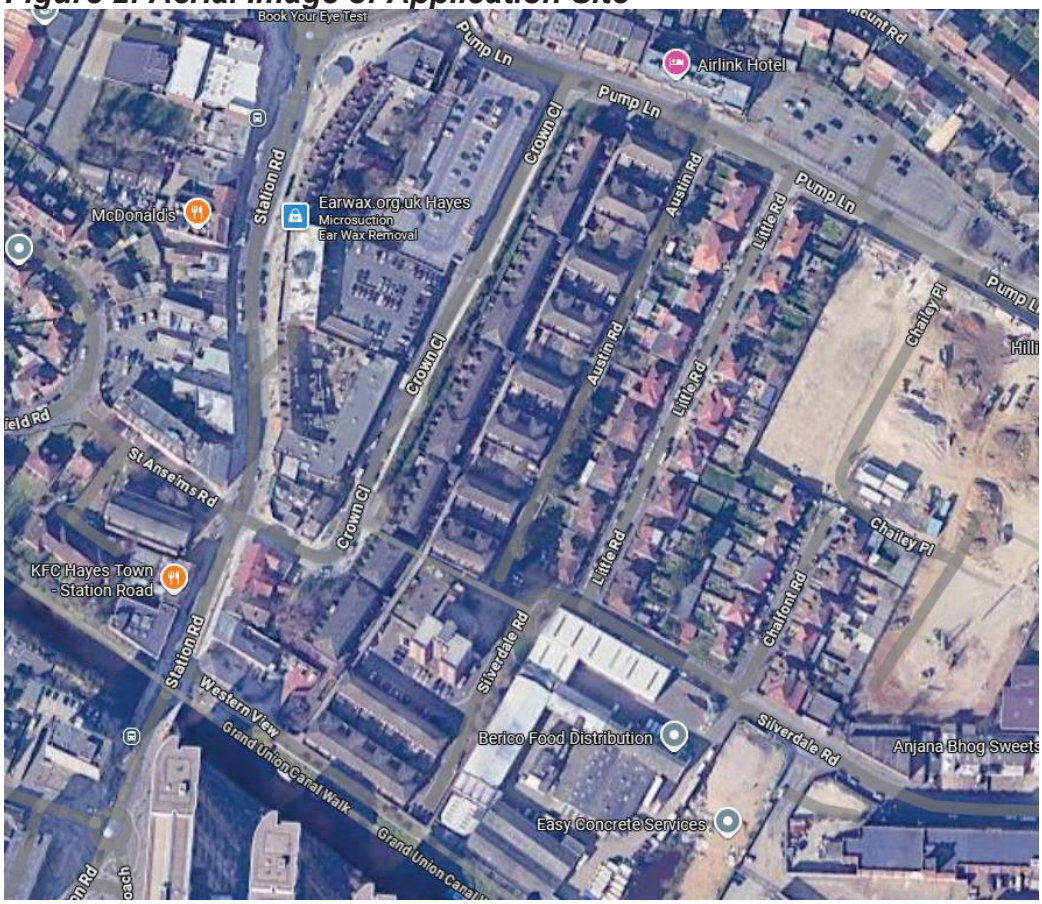


Figure 3: View of site from Station Road to south west

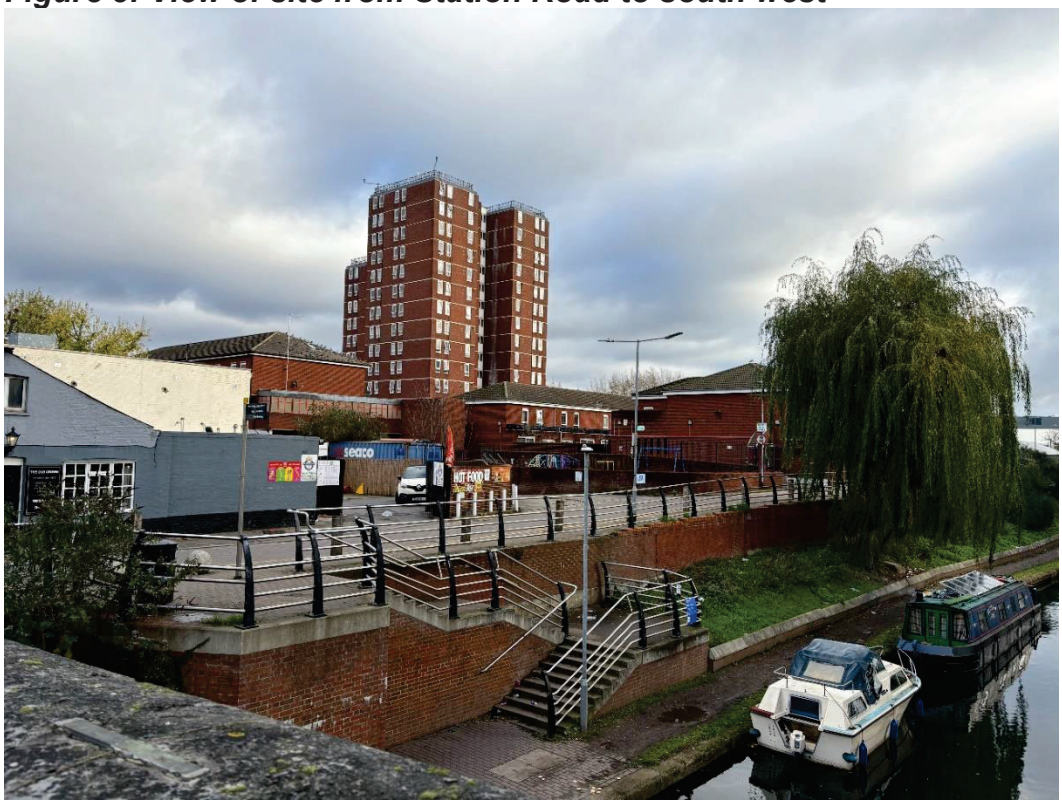


Figure 4: Existing Maisonette Blocks on southern edge of site facing the Grand Union Canal

Figure 5: View of Silverdale Road from southern edge of site

Figure 6: View from Crown Close to West of Site (existing Housing to rear of trees) on left hand side of image

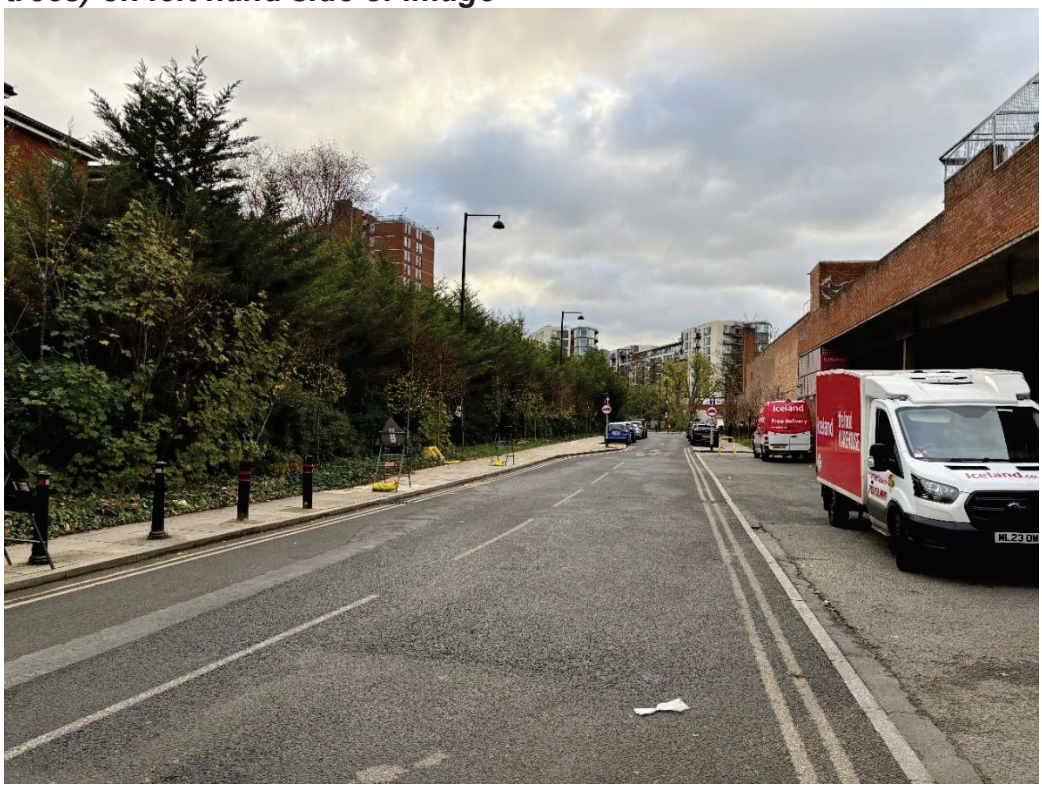


Figure 7: View of Austin Road looking south from Pump Lane. Existing homes at Little Lane to the left of the image and Phase 1 of the approved development and temporary play space is on the right hand side

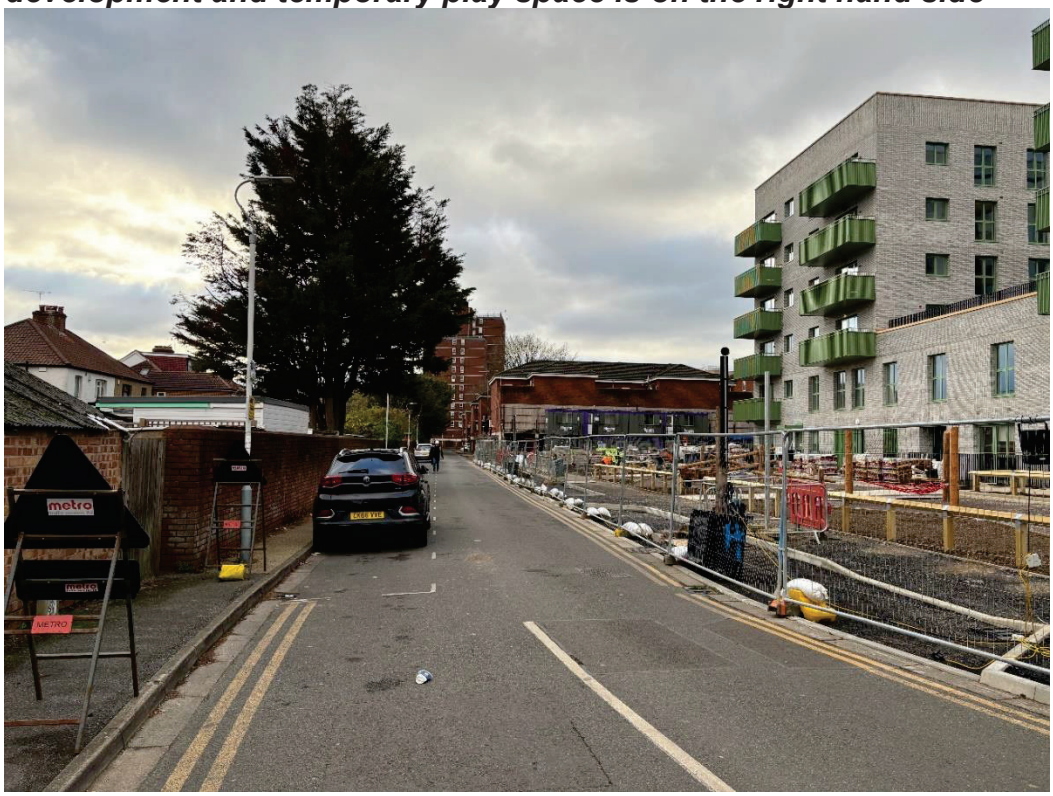


Figure 8: View of lower section of Skeffington Court and existing open space from Silverdale Road

3 Proposal

3.1 Permission is sought to vary conditions 3 (Approved Plans); 4 (Supporting Plans/Documents); 5 (Land Uses and Development Scope); 6 (Housing Mix); 7 (Phasing Plan) 9 (Residential Density); 10 (Building Heights); 19 (Landscaping); 22 (Parking Allocation and Management) and 50 (Wind Effects Assessment) of planning permission 76550/APP/2023/2931 under Section 73 of the Town and Country Planning Act 1990.

3.2 The proposals involve a series of changes to the plans relating to the outline phase of the development first consented under hybrid planning permission 76550/APP/2021/4499 which can be summarised as follows:

- Increase in the number of homes by 62 units, to include 31 additional affordable homes. Change to mix in dwelling size to provide additional family sized homes (as controlled by Conditions 5, 6 and 9 and Schedule 1 of the S106 Agreement).
- Changes to the design and layout of the development blocks in Phases 2 and 3, including amendments to the layout and size of amenity spaces and

podium parking (as controlled by parameter plans 1, 2, 4 and 5 listed under condition 3)

- A reduction of on street and off-street parking and amendments to landscaping and green spaces (as controlled by parameter plans 4 and 5 listed under condition 3)
- Amendments to scale and form of development facing Austin Road with 2-3 storey houses proposed on both sides of Austin Road to create a mews style streetscape (as controlled by parameter plan 3 listed under condition 3 and condition 10)
- Relocation of the community facility (and increase in size) to allow the use to be brought forward at an early phase and therefore avoiding the need for a temporary facility (as controlled by parameter plan 1 listed under condition 3 and condition 5)

3.3 For the outline part of the development, which is the element of the permission to which the proposed changes relate, all matters are reserved these matters are appearance, means of access, landscaping, layout and scale. The approved application included parameter plans for:

3.4

- Land Uses
- Development Zones
- Building Heights
- Access and Movement
- Hard and Soft Landscaping

3.5 The submitted Section 73 application seeks amendments to each of the approved parameter plans. It would be a requirement that future reserved matters development within the outline area of the site aligns with the approved parameter plans. A Design Code was submitted for approval; which would set parameters for future reserved matters applications, however this element of the application has since been withdrawn and is no longer being considered under the current proposals.

3.6 Following consultation with Heathrow Airport a revised Height Parameter Plan was submitted to limit development to the following heights:

- Development Zone 1: 58.55m AOD (including plant)
- Development Zone 2 and 3: 67.9m AOD (including plant)
- Development Zone 4: 71.88m AOD (including plant)

Figure 9: Parameter Plan 1 Land Uses

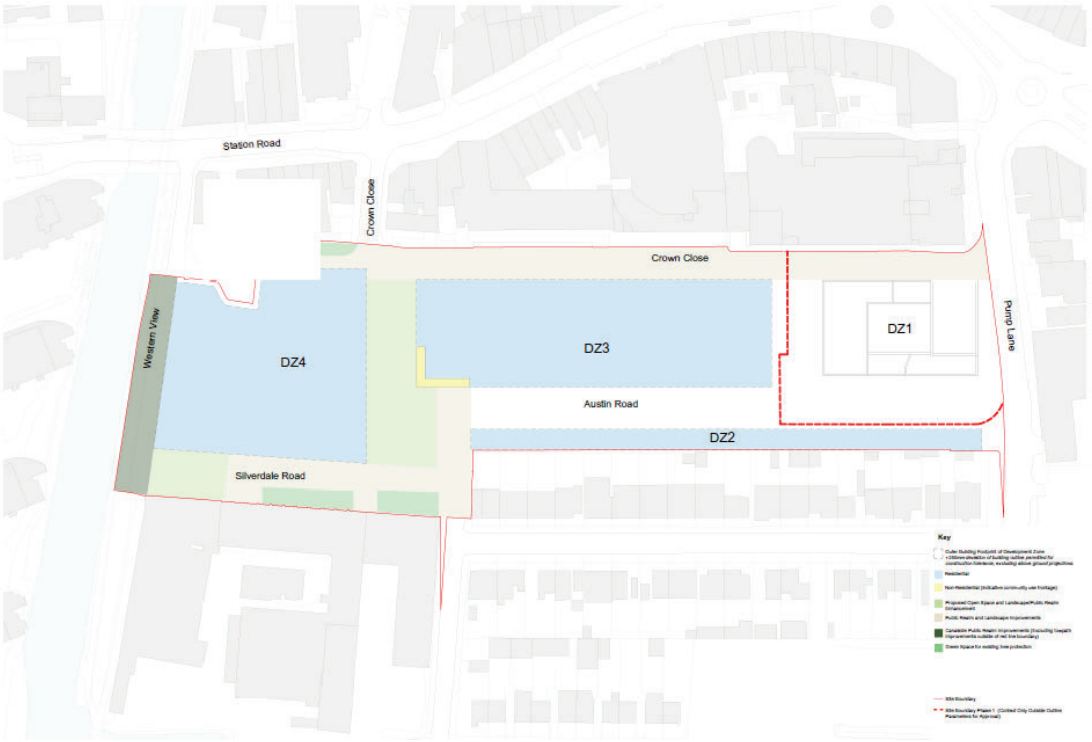


Figure 10: Parameter Plan 2 Development Zones

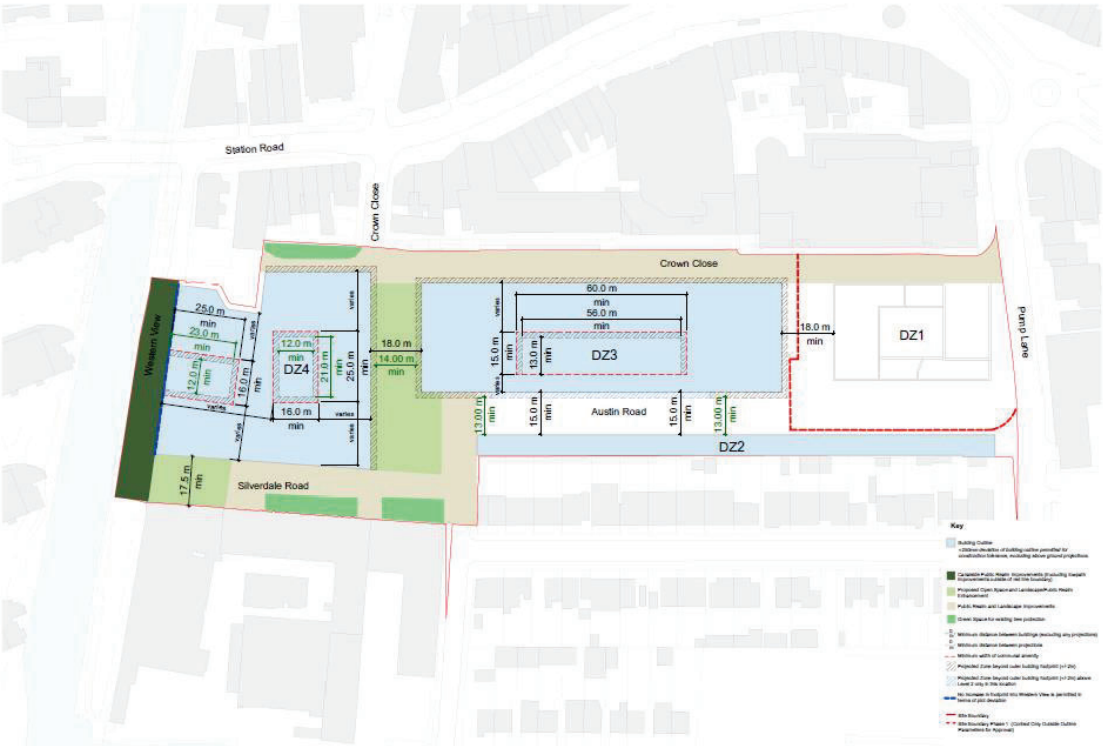


Figure 11: Parameter Plan 3 Building Heights

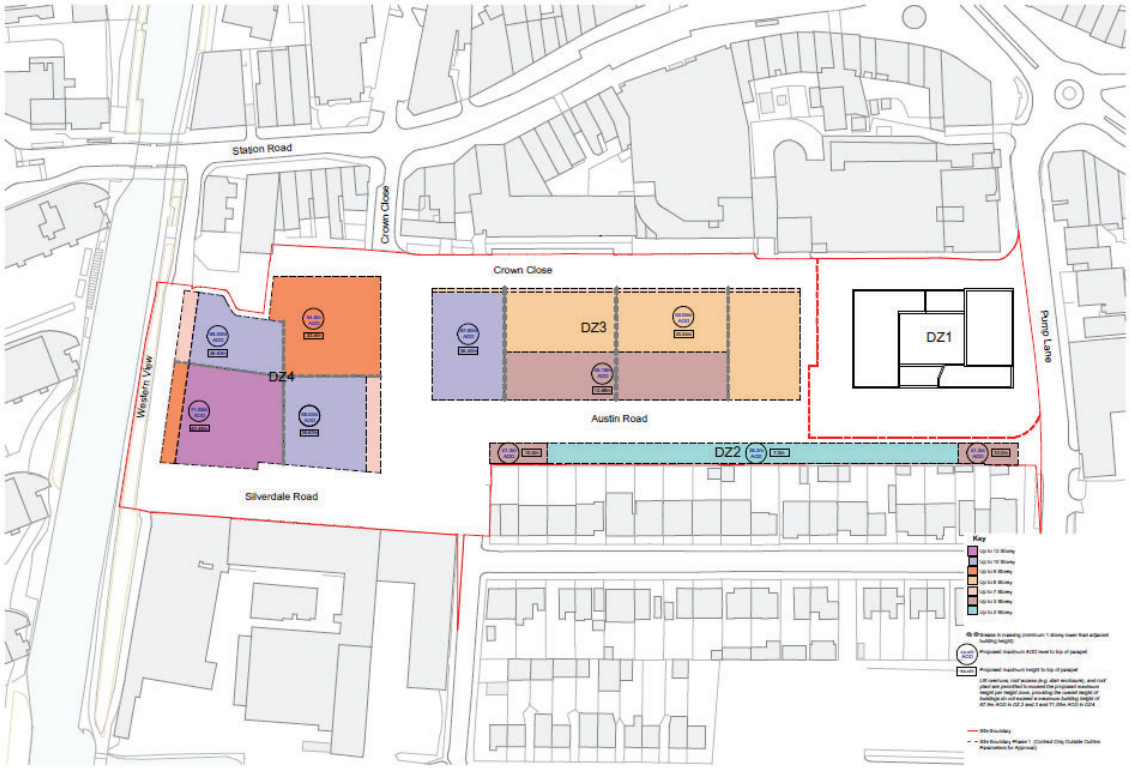


Figure 12: Parameter Plan 4 Access and Movement

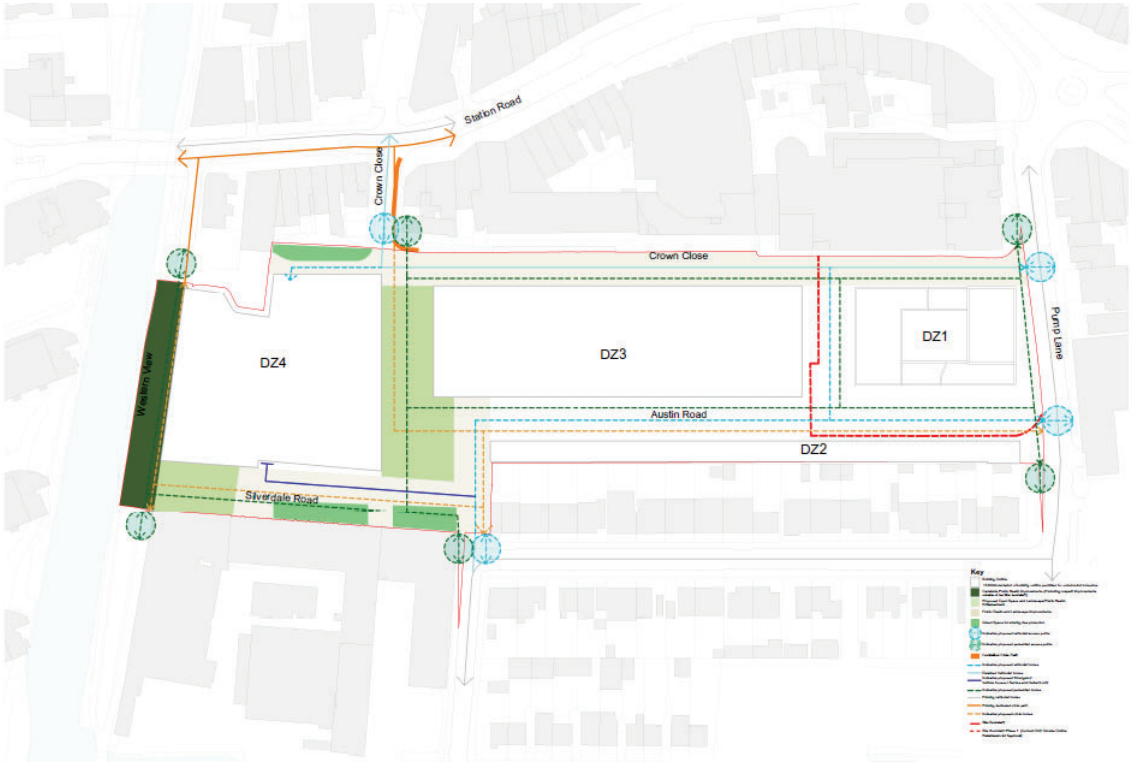
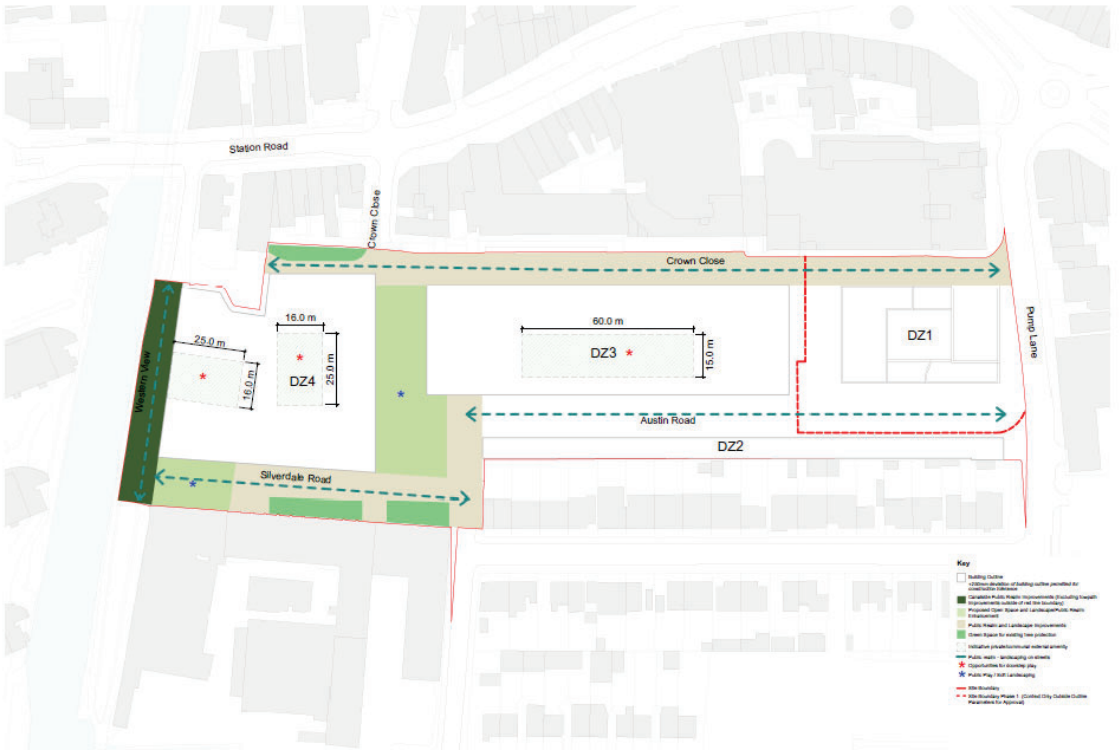


Figure 13: Parameter Plan 5 Hard and Soft Landscaping



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 Hybrid planning permission was granted in September 2022 under application reference 76550/APP/2021/4499 for the following development, which this application seeks to vary:

Hybrid planning application seeking OUTLINE permission (with all matters reserved) for residential floorspace (Class C3) including demolition of all existing buildings and structures; erection of new buildings; provision of a community centre (up to 140sq.m of Use Class F2(b) floorspace); new pedestrian and vehicular access; associated amenity space, open space, landscaping; car and cycle parking spaces; plant, refuse storage, servicing area and other works incidental to the proposed development; and FULL planning permission for Blocks A and B comprising 80 residential units (Class C3); new pedestrian and vehicular access; associated amenity space and landscaping; car and cycle parking; refuse storage, servicing area, and other associated infrastructure to include temporary highways and landscaping works.

4.3 A Section 73 application to vary Condition 3 of application reference 76550/APP/2021/4499 to increase the parapet height by 50cm in the Detailed First Phase was later granted in May 2024.

4.4 Separate to the original permission and subsequent variation, a number of permissions have been granted for non-material amendments to the planning permission under the provisions of Section 96a of the Town and Country Planning Act 1990, these are as follows:

- *76550/APP/2022/3662 - Amendment of ground floor height by +200mm.*
  - *Internal alterations to the ground floor layout to improve ventilation, structural integrity, and obstruction free use.*
  - *Minor re-organisation of dwelling layouts to improve the internal arrangement.*
  - *Minor adjustments to the spacing of balconies, fenestration, and facade detailing.*
  - *Amendment to the core arrangement, lift size and window specification to meet building regulations.*
  - *Increasing roof build to accommodate the required depth of structure and falls for rainwater collection, and reduction in parapet height.*

- *76550/APP/2025/2740 to remove reference within the description of development to the specific square metre floorspace relevant to the proposed community centre*

- *76550/APP/2025/2431 to amend the wording of Condition 11 (Play Space for Children), Condition 12 (Permanent Access Arrangements) and Condition 19 (Permanent Landscaping).*

- *76550/APP/2025/2006 to amend the tenure of 10no. Residential Units' Tenure (From Returning Leaseholder to Social Rent).*

- *76550/APP/2025/1256 to amend the wording of Conditions 45 (GLA's whole life carbon assessment) and 46 (Circular Economy Statement Report).*

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 813 separate neighbouring properties were consulted directly regarding the proposed development. 19 site notices were posted surrounding the site. The application was advertised in the West London Gazette newspaper.

6.2 Following the serving of Certificate C by the applicants in relation to a section of the site whereby the ownership is not known, the application was readvertised by direct notification, press advertisement and by site notice on 10th February 2026 for a period of 21 days. It is noted that the expiry date for the consultation is the 3rd March, the date of which this report is published. Any comments received after the expiry of the consultation will be recorded in an addendum to this report.

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
1 letter of objection has been received in relation to the planning application.	1. The development would result in increased traffic generation and would place strain on public transport.	The matters raised are addressed in paragraphs 7.90 to 7.115 of this report which relates to transport and highways impacts.

Table 2: Summary of Consultee Responses

Consultee and Summary of Comments	Planning Officer Response
<u>Airport Safeguarding - Heathrow</u> Initial objection raised as a building height of up to 75 metres Above Ordnance Datum (AOD) has the potential to impact upon the safeguarded airspace associated with Heathrow's third runway expansion proposals. Have advised that the height parameters within the development should not exceed the following: Development Zone 1: 58.55m AOD (including plant) Development Zone 2/ 3: 67.9m AOD (including plant) Development Zone 4: 71.88m AOD (including plant)	The concerns expressed by Heathrow have been considered carefully by officers and revisions have been sought to the height parameter plans accordingly to ensure that the plans correspond with the height limitations advised by Heathrow.
<u>Transport for London – Underground Infrastructure Protection</u> No comments to make.	Noted

Ministry of Defence Safeguarding No objection	Noted
NAT's (National Air Traffic Services) No objection	Noted
Thames Water No objection regarding foul water network capacity or surface water drainage capacity. Require submission of foundation/piling layout plan by condition.	Comments are noted. A relevant condition was attached to the original permission and remains applicable.
Greater London Authority (GLA) Land use principles: The principle of estate regeneration is established by the extant consent, and the provision of 62 additional homes (31 affordable) and up to 210 sq.m. of additional community floorspace would optimise the redevelopment of this site and is supported in land use terms. Affordable housing: The proposal delivers 271 affordable housing units (54% by habitable room) across the masterplan area, comprising 100% social rent. The applicant's viability assessment has been robustly interrogated by GLA officers. Review mechanisms will be required in line with the extant consent. Transport: An additional contribution of £46,833 towards the A312 Healthy Streets scheme to reflect the additional residential accommodation should be secured prior to Stage 2. The proposed reduction of car parking is welcomed.	The comments raised by the GLA are duly noted and the suggested increase in the Healthy Streets contribution would be secured through a deed of variation to the S106 agreement.
Transport for London (TfL) An updated ATZ assessment should be undertaken; Appropriate design and management measures should be implemented on Silverdale Road; A proportionate increase in the contribution to the A312 Healthy Streets scheme should be secured;	Comments are noted. The requirement to provide cycle parking and the submission of a Delivery and Servicing Plan and Construction Logistics Plan would be secured by

A Delivery Servicing Plan, Construction Logistics Plan and Travel Plan should be re-secured.	condition, whilst an increase in the contribution towards the A312 Healthy Streets scheme is proposed to be secured through a deed of variation to the Section 106 agreement. Agreement has been reached to secure an increase in the ATZ contribution required by the applicants.
<u>Highways</u> No objections raised in relation to the proposed amendments to the submitted plans and variations to the conditions proposed by the applicants. The proposed increase in units would be accompanied with a decrease in the number of car parking spaces proposed, this would fall from 84no. on-plot and 29no. on-street, total of 113no. as approved under planning reference 76550/APP/2023/2931 to 48no. on-plot and 12no. on-street total 60no. This reduction car parking spaces accordance with the London Plan (2021) Policy T2 Healthy Streets which requires that development proposal should "*reduce the dominance of vehicles on London's streets*". The Highway Authority require that the s.106 obligation upon the developer to fund the provision of a Parking Management Scheme is retained and that the Active Travel Zone contribution is increased from £76,861 to £86,335 to reflect the 12.4% increase in unit numbers.	Comments are noted. The increased ATZ contribution is set out within the S106 Heads of Terms as highlighted above in this report.
<u>Access Officer</u> Any approval to increase the number of homes must ensure compliance with London Plan Policy D7, to require all new homes, as a minimum, to meet the technical requirements of Building Regulations M4(2). A further 10% should meet the standards of M4(3), to ensure a proportion of new housing is built to a wheelchair home standard.	Comments are noted. The detailed design of the housing would be determined under subsequent reserved matters applications. There is a conditional requirement as per the original permission for the requested provision

Any approval to allow the reduction of car parking, should ensure that all wheelchair standard homes do not suffer a loss of an allocated parking spot.	of accessible homes to be met.
Noise Officer No comments to make	Noted. Matters relating to noise impacts are addressed in Paragraphs 7.116 to 7.119 of the report.
Waste Strategy Officer Refuse servicing plans look appropriate but cannot find mention of numbers of bins present. For Phase 3, officers would recommend up to 52 1100L bins split between refuse and recycling; and for phase 4, officers would recommend 46. It will be important to design bin rooms with space to rotate bins if necessary.	The requested details would be set out within the reserved matters application as this relates to detailed design.
Economic Development No objection subject to an Employment/Construction Training Scheme secured in accordance with the Council's Planning Obligations SPD via a S106 Agreement.	These matters are presently secured within the S106 agreement and no further variations are required .
NHS – Healthy Urban Development Unit No comments to add. Have advised that the Council calculate the additional healthcare contributions using the relevant HUDU methodology.	Officers have calculated a relative increased HUDU contribution accordingly, the increased figure is stated in the Heads of Terms section of the report.
Local Lead Flood Authority (Metis) No objection to the drainage strategy in principle.	Comments noted.
Metropolitan Police No response received.	No objections were raised by the Police in relation to the original planning application. A condition was attached to the original planning permission requiring that security details are provided prior to the commencement

	of each residential phase of the development, as well as a requirement to achieve Secured by Design Gold Accreditation.
<u>London Fire Brigade</u> No response received.	Fire safety matters have been reviewed by HSE and the GLA and are assessed to be acceptable. A condition is attached to the permission requiring the submission of the principles of a fire statement and a comprehensive fire statement at different stages of the development.
<u>Health and Safety Executive (HSE)</u> HSE is content with the fire safety design to the extent it affects land use planning considerations.	Comments are noted.
<u>Urban Design Officer</u> These changes optimise the site's density while delivering benefits, which include: • Reduced building heights along Austin Road, allowing increased daylight to the central podium garden and creating a mews-style street character; • The consolidation of Phases 2 and 3 removes the internal road between them, increasing amenity space within the block and reducing the need for on-street car parking; • Canal-edge buildings have been set back to enhance the public realm along Western View and rotated to improve sky views from the canal; • Retention of additional trees across the site; • Introduction of inset balconies along the canal-edge perimeter block; • Improved overshadowing conditions for the main square;	Comments are noted and are discussed further within the design section of this report.

• Creation of active frontages along Austin Road. In summary, the minor amendments proposed for approval are broadly supported, as they further optimise the site and deliver benefits to the overall urban design.	
Canal and Rivers Trust The Trust consider that the S106 Canalside Improvement contribution of £60,000 previously secured, with the addition of an appropriate uplift to account for index linking since the figure was provided (in addition to future index linking provision) for towpath improvements should be secured as part of any approval. In addition, the Trust recommend that conditions are required to address the matters listed below, as per the previous approved scheme for the site: - Demolition and Construction Risk Assessment and Method Statement - Drainage details - Hard and Soft Landscaping details, including habitat enhancements, footpaths, towpath linkages etc and maintenance/management regimes and responsibilities. - Canalside/public realm improvements - Tree Protection - Landscape and Ecological Management Plan (LEMP) - External lighting details - Demolition, Construction and Environmental Management Plan	The financial contribution as requested would continue to be secured through the accompanying S106 agreement and would be increased, accounting for the additional dwellings proposed. The requested conditions are attached to the application.

7 Planning Assessment

Principle of Development

Provision of Housing

7.1 Policy H1 of the Local Plan states that the Council will meet and exceed its minimum strategic dwelling requirement in accordance with other Local Plan policies.

7.2 The proposed development will deliver a mix of units and will specifically contribute to the delivery of housing within the borough. The NPPF encourages

the effective use of land in meeting the need for homes and other uses, while safeguarding and improving the environment and ensuring safe and healthy living conditions. An important component of this is to ensure that as much use as possible of previously developed or 'brownfield' land is made.

7.3 Policy GG4 (Delivering the homes Londoners need) of the London Plan (2021) states that to create a housing market that works better for all Londoners.

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

7.5 The site is located within the Hayes Opportunity Area and Hayes Housing Zone, London Plan Policy SD1 - Opportunity Areas is applicable. The London Plan sets indicative targets for the Hayes area to delivery 4,000 additional homes and 1,000 additional jobs.

7.6 London Plan Policy SD10 - Strategic and local regeneration is also relevant in that it provides support for regeneration initiatives that tackle inequalities including environmental, economic and social barriers that affect the lives of our communities. The provision of new homes which meet modern space and building standards, together with the improved layout of the estate will significantly improving living conditions for return and new residents.

7.7 London Plan (2021) 'Policy H8; Loss of existing housing and estate regeneration' relates specifically to proposals for housing estate regeneration and requires that existing housing should be replaced by new housing at existing or higher densities with at least the equivalent level of overall floorspace.

7.8 Planning permission has been granted for the demolition of the 260 homes located on the site. The original consent (and subsequent variation) permitted up to 420 units within the outline part of the site, with 80 dwellings having been permitted within the detailed element of the permission which has been completed and provided in Phase 1. It is proposed that an additional 62 units would be delivered within the outline phase of the development which would be achieved through various changes to approved parameter plans, notably through changes to height and distribution of building heights and changes to the layout of the various development. The design impact of these changes, as well as the impact associated with these amendments on other areas of material planning relevance are discussed in the relevant sections of this report below.

7.9 Paragraph 124 of the NPPF 2024 sets out that planning policies and decisions should promote an effective use of land in meeting the need for homes and other uses, while safeguarding and improving the environment and ensuring safe and healthy living conditions. Paragraph 125 of the NPPF states that decisions should
give substantial weight to the value of using suitable brownfield land within settlements for homes and other identified needs, proposals for which should be

approved unless substantial harm would be caused, and support appropriate opportunities to remediate despoiled, degraded, derelict, contaminated or unstable land.

7.10 Policy H1 of the London Plan states that Boroughs should optimise the potential for housing delivery on all suitable and available brownfield sites through their Development Plans and planning decisions. The Policy states that this is particularly the case on sites with existing or planned public transport access levels (PTALs) 3-6 or which are located within 800m distance of a station or town centre boundary.

7.11 The site forms a parcel of the Site Allocation under Policy SA 23 of the Local Plan: Silverdale Road/Western View (Site C). The site allocation policy specifies that Site C should provide 400 homes (gross) in accordance with the London Plan density range for urban locations. The site policy notably pre-dates the planning application on the site which provides for a higher number of homes (500 homes). The principle of providing additional dwellings on a Town Centre brownfield site which benefits from a high level of public transport accessibility given its proximity to Hayes and Harlington Station and lies within proximity to a range of local services and facilities is supported in principle given the developments alignment with the above referenced policies, which aim to optimise the density of development deliverable on sites where appropriate. Given that the remaining allocated parts of Site Allocation SA 23 are expected to be redeveloped at a later time, consideration is given to the impact of the development on these remaining parcels (Sites A and B) and the degree to which the proposals on Site C relate to ensure that development on the remaining parcels is not inhibited. These matters are considered further in the amenity section of the report. Planning permission was granted for redevelopment of parts of Sites A and B in April 2019 under planning permission 71374/APP/2016/4027 which would have consisted of the demolition of existing buildings and redevelopment of the site to provide a podium at ground level and buildings ranging from four storeys to nine storeys, comprising 122 residential units (Use Class C3) and 230 sq.m of flexible commercial space (Use Classes A1, A3, B1, D1 or D2), together with associated car parking, vehicular access, landscaping, infrastructure works and the extension of Shackles Dock. This permission was not implemented and has since expired.

7.12 Policy DMHB 17 of the Local Plan states that all new residential development should take account of the Residential Density Matrix contained in Table 5.2. The majority of the site would fall within Hayes Town Centre, and it is therefore appropriate to consider the density against the indicative densities for development in Hayes Town Centres as set out in Table 5.2 (Policy DMHB 17). The proposed housing typology would consist of mainly flats and therefore in line with Policy DMHB 17 a typical density of development may be expected to provide between 150 to 250 units per hectare and 450 to 750 habitable rooms per hectare.

The proposals would equate to a density of 225 dwellings per hectare, which would align with the guideline density target set out under Policy DMHB 17 for development within Hayes Town Centre.

7.13 The design implications and broader impact associated with the increase in 62 units is assessed in the relevant sections of this report below, however it is considered that the proposals represent an efficient and appropriate re-use of previously developed land, and the principle of the proposed development is therefore acceptable. The principle of residential development on this site has been previously established under the previously consented hybrid planning application. The provision of additional homes, above the number of dwellings previously consented is acceptable in principle in line with the Local Plan, London Plan and NPPF, subject to all wider implications which are assessed further below.

Housing Mix

7.14 Policy H10 of the London Plan (2021) states that schemes should generally consist of a range of unit sizes. Policy DMH 2 of the Hillingdon Local Plan: Part 2 - Development Management Policies (2020) states that the Council will require the provision of a mix of housing units of different sizes in schemes of residential development to reflect the Council's latest information on housing need. Paragraph 4.6 of the Hillingdon Local Plan: Part 2 - Development Management Policies (2020) states that the Council's current information on housing need indicates a substantial borough-wide requirement for larger affordable and private market units, particularly three-bedroom properties. Applicants proposing residential schemes will be required to demonstrate that this need has been taken into account.

7.15 Condition 6 of planning permission 76550/APP/2021/4499 placed the following restriction on the mix of dwelling sizes to be delivered within subsequent reserved matters applications, which were as follows:

- One bedroom units - 37%
- Two bedroom units - 45%
- Three and four bedroom units - 18%

7.16 The above referenced mix of dwellings provided a marginally lower number of family sized dwellings than would be typically sought (20%), however the mix of units was considered acceptable on balance accounting for the urban context of the site and the need to make provision for those residents seeking to return. The application seeks to provide a revised mix of dwelling sizes which incorporate an indicative range, as opposed to the fixed percentages listed under the original permission. The range in unit sizes sought is as follows:

- One bedroom units 30-34%
- Two bedroom units 46-50%
- Three and four bedroom units 19-23%

7.17 The above referenced changes to the mix of dwelling sizes as controlled under Condition 6 are considered acceptable, given that the number of family sized homes (units comprising 3 or more bedrooms) would be 1% to 5% higher than the previously consented minimum of 18%. The revised mix represents a more balanced mix of units, which better aligns with Policy H10 of the London Plan and Policy DMH 2 of the Local Plan Part 2. Furthermore, the introduction of a broader scope in terms of unit sizes is considered a reasonable change given the scale of the development and phased delivery of the scheme. The present wording of the condition and the lack of ability to deviate is particularly restrictive and further flexibility is considered appropriate to enable design development and greater design flexibility in the later phases of the scheme, whilst achieving a minimum level of family sized homes which at the lower end would marginally exceed the minimum 18% of three- and four-bedroom homes permitted under the original application. The wording of Condition 6 is therefore revised to reflect to the above-mentioned revised mix of dwellings; the amended wording is included in the list of conditions attached as an appendix to this report.

Affordable Housing

7.18 Policy H2 of Hillingdon Council's Local Plan Part 1 Strategic Policies (2012) states that housing provision is expected to include a range of housing to meet the needs of all types of households, and the Council will seek to maximise the delivery of affordable housing from all sites. For sites with a capacity of ten or more units, the Council will seek to ensure that the affordable housing mix reflects housing needs in the borough, particularly the need for larger family units.

7.19 Policy DMH 7 of Hillingdon Council's Local Plan Part 2 Development Management Policies (2020) states that developments with a capacity to provide ten or more units will be required to maximise the delivery of on-site affordable housing. Subject to viability and if appropriate in all circumstances, a minimum of 35 per cent of all new homes on sites of ten or more units should be delivered as affordable housing, with the tenure split 70 per cent Social or Affordable Rent and 30 per cent Intermediate.

7.20 Policy H5 of The London Plan (2021) sets out the minimum requirements relating to the provision of affordable housing, however as set out within the policy separate provisions are applicable to estate regeneration schemes on public sector land, which is applicable to the proposed development.

7.21 The policy position relating to the delivery of affordable housing in estate regeneration schemes is set out under Policy H8 of the London Plan 2021. The policy sets out that the loss of existing housing should be replaced by new housing at existing or higher densities with at least the equivalent level of overall floorspace. Affordable housing that is replacing social rent housing must be provided as social rent housing where it is facilitating a right of return for existing tenants. Where affordable housing that is replacing social rent housing is not facilitating a right of return, it may be provided as either social rent or London Affordable Rent housing. Replacement affordable housing should be integrated

into the development to ensure mixed and inclusive communities. All development proposals that include the demolition and replacement of affordable housing are required to follow the Viability Tested Route and should seek to provide an uplift in affordable housing in addition to the replacement affordable housing floorspace

7.22 Pre-existing affordable homes on the site (prior to the demolition carried out to facilitate Phase 1) consisted of the following tenure mix:

- Affordable/social rent: 199 units; 12,177 sq.m; 715 habitable rooms
- Private leasehold: 61 units; 4,057 sq.m; 232 habitable rooms

7.23 The original planning application proposed a net increase in overall affordable floorspace of 5,686 sq m which equates to a net gain of 40 units with 91 habitable rooms, compared with what was at the time the existing provision on the estate. The original consent equates to a total affordable housing provision of 51.7% by floor space (53% by habitable room and 47.8% by dwellings) of the entire scheme. The Section 106 agreement accompanying the original permission required that a minimum of 159 socially rented dwellings must be provided within the outline area of the site, in addition to 40 affordable homes (all socially rented tenure) in Phase 1, as well as a requirement to deliver a minimum of 51.7% affordable housing provision by floorspace across the detailed and outline parts of the permission. Of the 199 affordable housing units proposed within the original application, 159 were secured as socially rented tenure, with 40 units secured as London Affordable Rent.

7.24 The Mayor's Affordable Housing and Viability SPG and Policy H8 of the London Plan set out that as well as ensuring no net loss of affordable homes, all development proposals that include the demolition and replacement of affordable housing are required to follow the Viability Tested Route and should seek to provide an uplift in affordable housing in addition to the replacement affordable housing floorspace. Therefore, all such estate regeneration schemes must go through the Viability Tested Route to demonstrate they have maximised the delivery of any additional affordable housing.

7.25 In total 210 affordable homes are proposed under this application. It is proposed under the current application that all affordable homes would be socially rented. The proposal to no longer provide London Affordable Rent is considered acceptable in policy terms as units within this tenure would now be provided as socially rented housing. It is proposed that the affordable floor space to be delivered within the development, as a percentage of the overall floorspace would be increased marginally to 52.2%. Given the overall increase of dwellings and residential floorspace proposed within the Section 73 application, the proposals would provide 20,473sqm of affordable housing floorspace, compared with 12,177 sqm of affordable housing floorspace in the estate prior to the commencement of development (and 17,863 sqm in the 2022 hybrid permission). This equates to an uplift of 8,296 sqm from the original estate (and 2,610 sqm from the 2022 hybrid permission. Affordable housing would equate to

48% of the dwellings proposed, 54% by habitable room; and 52% by floorspace. Under each metric the development would equate to an uplift in affordable housing compared with the existing provision within the estate and previously consented provision. Given the increase in affordable housing proposed, a deed of variation to the Section 106 agreement accompanying the planning application is required.

7.26 The applicant submitted a financial viability assessment at the time of the previous application which was scrutinised by an independently appointed viability consultant on behalf of the Council. The FVA concluded that the proposed development would result in a viability deficit (a deficit of minus £21,754,940 against the viability benchmark). The FVA concluded that the proposals were showing the maximum level of Affordable Housing on the site and that were more affordable homes to be provided a larger deficit would result. As noted above, the quantum of affordable housing in terms of floorspace and unit numbers would be increased under the revised application. An updated FVA has been provided by the applicants which concludes that the development would likely result in a deficit of minus £41,178,438 which would equate to a substantial viability gap, which would increase further were further affordable homes to be provided. The updated FVA has been reviewed by the GLA and has been found to be robust in its conclusions. On this basis the proposed provision of affordable housing is considered acceptable and as noted would be an increase on the previously proposed quantum of affordable homes, which must be considered a significant public benefit.

7.27 Accounting for the increase in units and floorspace proposed, a deed of variation is required to the Affordable Housing Target Tenure Split definition as defined within the Section 106 agreement accompanying the original planning application, to increase the minimum number of affordable housing units from 199 to 210 and to remove reference to London Affordable Rented Housing which would no longer be provided.

7.28 The proposed split of affordable housing would be in accordance with the aims of the NPPF (2024), Policies H5 and H6 of The London Plan (2021), Policy H2 of Hillingdon Council's Local Plan Part 1 Strategic Policies (2012), and DMH 7 of Hillingdon Council's Local Plan Part 2 Development Management Policies (2020). The policy compliant provision of affordable housing and split of affordable tenure homes must be secured within the accompanying Section 106 agreement should planning permission be granted to ensure the adequate provision of affordable homes under subsequent reserved matters planning applications.

Provision of Community Space

7.29 London Plan Policy GG1 reinforces the above at a regional level, recognising that in building strong and inclusive communities, development must "provide access to good quality community spaces, services, amenities and infrastructure that accommodate, encourage and strengthen communities, increasing active participation and social integration, and addressing social isolation".

7.30 Policy DMCI 1 of the Hillingdon Local Plan: Part 2 (2020) also seeks to retain existing community facilities only permitting the loss of existing provision if it can be demonstrated that the specific use is no longer required. This includes confirming that it will not lead to a shortfall in provision and / or the facility is no longer appropriate, and any replacement / relocated provision offers a level of accessibility and standard of provision at least equal to that of the existing facility.

7.31 115 sq.m. of community floorspace is currently provided on the ground floor of Skeffington Court which would be demolished. The consented proposals included the provision of 140 sq.m. of a new, purpose-built community space to be delivered within the outline phase of the planning permission specifically under Phase 4. The present application seeks to provide a larger community space of up to 350sqm within Phase 3 of the development. The space provided would be substantially larger than the 140sqm of floorspace previously permitted and larger than the existing on-site community space (up to 115sqm). Delivery of the community space within Phase 3 of the development, as proposed would ensure that the space is provided at an earlier time, which would greatly benefit future residents of Phases 1, 2 and 3, as well as local users of the space.

7.32 The provision of the replacement community space is referenced within the description of development under planning permission 76550/APP/2021/4499 as the provision of *'up to 140sq.m of Use Class F2(b) floorspace'*. The specific wording of '*up to 140sqm'* of community floorspace was removed from the description of development under non-material amendment application reference 76550/APP/2025/2740 as this places an upper limit on the amount of community floorspace that could be provided within the development, which the current application seeks to increase. The restriction on the upper limit of community floorspace is similarly referenced under Condition 5 of the planning permission therefore the present application seeks to vary Condition 5 to allow for up to 350sqm of community space to be provided. The intention of Condition 5 is to restrict the overall quantum of development to ensure align with the approved parameter plans and to restrict any deviation from the approved plans which may in turn have wider material planning implications such as on the amenity of approved and existing uses, or in transport terms. The wider implications associated with the provision of a larger community space is assessed in the relevant sections of the report.

7.33 The provision of a larger community space at an earlier time would have demonstrable public benefits for existing and future residents and constitutes a notable public benefit. The principle of increasing the community space on the site is considered to align fully with the provisions of Policy GG1 of the London Plan and Policy DMCI 1 of the Hillingdon Local Plan: Part 2; both of which seek to promote the retention of, and enhancement of community facilities.

Phasing Plan

7.34 Condition 7 of the planning permission requires that no applications for Reserved Matters approval shall be submitted and no development within the Outline Area

shall be commenced (except for demolition, ground and enabling work) until a Phasing Plan setting out the delivery of the phases across the Outline Area of the site has been submitted to and approved in writing by the Local Planning Authority

7.35 The application seeks to vary Condition 7 to condition that development is carried out in accordance with a phasing plan submitted under the Section 73 application reference HTC-PRP-ZZ-ZZ-DR-A-20058 Rev P02. The Phasing Plan identifies the following timescales for commencement of construction and completion:

Proposed Development Phase		Start Date	Finish Date
Construction of Phase 1 (DZ1)		Completed	
Outline Permission	Construction of Phase 2 (DZ2)	Q1 Spring 2027	Q4 Autum 2028
	Construction of Phase 3 (DZ3)	Q2 Spring 2027	Q4 Autum 2029
	Construction of Phase 4 (DZ4)	Q1 Winter 2028	Q4 Winter 2030

7.36 The timescales and spatial are considered acceptable in achieving an appropriately ordered, comprehensive and timely completion of the proposed works and the revised wording of Condition 7 as suggested is considered acceptable.

Design, Density and Impact on the Character and Appearance of the Area

7.37 Paragraph 135 of the NPPF (2024) states 'Planning policies and decisions should ensure that developments:

a) will function well and add to the overall quality of the area, not just for the short term but over the lifetime of the development;
b) are visually attractive as a result of good architecture, layout and appropriate and effective landscaping;
c) are sympathetic to local character and history, including the surrounding built environment and landscape setting, while not preventing or discouraging appropriate innovation or change (such as increased densities);
d) establish or maintain a strong sense of place, using the arrangement of streets, spaces, building types and materials to create attractive, welcoming and distinctive places to live, work and visit;
e) optimise the potential of the site to accommodate and sustain an appropriate amount and mix of development (including green and other public space) and support local facilities and transport networks; and
f) create places that are safe, inclusive and accessible and which promote health and well-being, with a high standard of amenity for existing and future users; and where crime and disorder, and the fear of crime, do not undermine the quality of life or community cohesion and resilience.'

7.38 Policies D1, D3 and D4 of the London Plan (2021) require development proposals to be of high quality and to enhance the local context by delivering buildings and spaces that positively respond to local distinctiveness.

7.39 Hillingdon Local Plan Part 1: Strategic Policies (2012) Policy BE1 states 'The Council will require all new development to improve and maintain the quality of the built environment in order to create successful and sustainable neighbourhoods, where people enjoy living and working and that serve the long-term needs of all residents. All new developments should achieve a high quality of design in all new buildings, alterations, extensions and the public realm which enhances the local distinctiveness of the area, contributes to community cohesion and a sense of place.'

7.40 Policy DMHB 11 of the Hillingdon Local Plan: Part 2 - Development Management Policies (2020) states: 'All development, including extensions, alterations and new buildings will be required to be designed to the highest standards and, incorporate principles of good design including: i) harmonising with the local context by taking into account the surrounding scale of development, height, mass and bulk of adjacent structures; building plot sizes and widths, plot coverage and established street patterns; building lines and setbacks, rooflines, streetscape rhythm, for example, gaps between structures and other streetscape elements, such as degree of enclosure; architectural composition and quality of detailing; local topography, views both from and to the site; and impact on neighbouring open spaces and their environment.'

7.41 Policy DMHB 12 of the Hillingdon Local Plan: Part 2 - Development Management Policies (2020) re-emphasises the need for new development to be well integrated with the surrounding area and provides design criteria as to how this would be achieved.

7.42 The original planning application was accompanied by a Development Zones parameter plan, which outlines the parts of the site where the development of buildings would be acceptable. This plan would set the parameters for development to be delivered under future reserved matters applications. Development Zone 1 (Phase 1) which is the part of the development benefitting from full planning permission has recently been constructed. Development Zones 2 and 3 are within the centre of the site and consisted of two separate buildings. Development Zone 4 consisted of development within the south of the site, the area closest to the Grand Union Canal, whilst development Zone 5 consisted of a row of five storey buildings located along the eastern edge of the site which back onto the rear gardens of the properties on the western side of Little Lane to the east of the site.

7.43 Amendments are proposed to the approved Building Zones Parameter Plan 2, primarily to merge Development Zones 2 and 3 into a single development parcel consisting of buildings of varying height which would form a frontage to Crown Close and the realigned Austin Road. This has been labelled as Development Zone 3. The area occupied by Development Zone 4 located within the canal side

area is largely unchanged, albeit that this is extended slightly to cover additional area in the south western corner of the site extending up to the red line boundary. The previously labelled Development Zone 5, adjoining the properties on the western side of Little Lane is marginally narrower than consented, which allows for the width of the realigned Austin Road to be increased. It is proposed that development within this zone would be delivered at an earlier phase in the development, alongside Development Zone 2 (Phase 2) rather than as the final phase of development as previously proposed. Other than the relatively minor reduction in the width of the development adjoining Austin Road, the length and general parameters of the Development Zone are largely unaltered.

7.44 The amendment to the central block (Development Zone 3) to concentrate development into a single block is consequential in terms of access arrangements through this phase of the development, as the proposals exclude a section of vehicular and pedestrian access previously proposed between Crown Close and Austin Road. Whilst this impacts on permeability through the site to a degree, access is retained either side of the building for pedestrians, with vehicular access retained between Development Zone 1 and Development Zone 3 to the north and between Development Zone 3 and Development Zone 4 to the south. Fundamentally the changes do not undermine permeability of access through the site and the useability or legibility of pedestrian access routes.

7.45 The Land Uses Parameter Plan 1 clarifies the use of the various buildings on the site, which is predominantly residential, aside from an area of Development Zone 3 which is shown for use as community space. This space has been moved from Development Zone 4 which would allow the space to be provided at an earlier time in the phasing of the scheme. The community space as shown within Development Zone 3 on the submitted parameter plan would remain prominently sited and occupies a central position adjacent to the proposed public square.

7.46 The Building Heights Parameter Plan has been subject to several changes. The height of the development proposed within Development Zone 2 would be limited to 2 to 3 storeys adjacent to the rear gardens of the properties at Little Lane (between 7 and 10 metres). Previously the height of the buildings within this area was limited to 2 storeys (7 to 10 metres). The 3 storey elements are proposed at either end of the Development Zone. The amendments to reduce the maximum height parameters at this point are considered appropriate in design terms and would achieve an appropriate transition between the larger scale of development proposed within Development Zone 3 and the first phase of the development which has been constructed and the more modest 2 storey suburban scale of the existing development to the east of the site. A lower scale of development is appropriate within this part of the site to ensure that the scale does not appear overbearing given its adjacency to the two-storey housing at Little Road. The scale of development would be sensitive to the street scene and appropriate in design terms.

7.47 A variation in height is proposed within the central part of the site (Development Zone 3) ranging from up to 10 storeys adjoining the location of the community

square to 3 storeys adjoining the realigned Austin Road and up to 8 storeys along the frontage with Crown Close and the newly created access road adjoining Phase 1 of the development. The consented parameter plans had previously restricted development to between 6 and 8 storeys in this location, with the higher elements adjoining Crown Close. The illustrative massing for this part of the site includes a step down in the height of the elevations adjoining Crown Close to break up the volume of this elevation of the building. The scale of development adjoining Crown Close (up to 8 storeys) is considered appropriate given its adjacency of this part of the site to the town centre. The amendments to reduce the scale of development adjacent to the Austin Road frontage within this development zone are considered appropriate as this corresponds with the lower height of development permissible within Development Zone 2 on the opposite side of Austin Road. There would be a reduced scale of development along the realigned Austin Road, which would relate appropriately to the more suburban scale of development to the east of the site, providing a gradual transition from the more urban scale of development adjoining Hayes Town Centre. The specific massing and design approach to how this is achieved would be detailed within the reserved matters application for this Development Zone, however the indicative height parameters applicable to this part of the site would represent an appropriate scale of development, accounting for the context and character of the surrounding area.

7.48 A variation in height is proposed across Development Zone 4 which adjoins the Grand Union Canal and towpath. A height parameter of up to 12 storeys is proposed within the south east corner of the site, adjoining two areas of the site where the maximum height parameter would be 10 storeys and a further section adjoining Crown Close, where the maximum height parameter would be 9 storeys. Previously the maximum height parameters within this area of the site included 12, 10, 9 and 8 storey elements. Consequently, the maximum height parameters now proposed would allow for a larger scale and volume of development within this location. A variation in height remains within Development Zone 4, which would allow for appropriate massing to be achieved within the detailed design to reduce the bulk of this relatively high section of the site. Whilst substantial height is proposed within this Development Zone, the scale is considered appropriate accounting for the context of the site and the surrounding area. The site lies within Hayes Town Centre and there is precedent for development of taller buildings to the south of the site on the opposite side of the Canal. The land to the east of the site is allocated for a residential mixed-use development and it would be anticipated that a relatively high-density form of development would be delivered on this site.

7.49 Policy DMHB 10 of the Local Plan Part 2 sets out Policy relating to high buildings and structures. It should be noted that the Policy does not set out a specific definition of height that constitutes a high building. Policy D9 of the London Plan sets out that Development Plans should define what is considered a tall building for specific localities, the height of which will vary between and within different parts of London but should not be less than 6 storeys or 18 metres measured from ground to the floor level of the uppermost storey. Policy DMHB 10 sets out a series of location and design-based criteria which must be satisfied with regard

to the provision of high buildings. Policy DMHB 10 allows for the provision of high buildings within Uxbridge Town Centre and within areas of high public transport accessibility and the development with this location-based criteria. The requirement to comply with other related policies including fire safety and aviation safety is assessed in further detail in the relevant sections of the report below. The policy sets out that development should be of a height, form, massing and footprint proportionate to its location and sensitive to adjacent buildings and the wider townscape context. Consideration should be given to its integration with the local street network, its relationship with public and private open spaces and its impact on local views.

7.50 Several parts of Development Zones 3 and 4 may be considered as tall buildings given that permissible height across different sections of these development zones, as shown on the Building Heights Parameter Plan would vary between 30.55 and 40.48sqm. A Heritage, Townscape and Visual Impact Assessment has been prepared to assess the impact of the amended height parameters in key views within surrounding context. Accounting for the presence of intervening development surrounding the site, including other development of substantial height, views of the development within mid to long range views would be highly limited, with glimpsed views from Lake Farm Country Park to the west and partial views from Nield Road. Within views from within Hayes Town Centre from Station Road, including from the Grand Union Canal bridge and from the junction with St Anselms Road, where the taller elements within Development Zones 3 and 4 would be prominent. Likewise, development within these zones would appear prominent in views from Silverdale Road to the east of the site. Whilst development would sit prominently in immediate views from within Hayes Town Centre and into the town centre in mid-range views, the scale of development would be relatively typical of development within an urban town centre context and would not appear dissimilar to the scale of other residential flatted development within Hayes, including at High Point Village on the opposite side of the canal. In townscape terms it is considered that the height of the proposed buildings would sit appropriately within the context of the site and surrounding area. The site lies in part within Hayes Town Centre in an area with high public transport accessibility and represents an appropriate location for taller buildings in line with Policy DMHB 10 of the Local Plan Part 2 and Policy D9 of the London Plan.

7.51 As discussed in detail within the above section of the report which relates to the principle of development, there is a clear policy directive in favour of ensuring that developments are of an optimum density which makes the best use of sites, as et out in Paragraph 124 of the NPPF; Paragraph H1 of the London Plan; and Policy DMHB17 of the Local Plan Part 2. Though the proposals represent an intensification of development, which would be perceivable and would equate to increased height and scale, it is considered that this would be effectively achieved in a way that corresponds appropriately to the character and appearance of the surrounding area. On this basis it is considered that the design changes, where relevant to the building heights, scale and layout would comply with Policies D3 of the London Plan (2021), BE1 of the Hillingdon Local Plan: Part 1 (2012), Policies DMHB 10, DMHB 11 and DMHB 12 of the Hillingdon Local

Plan: Part 2 (2020); Policies D3, D4, D8 and D9 of the London Plan; as well as the NPPF 2024.

Landscaping and Public Realm

7.52 The Land Uses Parameter Plan sets out parameters for the type of landscaping and public realm that would be provided within the development. Western View consists of the land immediately adjoining the Grand Union Canal and is shown as a target area for improvements in line with the consented proposals. The community square sits at the centre of the site, adjacent to the community centre and would be a focal point for the site, providing a large area of public realm which is intended to be an attractive, landscaped space with outdoor seating.

7.53 The present public realm along Austin Road and Crown Close is poor and the proposed parameters account for the opportunity to provide significant enhancements along the newly aligned Austin Road and the sections of Crown Close which adjoin the site. As addressed further in the relevant section of the report below, the parameter plans place emphasis on the retention of the trees adjacent to Silverdale Road along the eastern edge of the site and further trees adjoining Crown Close which were previously scheduled for removal.

7.54 The approved plans included the provision of 4,748 sq m of publicly accessible open space. This included a large area of open space adjacent to the community centre between Development Zones 3 and 4 and 'Western View' the area adjacent to the Grand Union Canal which would function as a pedestrian/cycle route. It is proposed that this space would be resurfaced, with new tree planting proposed to improve what is currently a low-quality area of public realm. Improvements to this space would substantially improve the quality of the public realm adjoining the canal, delivering significant public benefits in terms of enhancing connections between the Town Centre and the canal and improving the attractiveness of the canalside environment, which is an important local asset. This would be supplemented by a financial contribution of £70,380 which would be secured towards canalside improvements, including along the canal towpath.

7.55 The revised plans incorporate additional public open space into the development along the section of Silverdale Road which falls within the site, which would be closed for vehicles other than for servicing or emergency vehicles. It is intended that this area would be resurfaced with block paving and planting of new trees is proposed within this space. It is noted that there is a considerable difference in levels between Silverdale Road and Western View and inclusive access between the space is currently provided by a ramp located in the south east corner of the site. Both the Design and Access Statement and Access and Movement Parameter Plan sets out that pedestrian access will be provided within this location, which would be a core priority. The Design and Access Statement sets out that the access ramp would be designed as a landscaped feature, together with adjacent planting, rather than appearing as a utilitarian means of access. The revised proposals would circa 7943sqm of public open space an increase of 67% compared with the consented development and

represents a notable public benefit. New street tree planting is proposed along Crown Close and Austin Road, which would improve the quality of the public realm along these streets, alongside contributing towards urban greening, which is addressed later in this report.

Security

7.56 Whilst the Metropolitan Police were consulted regarding the planning application no response regarding the proposals. Officers are satisfied that the indicative layout and design approach is acceptable from a public safety and security perspective and in any event the detailed design would be subject to review under later reserved matters applications. A condition was attached to the original application requiring that the applicant submits details of security measures to minimise the risk of crime and to meet the specific security needs of that phase shall be submitted for that phase and achieves secured by design gold accreditation for each relevant phase of the development. Subject to the recommended condition the proposal would comply with the NPPF, Policy D11 of The London Plan, and Policy DMHB 15 of the Local Plan Part 2.

Heritage

7.57 The application site is not located within a Conservation Area, nor does the site contain any local or statutory listed buildings. However, there are a number of heritage assets within close proximity, this includes Silverdale Road Warehouse (locally listed and formerly a chair factory built in 1907) to the east and the Old Crown Public House (Grade II listed building) to the west. Slightly further afield is Benlow Works, a four storey Grade II listed Victorian industrial building, which is located to the east of the site along Silverdale Road and the Parish Church of St Anselm, a Grade II listed building to the west, beyond Station Road. Further to the south east and west there are two Conservation Areas, Botwell Nestles and Botwell Thorn, which sit beyond the canal.

7.58 Policy DMHB 1 of the Hillingdon Local Plan: Part 2 - Development Management Policies (2020) states that 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 it meets certain criteria, including sustaining and enhances the significance of the heritage asset and puts them into viable uses consistent with their conservation.

7.59 Policy DMHB 4 of the Hillingdon Local Plan: Part 2 - Development Management Policies (2020) states: 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.

7.60 In line with Paragraph 212 of the NPPF 2024 consideration must be given to the impact of a proposed development on the significance of this designated heritage asset and great weight should be given to the asset's conservation (and

the more important the asset, the greater the weight should be). This is irrespective of whether any potential harm amounts to substantial harm, total loss or less than substantial harm to its significance.

7.61 Section 66(1) of the Planning (Listed Buildings and Conservation Areas) Act 1990 sets out that in considering whether to grant planning permission for development affects a listed building or its setting, the local planning authority or, as the case may be, the Secretary of State shall have special regard to the desirability of preserving the building or its setting or any features of special architectural or historic interest which it possesses.

7.62 Section 72 of the Planning (Listed Buildings and Conservation Areas) Act 1990 outlines that in the exercise, with respect to any buildings or other land in a conservation area, of any functions under or by virtue of any of the provisions mentioned, special attention shall be paid to the desirability of preserving or enhancing the character or appearance of that area.

7.63 In relation to the consented development, it was concluded the development would not result in harm to the significance of all of the statutory and locally listed heritage assets listed above, with the exception of the Grade II listed St Anselm Church. Having regard to the statutory duties in respect of listed buildings in the Planning (Listed Buildings and Conservation Areas) Act 1990, and the NPPF in relation to listed buildings and heritage assets. It was concluded that the proposed scheme relates more positively with the assets listed above than the existing buildings, is more sensitively designed to reflect the proportions and plot widths of building frontages and would make a positive contribution to the existing and emerging street character of this part of Hayes. The amended proposals involve changes to the massing, siting and scale of development to be carried out within Phases 2, 3 and 4. There is an increase in density of development across the site which is achieved through a corresponding increase in the height parameters within Phases 3 and 4. The consequence is an increase in the prominence of the building within surrounding views captured within the Townscape and Visual Impact Assessment. Whilst the increase in height and amendments to the massing and general volume/scale of the development would be perceivable, where accounting for the scope of the consented scheme, the impact of the development upon the setting and significance of each of the referenced heritage assets is considered to not be substantially greater than the impact of the previously consented scheme, such that the amendments would not result in any additional harm, beyond the degree previously assessed.

7.64 Notwithstanding this, it is considered that the development would result in less than substantial harm to the setting and significance of the Grade II listed Parish Church of St Anselm. In accordance with Paragraph 215 of the NPPF, where a development proposal will lead to less than substantial harm to the significance of a designated heritage asset, this harm should be weighed against the public benefits of the proposal.

7.65 Having regard to the statutory duties in respect of listed buildings in the Planning (Listed Buildings and Conservation Areas) Act 1990, and the NPPF in relation to

listed buildings and heritage assets. The harm identified must be given considerable importance and weight. In accordance with the provisions of the NPPF the harm should be weighed against the public benefits of the proposals.

7.66 The public benefits of the development are substantial and include:

- Provision of 480 homes within the outline area of the site, with 51.7% of the total floor area to be provided as affordable housing.
- Provision of 350sqm of community floorspace equating to an increase of 140sqm compared with the existing on-site provision of community space.
- Substantial enhancements to the public realm and regeneration benefits and replacement of housing of a lower design standard with housing of a substantially greater quality.
- The delivery of enhancement works to the public realm adjoining the Grand Union Canal.
- Increased urban greening.

7.67 The above public benefits are substantial and would demonstrably outweigh the less than substantial harm that would be caused to the significance of the Conservation Area, listed buildings and non-designated heritage assets and the development is therefore considered to be acceptable where assessed against Paragraphs 215 and 216 of the NPPF.

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

Residential Amenity

7.69 DMHB 11 of the Hillingdon Local Plan seeks to ensure a satisfactory relationship with adjacent dwellings and no unacceptable loss of outlook, amenity, daylight and sunlight to neighbouring occupiers. Part B of the policy states that development proposals should not adversely impact on the amenity, daylight and sunlight of adjacent properties and open space.

7.70 There are several residential dwellings surrounding the site that are likely to be impacted by the proposed development. An addendum to the submitted Daylight and Sunlight Assessment has been prepared in support of the amended proposals, which assesses the additional scope of development proposed on daylight and sunlight to neighbouring receptors and for future occupiers. The submitted report is benchmarked against the consented scheme and includes and assessment against the indicative development masterplan, as well as a maximum parameter development, although the latter is unlikely to be a realistic option given the likely poor design standard of such an approach.

7.71 Nos.2 to 38 Little Road lie to the east of the site which are two storey semi-detached dwellings, a number of which have been previously extended to varying degrees. Development Zone 2 would immediately adjoin the rear

boundaries of these properties. It is proposed that development within this part of the site would be low in height at primarily 2 storeys (7 metres), extending up to 3 storeys (10 metres) at either end of this development zone. Whilst development within this part of the site would be located close to the gardens of the neighbouring properties to the east, it is considered that the scale of the development would not appear overbearing considering the relatively low height of the proposed buildings within this location. These properties benefit from relatively deep rear gardens and appropriate separation would be retained between the proposed houses and the existing properties at Little Road. Sufficient separation would be retained between Development Zone 3 and Nos.2 to 38 Little Road such that the larger scale of development in this zone would not appear overbearing in relation to these existing properties, and to ensure that there would not be significant overlooking, particularly accounting for the intervening development located in Development Zone 3.

7.72 The submitted Daylight and Sunlight Assessment identifies that there would be an impact upon daylight to the rear facing rooms of Nos. 2 to 38 Little Road, this would be greatest in terms of the ground floor rooms where assessed against the indicative and maximum parameter scope. Whilst the impact associated with the indicative development scope would be discernible, acceptable NSL and VSC levels would remain and are considered acceptable accounting for the urban context of the site. The impact would be greater in terms of the scope of the maximum parameters, however on balance the impact would still not be substantially detrimental, given the urban context of the site. As noted above it would be unlikely that development would be delivered to the maximum extent permissible under the design parameters. In relation to overlooking, it is considered that the buildings within this development zone may be designed in such a way that overlooking of the adjoining properties is avoided, through careful attention to the internal layout and avoidance of clear glazed rear facing windows.

7.73 There are residential flats located at first floor level above Nos. 63 to 75 Station Road to the south west of the site above the existing ground floor commercial units. No.1A Crown Close is a residential flat that is located above a ground floor takeaway unit. The blank rear façade of a public car park and car park serving the Iceland supermarket adjoins the site to the east on the opposite side of Crown Close. In relation to Nos. 63 to 75 Station Road and the Daylight and Sunlight implications associated with the changes to the height parameters, the submitted Daylight and Sunlight Assessment concludes that there are likely to be improvements to the habitable living spaces associated with the revised indicative massing. It is assessed that there are likely to be improvements to the first floor living space of 1A Crown Close in terms of VSC (0.8%). There will be marginally greater impacts as a result of the changes to the massing to the bedroom and kitchen windows within this property which will experience additional reductions although this is limited to 3.4% and below and each window will retain an absolute VSC of at least 18.5% which is considered acceptable in the context of the site and no significant effects in NSL are observed. In relation to sunlight the main living space within this property exceeds APSH target levels.

7.74 There are existing apartments located to the south of the site on the opposite side of the Grand Union Canal located within four blocks. In relation to these blocks the submitted Daylight and Sunlight Assessment relating to the illustrative masterplan concludes that of the 180 windows assessed for VSC effects, all 180 rooms will experience either no change when compared to the consented proposals or improvements in daylight as a result of the amendments. In relation to APSH the report concludes that all rooms will either experience improvements in APSH or see no change when compared to the consented proposals where all the relevant windows met the BRE targets.

7.75 The impact on 18-22 Pump Lane (Airlinks Hotel) is also assessed, however the degree of impact upon rooms within the hotel is considered to not be substantial and should not be subject to the same degree of assessment, given the buildings use as visitor, rather than permanent living accommodation.

7.76 The siting of the development, in addition to the height and corresponding impact on daylight, sunlight and outlook has been assessed by officers in relation to the remaining parcels of land falling under the site allocation (Policy SA23). The daylight and sunlight assessment includes an analysis of the impact of the works on the previously consented 'Brickfields' development. Whilst this consent has expired, the analysis provides useful guidance in relation to the impact of both the indicative and maximum parameters on daylight and sunlight to the adjoining site. In both instances it is considered that the impact of the development would not compromise delivery of development on the adjoining site by reason of overshadowing or loss of light. Likewise, it is considered that the siting of the proposed development would not compromise outlook on the adjacent site or otherwise inhibit effective use of the site on amenity grounds.

7.77 In summary, it can be concluded that the development would not have a significantly adverse impact on the amenity of any adjoining properties and the development would comply with Policy DMHB 11 of the Hillingdon Local Plan: Part 2 - Development Management Policies (2020).

Quality of Residential Accommodation and Private Amenity Space

7.78 Policy D6 of The London Plan (2021) sets out the requirements for new dwellings' gross internal floor area at a defined occupancy level. Housing development should maximise the provision of dual-aspect dwellings and avoid the provision of single aspect dwellings. A minimum of five sq. m. of private outdoor space should be provided for one-two person dwellings. It must achieve a minimum depth and width of 1.5 metre. The Mayor's Housing Design Standards LPG further states that 'deep, narrow, single-aspect studios will not provide a suitable quality of accommodation; homes are, therefore, expected to be dual-aspect unless there are compelling reasons why that cannot be achieved.'

7.79 Policy DMHB 16 of the Local Plan Part 2 Development Management Policies (2020) states that all housing developments should provide adequate internal space to provide an appropriate living environment.

7.80 The submitted Daylight and Sunlight Addendum report provides an assessment of the façade of the development based upon an indicative massing to provide an overarching assessment of the likely quality of internal accommodation. This is accounting for the development being in outline only and therefore information relating to the internal layout of the living accommodation is not available. The submitted report identifies that for each of the blocks and the proposed houses located in Development Zone 2 that the vast majority of elevations will enjoy high levels of daylight in excess of 27% VSC. The situation is more constrained in relation to the rooms adjoining the internal courtyard areas within Development Zone 4, the overall performance in terms of daylight and sunlight is considered acceptable, accounting for the density of the scheme and its urban town centre location and acceptable standards of amenity can be achieved for future occupiers as part of the detailed design to be submitted under a future reserved matters application. Officers note that Paragraph 130 of the NPPF states that when considering applications for housing, authorities should take a flexible approach in applying policies or guidance relating to daylight and sunlight, where they would otherwise inhibit making efficient use of a site (as long as the resulting scheme would provide acceptable living standards.

7.81 Whilst the outlook of units would be determined at reserved matters stage, the proposed approach would likely facilitate an increase in dual aspect units compared with the consented scheme. The approach would also avoid the provision of single aspect north facing units.

7.82 Policy DMHB 18 of the Local Plan Part 2 requires that all new residential development and conversions will be required to provide good quality and useable private outdoor amenity space in accordance with minimum amenity standards set out in Table 5.3.

7.83 The submitted Hard and Soft Landscaping Parameter Plan includes the provision of private courtyard areas within Development Zones 3 and 4. In terms of size these would measure 900sqm in the case of Development Zone 3 and 800sqm in the case of Development Zone 4. A similar arrangement has been constructed within Phase 1 of the development. The Parameter Plan highlights that play equipment would be provided within these spaces. The parameter plans allows for the provision of substantial areas of private amenity space that would supplement private amenity spaces that would be expected to be provided in the form of balconies and terraces in the case of ground floor flats, details of which would be required as part of the reserved matters applications within the relevant development parcels. The proposed housing within Development Zone 2 would similarly be provided with external garden spaces/terraces as indicated in the Design and Access Statement. In addition to this, future residents would have access to the adjacent areas of public open space that would be provided within the community square and new pedestrianised sections of Austin Road and Silverdale Road. In addition to this there are further areas of public open space within an accessible distance to the site. It is considered that the communal areas of private amenity space, in conjunction with the private balconies/terraces would provide an appropriate level of outdoor amenity space

for future occupiers consistent with the provisions of Policy DMHB 18 of the Local Plan.

7.84 In relation to the communal areas serving the proposed dwellings, the Daylight and Sunlight Assessment identifies that three of the four communal areas exceed the 50% target of two hours of sunlight on March 21st. 34% of the courtyard space located in the centre of Area 1 would achieve 2 or more hours of sunlight. Whilst this would be below recommended levels, a reasonable proportion of the space would still achieve appropriate levels of sunlight, and it is noted that the area of public open space (Area 2) performs well in relation to sunlight. In relation to the private gardens serving the houses in Development Zone 2, it is noted that the submitted Daylight and Sunlight Assessment indicates that of the 7 of the gardens serving the 12 houses would receive less than 2 hours of sunlight across 50% of the external amenity area. This would be below the desirable level, however the property would have immediate access to high quality new areas of public open space and as such, the provision of external amenity space would be acceptable on balance.

7.85 It is therefore considered that the proposal would provide suitable accommodation for its residents and comply with Policy D6 of The London Plan (2021), The Mayor's Housing Design Standards LPG, and Policies DMHB 16 and DMHB 18 of the Local Plan Part 2 Development Management Policies (2020).

Play Space

7.86 Policy S4 of The London Plan (2021) states that residential development proposals likely to be used by children and young people should incorporate good-quality, accessible play facilities for all ages. At least ten square metres of playspace should be provided per child.

7.87 Policy DMCI 5 of Hillingdon Council's Local Plan Part 2 Development Management Policies (2020) states that for all major development proposals, the Council will apply Hillingdon's child yields and the London Plan SPG; 'Providing for Children and Young Peoples Play and Informal Recreation', which specifies that ten square metres of play space should be provided for each child and an accessibility standard of 400 metres to equipped playgrounds. In areas of deficiency, there will be a requirement for new provision to be made to meet the benchmark standards for accessibility to play provision.

7.88 The previously consented scheme provided a total play provision of 2,167 sqm. The target play space requirement for the permitted scheme accounting for the above referenced child yield of 322 is 3220sqm of play space. The proposed provision fell below this requirement in terms of on-site provision, however accounting for the close proximity of existing parks/recreation grounds to the application site at Botwell Green Sports and Leisure Centre to the north (within 400m walking) and Lake Farm County Park to the west (within 800m walking) which represent provision that will be available and accessible to meet the needs

of the 5–11-year-olds and 12+ years olds the level of play provision was considered to be acceptable on balance.

7.89 It would be expected that a minimum of 3622sqm of play space is provided within the development based upon the above referenced child yield, accounting for the indicative quantum of development. The proposals include 3656sqm of play provision (including 128sqm) provided within the Phase 1 resident's garden. This comprises private areas of amenity space to be provided within Phases 2, 3 and 4 and publicly accessible play space to be provided within the new pedestrian street, community square and the pedestrianised section of Silverdale Road. In summary, the total provision of play space would exceed the minimum requirement set out under Policy DMCI 5 of the Local Plan Part 2 and Policy S4 of the London Plan 2021.

Transport, Highway Impact and Parking

7.90 Paragraph 115 of the NPPF (2023) states that development should only be prevented or refused on highways grounds if there would be an unacceptable impact on highway safety or the residual cumulative impacts on the road network would be severe.

7.92 Policies DMT 1 and DMT 2 of Hillingdon Council's Local Plan: Part 2 Development Management Policies (2020) require the Council to consider whether the traffic generated by proposed developments is acceptable in terms of the local highway and junction capacity, traffic flows, and conditions of general highway or pedestrian safety. Policy DMT 5 states that development proposals will be required to meet the Council's cycle parking standards as set out in Appendix C Table 1. Policy DMT 6 requires that proposals comply with the Council's parking standards to facilitate sustainable development and address issues relating to congestion and amenity.

7.93 Policy T4 of The London Plan (2021) states that development proposals should not increase road danger. Policy T5 states that development proposals should help remove barriers to cycling and create a healthy environment in which people choose to cycle. Policy T6 states that new residential development should not exceed the maximum parking standards detailed in Table 10.3. Car-free development should be the starting point for all development proposed in places that are well-connected by public transport or that are planned to be. 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. Disabled person parking should be provided for new residential developments in accordance with Policy T6. Policy T7 states that development proposals should facilitate safe, clean, and efficient deliveries and servicing. Provision of adequate space for servicing, storage, and deliveries should be made off-street, with on-street loading bays only used where this is not possible.

7.94 In line with the original permission, the proposals include the realignment of Austin Road and the existing junction of Austin Road and Pump Lane

approximately 10 metres to the west of the present alignment. This would be within the location of the temporary play area which has been erected to the east of Phase 1 of the development. A similar arrangement was proposed within the previously consented plans, and the realignment of the road and junction design is considered acceptable in highway safety and amenity terms.

7.95 The Development Zones Parameter Plan involves the removal of a previously proposed vehicular and pedestrian route between Austin Road and Crown Close, as a singular development block is now proposed within this part of the site. The removal of the vehicular and pedestrian access is considered acceptable as this would not significantly inhibit permeability of access through the site, as pedestrian/cycle routes exist to the south and north of the development block, with a vehicular access retained to the north between the Phase 1 development and Development Zone 2.

7.96 Vehicular access is proposed between Silverdale Road and Austin Road. Presently this is restricted by bollards. This follows the arrangement approved under the original planning permission. It is proposed that vehicular access along the part Silverdale Road falling within the site would be restricted to access for service and emergency vehicles only. The principle is supported as this would allow the creation of a useable area of public realm extending from the enhancement works proposed to the canal area at Western View. A ramped access is proposed from the canalside area to connect with Silverdale Road to provide level DDA compliant access negotiating the considerable levels difference between Silverdale Road and the upper canalside path.

7.97 It is considered that the proposals provide appropriate permeability of access through the site for all users in principle. The specific design of the vehicular and pedestrian access routes would be set out under future reserved matters applications, alongside the specific enhancements to the canalside area (Western View).

7.98 A financial contribution of £60,000 was secured from the Section 106 agreement accompanying the original planning application towards improvements to the Grand Union Canal Towpath. This contribution would be passed to the Canal and Rivers Trust. As noted in the above sections of the report, the scale of development on the site has substantially increased compared with the consented development and therefore a proportionate increase in the contribution required should be sought. A 17% increase in the contribution sought towards the Canalside improvements is therefore considered reasonable as this would be equal to the increase in habitable floor area associated with the development. This would equate to a contribution of £70,380.

7.99 A condition is attached to secure the submission and approval of an appropriate Delivery and Servicing Plan to ensure compliance with Policy T7 of The London Plan (2021).

Car Parking

7.100 Policy T6 of the London Plan states that car parking should be restricted in line with levels of existing and future public transport accessibility and connectivity. 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').

7.101 The site has a PTAL of between 4 to 5 with the majority of the site falling within PTAL 5. At the time that the original application was determined in 2022 the site was classed as falling within a PTAL range of 3 and 5 with the majority of the site being within PTAL 4. The previously lower PTAL was assessed prior to the first operation of the Elizabeth Line services from Hayes and Harlington Station which is within a range of 220 to 600 metres distance depending on the closest and most distant points of the site respectively. Existing bus stops from Station Road, which are within 250 metres of all of the site provide a range of frequent services to various destinations in West London including Feltham, Brentford, Hounslow, Heathrow, Stockley Park, Uxbridge, Harrow, Northolt and Ruislip.

7.102 A total of 260 homes were located on the site prior to the demolition of the housing in the northern part of the site that was removed to make way for Phase 1 of the development with 223 car parking spaces provided. The approved development included the provision of 84 car parking spaces within podium spaces below each of the proposed blocks, with a further 29 spaces provided within the surrounding streets (113 in total). Overall, this equates to a ratio of 0.23 spaces per dwelling. 22 car parking spaces have been provided within the first phase of the development which has been constructed to include 2 disabled bays for "Blue Badge" holders. In addition, 3 car parking spaces will be provided on-street along the secondary internal east-west estate road to the south of Block B, to include 1 disabled bay for "Blue Badge" holders and 1 car club space. This equates to a ratio of 0.28 car parking spaces per residential unit based on the Detailed First Phase only and 3.8% provision of car parking for disabled persons.

7.103 Within the amended scheme parking is proposed within the podium of the building to be provided within Phase 3. A reduction in on-street parking is proposed on Austin Road to facilitate the provision of additional landscaping. Phase 4 of the development is proposed with the amended scheme to be car free, except for 7 disabled parking spaces. In total 48 on site car parking spaces are proposed within the outline area of the site (including 15 blue badge spaces), with 67 on site spaces proposed overall (including Phase 1) to serve the 562 dwellings proposed. This is alongside 15 on-street parking spaces, 5 of which would be for car club parking.

7.104 Policy T6.1 of the London Plan and corresponding Table 10.3 sets out car parking standards in line with the PTAL rating of sites. For all areas falling within PTAL 5, it would be expected that new housing is car free, with the exception of disabled parking. The proposals would not therefore comply with the minimum standards set out under Policy T6.1 of the London Plan. The proposals would

provide parking at a ratio of 12% on-site car parking, rising to 15% where accounting for on-site parking provision.

7.105 In relation to the consented scheme the overall number of parking spaces at 82 spaces would be lower than the consented total of 84 parking spaces across the site and the ratio of spaces would be lower at 0.15 spaces per unit compared with 0.23 spaces per unit as consented. The level of parking proposed is also much lower than 223 spaces that were previous provided on the site or are currently in place. The provision of on-site residents parking reflects a committed obligation between Hillingdon Council and returning residents to provide access to car parking as a result of a public ballot. Austin Road is subject to restrictions limiting parking to residents only, whilst parking on Crown Close consists of public parking bays which are subject of parking charges between 8am and 6.30pm, with a maximum permitted stay of 2 hours, whilst there are double yellow lines along the remaining sections of this road.

7.106 In summary whilst parking provision would be higher than the maximum standards set out in Policy T6.1 of the London Plan, the level of parking provision would be lower than the levels previously consented and considerably lower than existing parking provision on the site, or parking provided prior to the commencement of Phase 1 of the development. The resulting highway impacts associated with the provision of parking associated within the amended scheme would not have a detrimental impact on highway amenity compared with the existing provision or consented scheme. In providing low parking ratios across the site, the proposals would serve to prioritise sustainable modes of travel over use of private vehicles.

7.107 A car parking management plan is required under Condition 28 of planning permission 76550/APP/2023/2931 to be submitted prior to the first occupation of each phase of the development. This condition would be unchanged and would ensure that on-site parking spaces shall be solely for the use by future residents of the development hereby approved and shall not be used for any other purpose of leased/sub-let. Alongside returning residents, priority should be afforded to the occupiers of the larger three and four bedroom units on the site where parking is allocated.

7.108 Consistent with the original planning permission, no car parking is proposed for the on-site community space, akin to the current arrangement. This is considered acceptable accounting for the size of the space provided the accessibility of the community space by public transport and its distance to surrounding areas of public parking at Pump Lane and on-street parking at Crown Close.

7.109 Policy T6.1 of the of the London Plan (2021) states that 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. A condition has been attached to the planning permission requiring that a minimum of 20% of the car parking spaces are provided with EV charging.

7.110 The extant planning permission includes conditions requiring approval of a Delivery and Servicing Plan (DSP) prior to the occupation of each development phase, and a Construction Management and Logistics Plan (prepared in accordance with TfL's construction logistics planning guidance) prior to the commencement of works for each phase. The extant planning permission also includes a condition requiring the development to be carried out in accordance with the Framework Travel Plan. It is proposed that these conditions be retained.

Cycle Parking

7.111 Table 10.2 of Policy T5 of the of the London Plan (2021) states that residential developments should provide the following long-stay cycle spaces:

- 1 no. space per studio or 1 person 1 bedroom dwelling
- 1.5 no. spaces per 2 person 1 bedroom dwelling
- 2 no. spaces per all other dwellings

In addition, residential developments should provide the following short-stay cycle spaces:
- 5 to 40 dwellings: 2 spaces
- thereafter: 1 space per 40 dwellings

7.112 Within the outline areas of the site there would be a requirement to provide a minimum of 887 cycle parking spaces. Details setting out the location and design of the cycle parking would be set out within subsequent reserved matters applications. Revisions are proposed to Condition 22 (Landscaping Plan) which requires details of cycle parking alongside other relevant details, to remove reference to the specific requirement for 763 cycle parking spaces to be provided within the development, which relates to a minimum figure associated with the previous quantum of development. The revision sought to ensure that cycle storage would comply with the minimum standards set out in Policy T5 (Table 10.2) of the London Plan (2021) is considered reasonable.

Trip Generation and Active Travel

7.113 The submitted Transport Assessment identifies that the proposed development will result in an additional 163 and 136 trips during the AM and PM peak in comparison to the dwellings currently on site. The proposed development represents an uplift in 39 and 33 trips during the AM and PM peak respectively in comparison to the 2021 extant permission. In the context of the consented development, the forecast increase in trip generation is considered to not be substantial and would not have a severe impact on the surrounding road network.

7.114 Taking into account all relevant considerations relating to the provision of parking and associated vehicle movements and trip generation, it is considered that on balance that the proposed development complies with Paragraph 116 of the NPPF (2024), Policies T4, T5, T6, and T7 of The London Plan (2021), and

Policies DMT 1, DMT 5, DMT 6, and DMT 2 of Hillingdon Council's Local Plan Part 2 Development Management Policies (2020).

7.115 A Healthy Streets contribution of £144,00 to be used by Transport for London towards measures to mitigate the impact of the development on the A312 corridor (including the Bulls Bridge Junction) was secured under the Section 106 Agreement accompanying the original planning permission. An Active Travel Zone contribution of £76,861 was secured towards investment in measures to encourage uptake of active travel and public transport. Given the increase in units and corresponding increase in occupiers proposed, a proportionate increase in the contributions is considered reasonable and necessary in the interests of improving active travel within the vicinity of the site. A revised proportionate increase in the healthy street's contribution totalling £190,833 and £86,335 in terms of the active travel zone contribution are required.

Noise

7.116 Policy D13 of The London Plan (2021) states that development proposals should help prevent or mitigate noise impacts.

7.117 Policy D14 of the London Plan (2021) states that 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 soundscapes (including Quiet Areas and spaces of relative tranquility)
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.

7.118 The application site has numerous noise sources, traffic from surrounding roads and also noise from the local Strategic Industrial Land to the east of the site and whilst a noise assessment has been submitted alongside planning application 76550/APP/2021/4499 officers identified a number of areas where further details were required and conditions were applied to the permission to include details of sound insultation to be incorporated into each phase alongside details of noise control measures relating to plant equipment. These conditions would similarly

be applied to the present proposals to protect the amenity of existing and future residents.

7.119 Subject to the provision of appropriate details to be secured by planning condition, it is considered that the development would not have a negative impact on the amenity of existing and future residents by reason of noise and therefore the development would comply with Policy D13 and D14 of The London Plan (2021) and Policy DMHB 11 of the Hillingdon Local Plan Part 2 Development Management
Policies (2020).

Air Quality

7.120 Policy SI 1 of The London Plan (2021) states that development proposals should ensure that where emissions need to be reduced to meet the requirements of Air Quality Neutral or to make the impact of development on local air quality acceptable, this is done on-site.

7.121 Policy DMEI 14 of Hillingdon Council's Local Plan Part 2 Development Management Policies (2020) states that 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.

7.122 The Site is within an Air Quality Management Area and Air Quality Focus Area. An A financial contribution of £4778 was secured under the Section 106 agreement relating to the original planning application which was payable on commencement of the first detailed phase of the development. No supplementary contributions are required under later phases of the development; therefore additional contributions are not deemed to be reasonable or necessary. Furthermore, as noted in relation to the consented scheme the overall number of parking spaces at 82 spaces would be lower than the consented total of 84 parking spaces across the site and the ratio of spaces would be lower at 0.15 spaces per unit compared with 0.23 spaces per unit as consented.

Health

7.123 Policy GG3 of the London Plan sets out a series of measures that must be incorporated into developments to improve Londoner's health and reduce health inequalities.

7.124 Policy CI1 states that the Council will ensure that community and social infrastructure is provided in Hillingdon to cater for the needs of the existing community and future populations.

7.125 Paragraph 98 of the NPPF states that planning decisions should take into account and support the delivery of local strategies to improve health, social and cultural well-being for all sections of the community.

7.126 The HUDU Planning Contributions Model was used to assess the health service requirements and cost impacts of the development at the time of the original planning application given the increase in unit relative to the existing number of dwellings on the site. The financial contribution amounted to £49,820 was secured as part of the Section 106 legal agreement accompanying the permission. Given the proposed uplift in the number of units proposed within the current application, a proportionate increase in the HUDU contribution is required given existing healthcare capacity pressure. Accounting for the uplifted quantum of development an increased contribution of £101,447 would be payable prior to completion of the deed of variation. It is considered necessary that the recommended financial contribution is secured through a deed of variation to the original Section 106 agreement.

Accessibility

7.127 Policy D7 of The London Plan (2021) states that residential development must ensure that at least ten 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' and 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.' These requirements seek to ensure suitable housing and genuine choice for London's diverse population, including disabled people, older people, and families with young children.

7.128 Policy H13 of The London Plan (2021) states that boroughs should work positively and collaboratively with providers to identify sites which may be suitable for specialist older persons housing taking account of suitable levels of safe storage and charging facilities for residents' mobility scooters.

7.129 The Councils Access Officer has reviewed the proposals for the outline part of the site and has advised that there are no objections to the submitted proposals in principle. It is required that 10% of this development would need to meet the standards for M4(3) Category 3 - wheelchair user dwellings. The units should be interspersed throughout the development, to include all typologies and tenures.

All remaining units must be designed to the standards for Category 2 M4(2) Accessible and Adaptable dwellings, as set out in Approved Document M 2015. Compliance would be secured by planning condition in line with the original permission.

7.130 Subject to the above-mentioned conditions, the development is considered to comply with Policy D7 of The London Plan (2021) and Policy H13 of The London Plan (2021).

Trees, Landscaping and Urban Greening

7.131 Policy DMHB 14 of the Local Plan requires the retention and enhancement of existing landscaping, trees, biodiversity or other natural features, landscaping that supports and enhances biodiversity and amenity and replanting of new trees.

7.132 Policy G5 of the London Plan stipulates that major development proposals, should include urban greening as a fundamental element of site and building design by incorporating measures such as high-quality landscaping (including trees), green roofs, green walls, and nature-based sustainable drainage.

7.133 The proposals as permitted would result in the loss of 29 trees/groups/hedgerows, including 11 x B grade specimens. A row of six Silver Maple trees on the south eastern edge of the site that adjoin Silverdale Road which are classed as Category A trees of high visual amenity value were scheduled to be retained within the consented scheme. The present proposals similarly include the retention of the Category A trees, albeit that hard landscaping works are proposed within the Root Protection Area (RPA) of these trees. Landscaping/access works are also proposed within the RPA of four Category B trees located in the south west corner of the site adjoining Crown Close (T11, T12 and T13). The consented proposals included the removal of three of these three trees and therefore the revised scheme is considered beneficial, given that these trees contribute positively to the street scene and visual amenity along Crown Close. Further detail relating to the landscaping works that would be undertaken with the RPAs of these trees would be provided under reserved matters applications, whilst Condition 18 of Planning Permission 76550/APP/2023/2931 requires the submission and approval of a method statement prior to site clearance being undertaken under any phase of the development. Officers are satisfied that retention of the trees stated as remaining on the site is viable subject to the provision of this further information.

7.134 A total of 17 trees, 4 groups of trees and 1 hedgerow would be removed within the amended scheme which includes 6 Category B trees. Each of these trees would be either on the footprint of the proposed buildings, roadways/accesses or in such close proximity to the development footprint that their retention would be unviable and were scheduled for removal under the consented scheme. Substantial tree planting is proposed across the outline area of the site, which includes provision for 130 new trees, whilst a further 18 trees are to be planted

in Phase 1 of the development and would provide mitigation for the trees that would be removed.

7.135 The combination of new tree planting, provision of soft landscaping and green roofs is calculated to achieve an Urban Greening factor (UGF) of 0.42, which would exceed the minimum requirement to achieve a UGF score of at least 0.4 within residential developments as set out within Policy G5 of the London Plan 2021. Condition 40 of planning permission 76550/APP/2023/2931 includes a requirement to submit a UGF Assessment prior to the commencement of above ground works for each relevant phase within the Outline Area with a requirement that a UGF score of at least 0.4 is achieved. Officers are satisfied that the proposals as amended would be capable of achieving compliance with this requirement and it would be expected that subsequent reserved matters applications provide further detail in relation to the landscape design to ensure that the minimum UGF target is met or exceeded.

7.136 Accounting for the above assessment, the proposals would therefore comply with Policy DMHB 14 of the Local Plan and Policy G5 of the London Plan.

Ecology

7.137 Policy DMEI 7 of the Local Plan states that the design and layout of new development should retain and enhance any existing features of biodiversity or geological value within the site. If development is proposed on or near to a site considered to have features of ecological or geological value, applicants must submit appropriate surveys and assessments to demonstrate that the proposed development will not have unacceptable effects. Similarly, Policy G6 of the London Plan states that development proposals should manage impacts on biodiversity and aim to secure net biodiversity gain.

7.138 Paragraph 6.28 of Hillingdon Council's Local Plan Part 2 Development Management Policies (2020) states that it is important that planning decisions are appropriately informed by the right level of survey and information on ecology features. Where appropriate, the Council will require the use of the approved DEFRA biodiversity impact calculator to inform decisions on no net loss and net gain.

7.139 In England, Biodiversity Net Gain (BNG) is mandatory under Schedule 7A of the Town and Country Planning Act 1990 (as inserted by Schedule 14 of the Environment Act 2021). Developers must deliver a BNG of 10%. This means a development will result in more or better-quality natural habitats than there were before development.

7.140 The original planning application was accompanied by a Preliminary Ecological Appraisal (PEA) which confirmed that there were no overriding ecological constraints. There are no statutory designations of national or international importance within the boundary of the Site or within 2km of the Site boundary; however, the most notable being the Grand Union Canal to the south as part of London's Canal's Site of Metropolitan Importance.

7.141 In terms of the Grand Union Canal specifically, the originally submitted PEA identifies the potential for impacts from construction in terms of dust deposition and water pollution due to the proximity to the site. However, through best practice measures used during the demolition and construction phases, it is concluded that any such impacts can be appropriately mitigated. The recommendations of the submitted PEA informed the previously submitted Illustrative Demolition and Phasing Strategy (including Demolition and Construction Method Statement) and the Outline Construction Logistics Plan, and it was concluded that the proposal will not result in any loss or damage to the Canalside biodiversity. The present, revised proposals are similarly considered to not impact adversely on biodiversity.

7.142 Approval was granted subject to a planning condition requiring the submission of details of landscaping, which included details of biodiversity net gain prior to the commencement of development within each phase. The details are required prior to the commencement of each phase of the development. It is noted that the planning application was determined prior to the national requirement that mandatory BNG is delivered on all major developments (February 2024). On the basis that the proposals are sought as a variation to the previous planning permission, and that the impact on ecology it is considered to not be substantially different, it is considered that no amendments are required to the means by which biodiversity net gain would be delivered on site. Condition 19 of the planning permission is considered to provide an appropriate means of securing delivery of biodiversity net gain, including details of landscaping and habitat creation required within the revised scheme. It is further noted that more detailed landscaping plans would be provided under the reserved matters planning application.

7.143 Subject to the provision of appropriate details to be secured by planning condition to demonstrate that biodiversity net gain is delivered within the site, it is considered that the development would comply with Policy DMEI 7 of the Local Plan.

Flooding and Drainage

7.144 Policy SI 13 of The London Plan (2021) states that development proposals should aim to achieve greenfield run-off rates and ensure that surface water run-off is managed as close to its source as possible. Policy DMEI 10 of the Hillingdon Local Plan Part 2 Development Management Policies (2020) states that a SuDs system should drain developments and include appropriate methods to avoid polluting the water environment.

7.145 The site lies fully within Flood Zone 1 and is at a low risk of flooding and does not lie within a critical drainage area. The application is accompanied by a drainage strategy and Flood Risk Assessment (FRA).

7.146 An addendum to the submitted drainage strategy has been prepared accounting for changes to the development zone, building footprints and landscaping layout

which has necessitated the relocation of attenuation tanks and an increase in the capacity of the tanks. The revised surface water drainage strategy has been reviewed by Metis on behalf of the Council as Local Lead Flood Authority, who have advised that the drainage strategy sets out appropriate measures to manage surface water drainage.

7.147 Subject to the provision of this additional information that would be secured by planning condition, it is considered that the proposed development comply with Policy SI 13 of The London Plan (2021) and DMEI 10 of the Hillingdon Local Plan Part 2 Development Management Policies (2020).

Waste Management

7.148 Policy D6 of The London Plan (2021) states that developments should ensure that recycling and waste disposal, storage, and any on-site management facilities are convenient in operation and location, appropriately integrated, and designed to work effectively for residents, management, and collection services.

7.149 The provision for waste management within the site has been reviewed by the Councils waste management team and is acceptable in principle from an operational perspective. Specific details relating to refuse storage and collection would be required at reserved matters stage. The proposals are therefore considered to comply with Policy D6 of the London Plan.

Sustainability

7.150 Policy DMEI 2 of the Hillingdon Local Plan Part 2 Development Management Policies (2020) states that all developments are required to make the fullest contribution to minimising carbon dioxide emissions in accordance with London Plan targets.

7.151 Policy SI 2 of the London Plan states that major development should be net zero-carbon. This means reducing greenhouse gas emissions in operation and minimising both annual and peak energy demand. A minimum on-site reduction of at least 35 per cent beyond Building Regulations 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.

7.152 An outline Energy Statement and Sustainability Strategy was submitted as part of the original planning application, which indicated that for the outline elements of the proposals, the Energy Strategy seeks to achieve net zero-carbon reduction, however as specific performance would only be apparent where assessed in relation to the detailed design, a carbon offset contribution

requirement is included within the Section 106 Agreement, to capture any shortfalls that may arise in later development phases. The submitted amendment to the Outline Energy and Sustainability Strategy indicates that the revised proposals are expected to achieve an 80% reduction in operational carbon on site, with net zero carbon to be achieved via a carbon offset payment through a combination of ‘be lean’ energy demand reduction and efficiency; ‘be clean’ (heating infrastructure), which would include air source heat pumps; and ‘be green’ measures which includes solar photovoltaics.

7.153 Condition 36 of the original permission requires that prior to the commencement (except for demolition, ground and enabling works) for each relevant development phase of the outline area of the development a detailed energy assessment shall be submitted to and approved by the Council. The assessment shall set out the plans and specifications for the 'be clean' and 'be green' technology solutions set out in the outline energy strategy. Any carbon emissions identified shall be subject to an offsite contribution. This requirement is similarly reflected within the accompanying Section 106 agreement. On the basis that the carbon reductions cannot fully be delivered on-site, an offset payment is anticipated for the future phases of the development. The specific contribution would be determined based on the submitted Energy Assessment, which includes a calculation of the carbon shortfall for each phase. The strategy is considered acceptable in principle and aligns with Policy DMEI 2 of the Hillingdon Local Plan Part 2 Development Management Policies (2020); and Policy SI 2 of the London Plan subject to the submission of the detailed assessment and payment of the required carbon offsetting fee as required under the Section 106 agreement.

7.154 In accordance with London Plan Policy SI 2 the applicant is required to calculate and reduce whole life-cycle carbon (WLC) emissions to fully capture the development’s carbon footprint. The extant planning permission includes a condition requiring the applicant to submit a post-construction assessment to report on the development's actual WLC emissions. This condition would remain.

7.155 London Plan Policy SI 7 requires development proposals to integrate circular economy principles as part of the design process, and referable applications must submit a Circular Economy Statement. The extant planning permission includes conditions requiring a Circular Economy Statement in line with the GLA’s guidance to be submitted and approved for each reserved matters application, and for the applicant to submit a post-construction report. These conditions would be retained.

7.156 The principles outlined in the Circular Economy Statement are considered appropriate. As the majority of the development is in outline, a detailed Whole Life-Cycle Carbon Statement would be required alongside any subsequent reserved matters applications as the design for the various elements of the scheme proposed in outline will require appraisal alongside the outline Circular Economy Statement and the provisions of London Plan Policy SI 7.

7.157 Accounting for the above assessment the proposal complies 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

7.158 Policy DMAV 1 of the Local Plan Part 2 - Development Management Policies states that the Council will support the continued safe operation of Heathrow Airport and RAF Northolt and will consult with the airport operator on proposals in the safeguarded areas. Proposals that may be a hazard to aircraft safety will not be permitted.

7.159 The application has been accompanied by an Aviation Safeguarding Assessment which assesses the proposals against relevant safeguarding criteria which necessary given the height of the outline element of the scheme and the sites proximity to Heathrow Airport. Consultation has been carried out with all relevant parties, namely National Air Traffic Services (NATS), Heathrow Airport and the Ministry of Defence. Following review of the originally submitted plans, Heathrow advised that a building height of up to 75 metres Above Ordnance Datum (AOD) has the potential to impact upon the safeguarded airspace associated with Heathrow's third runway expansion proposals. On this basis, following further discussions it was advised that the wording of Condition 10 should be revised to limit development to the following heights:

- Development Zone 1: 58.55m AOD (including plant)
- Development Zone 2 and 3: 67.9m AOD (including plant)
- Development Zone 4: 71.88m AOD (including plant)

7.160 Agreement has been reached with the applicants to revise the development heights parameter plans as advised above whilst agreement has also been reached to revise Condition 10 in accordance with the above listed wording. No objections have been raised by National Air Traffic Services (NATS) or the Ministry of Defence. Subject to compliance with the recommended condition, it is considered that the development would not conflict with Policy DMAV 1 of the Local Plan Part 2 - Development Management Policies.

Land Contamination

7.161 The original planning application was accompanied by a Geotechnical and Geo-environmental Desk Study Report which was deemed to provide a comprehensive account of the site and its surroundings in respect of land contamination risk. A condition was attached requiring that the development shall not commence (except for demolition, ground and enabling works) until a scheme to deal with contamination in relation to any phase of the proposed development has been submitted to and approved by the Local Planning Authority (LPA). The amendments proposed under the current application would not alter the relative risk associated with contamination.

7.162 Subject to the submission of appropriate details required under this condition, it is considered that risks of contamination may be appropriately addressed and mitigated in compliance with Policy DMEI 12 of the Local Plan Part 2 - Development Management Policies.

Fire Safety

7.163 Policy D12 of The London Plan (2021) states that all development proposals must achieve the highest standards of fire safety. 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.

7.164 The application is accompanied by an outline fire strategy addendum (intended to be read in conjunction with the existing outline fire strategy. Consultation responses have been sent to the London Fire Brigade; however, no responses have been received. The reports have been prepared by a suitably qualified third-party assessor. The reports have been reviewed by the Health and Safety Executive (HSE) and are assessed as setting out appropriate measures for managing fire safety.

7.165 Accounting for the above, it is considered that the development would comply with Policy D12 of The London Plan (2021).

Microclimate Effects

7.166 The applicant has proposed to amend the wording of Condition 50 so that this requires future Reserved Matters to be tested using 'Computational Fluid Dynamics' modelling rather than the placing a physical model in a wind tunnel as previously required under the planning condition. This is considered acceptable as a methodological approach. A Wind Microclimate CFD study has been submitted alongside the application which concludes that wind conditions at the ground and elevated levels are safe. There are however areas where the wind conditions are unsuitable for the intended use, including entrances on the southern facade of Phase 1 and seating areas in the centre and on the north-eastern corner of the Phase 4 block. Mitigation should therefore be applied within the detailed design development, which as noted will be required under Condition 50. Subject to appropriate mitigation, the development would comply with Policy D8 of the London Plan and Policy DMHB 11 of the Local Plan Part 2.

Planning Obligations

7.167 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.

7.168 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

7.169 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.

7.170 Section 106 Heads of Terms are as follows:

- Provision of affordable housing – increased to 53% by floorspace.
- Healthy streets contribution to be increased to £190,833.
- An uplift in the Active Travel Zone contribution to £86,335 to account for a 12.4% increase in unit numbers.
- Healthcare (HUDU) supplementary contribution of £101,447. Contribution towards canalside improvement works increased to £70,380.

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 There would be no increase in floorspace created within the full element of the planning permission and therefore no CIL would be payable on this element of the planning application.

8.4 In relation to the outline phase of the development, CIL would be payable on floorspace created under subsequent reserved matters applications at such time that development commences on these later relevant phases of the development. CIL would be calculated at such time that reserved matters applications are submitted for consideration.

9 Conclusion / Planning Balance

9.1 The provision of an additional 62 homes, including 31 additional affordable homes would represent a significant public benefit and would be achieved through making a more effective use of a previously developed and sustainable town centre site, which would align fully with the provisions of Paragraphs 124 and 125 of the NPPF; Policy H1 of the London Plan; and Policy DMHB17 of the Local Plan Part 2. The development would provide an acceptable quantum of affordable housing accounting in accordance with the provisions of Policy H8 of the Local Plan and provide an appropriate mix of units, including an increased number of larger family sized homes.

9.2 The development is in outline, and the detailed design of the development would be assessed at reserved matters stage. Whilst the planning application is made in outline, the accompanying parameter plans would secure the provision of a development which responds appropriately to the townscape character and is of an appropriate scale and density notwithstanding the increase in the quantum of development proposed. The submitted landscaping parameter plan sets out an appropriate strategy for the provision of an appropriately designed public realm. It is considered that the increased quantum of development, density and scale would not have a significantly greater impact on existing residents in amenity terms compared with the consented scheme, whilst amenity provision for future occupiers has been enhanced through amendments to the site layout

9.3 It is considered that the parameters of the development would not have a significant adverse impact on the amenity of surrounding residential occupiers, whilst allowing scope for the adequate standards of internal and external amenity space for future occupiers.

9.4 It is considered that subject to the relevant conditions and obligations highlighted in this report that the development would not have an adverse impact on highway safety or amenity.

9.5 The proposals are considered to adequately address and where necessary matters of energy efficiency, air quality, land contamination, protection of trees

and protection of biodiversity and provision of biodiversity net gain subject to the various conditions outlined above.

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

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

10 Background Papers

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

APPENDICES

Planning Application

76550/APP/2025/2864

Appendix 1: Recommended Conditions and Informatives

Conditions

1. A1 **Time Limit**

Time Limit and Reserved Matters applications for the Outline element

(i) The development hereby permitted shall begin either before the expiration of five years from the date of this permission, or before the expiration of two years from the date of approval of the last of the reserved matters to be approved, whichever is the later.

(ii) Application for approval of the following reserved matters shall be made to the Local Planning Authority before the expiry of three year from the date of this permission.

(a) Siting of building(s)

(b) Design

(c) External Appearance

(d) Landscaping

(e) Means of Escape

REASON
To comply with Section 92 of the Town and Country Planning Act 1990.

2. COM4 **Accordance with Approved Plans**

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

In relation to the outline element:

HTC-PTE-ZZ-XX-DR-A-10004 (Rev. C2)
Parameter Plan 1 Land Uses: HTC- PRP-ZZ-ZZ-DR-A-20053 Rev P1
Parameter Plan 2 Development Zones: HTC-PRP-ZZ-ZZ-DR-A-20054 Rev P1
Parameter Plan 3 Building Heights: HTC-PRP-ZZ-ZZ-DR-A-20055 Rev P2
Parameter Plan 4 Access and Movement: HTC-PRP-ZZ-ZZ-DR-A-20056 Rev P1
Parameter Plan 5 Hard and Soft Landscape: HTC-PRP-ZZ-ZZ-DR-A-20057 Rev P1
Site Phasing Plan - HTC-PRP-ZZ-ZZ-DR-A-20058 Rev P02

In relation to the detailed Phase 1 proposals:

HTC-PTE-ZZ-XX-DR-A-10004 (Rev. C2)
HTC-PTE-P1-XX-DR-A-10006 (Rev. C3)
HTC-PTE-P1-XX-DR-A-10002 (Rev. C3)

HTC-PRP-P1ZZ-00-GA-A-20100 (Rev. P11)
HTC-PRP-P1ZZ-01-GA-A-20101 (Rev. P10)
HTC-PRP-P1ZZ-02-GA-A-20102 (Rev. P10)
HTC-PRP-P1ZZ-03-GA-A-20103 (Rev. P10)
HTC-PRP-P1ZZ-04-GA-A-20104 (Rev. P10)
HTC-PRP-P1ZZ-05-GA-A-20105 (Rev. P10)
HTC-PRP-P1ZZ-06-GA-A-20106 (Rev. P10)
HTC-PRP-P1ZZ-07-GA-A-20107 (Rev. P10)
HTC-PRP-P1ZZ-RF-GA-A-20108 (Rev. P10)
HTC-PRP-P1ZZ-ZZ-ELV-A-20200 (Rev. P10)
HTC-PRP-P1ZZ-ZZ-ELV-A-20201(Rev. P9)
HTC-PRP-P1ZZ-ZZ-ELV-A-20202 (Rev. P9)
HTC-PRP-P1ZZ-ZZ-ELV-A-20203 (Rev. P9)
HTC-PRP-P1ZZ-ZZ-ELV-A-20204 (Rev. P9)
HTC-PRP-P1ZZ-ZZ-ELV-A-20205 (Rev. P8)
HTC-PRP-P1ZZ-ZZ-ELV-A-20206 (Rev. P8)
HTC-PRP-P1ZZ-ZZ-ELV-A-20207 (Rev. P9)
HTC-PRP-P1ZZ-ZZ-SEC-A-20220 (Rev. P8)
HTC-PRP-P1ZZ-ZZ-SEC-A-20221 (Rev P6
HTC-PRP-P1ZZ-ZZ-SEC-A-20222 (Rev. P8)
HTC-ISS-XX-XX-RP-S-7200
HTC-TEP-P1-00-DR-L-90103 (Rev. 02)
HTC-TEP-P1-00-DR-L-90110 (Rev. 02)
HTC-TEP-P1-01-DR-L-90111 (Rev. 02)
HTC-TEP-P1-02-DR-90112
HTC-TEP-P1-00-DR-L-90120 (Rev. 02)
HTC-TEP-P1-01-DR-L-90121 (Rev. 02)
HTC-TEP-P1-02-DR-90122;
HTC-PRP-P1ZZ-XX-SA-A-33000 Revision C01 - Schedule of Accommodation

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

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

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

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

Red Line Site Location Plan HTC-PTE-ZZ-XX-DR-A-10000 rev C2
Planning Statement (inclusive of Economic Impact Assessment (including Social Value Assessment) - 10 March 2022
Design and Access Statement - March 2022
Design and Access Addendum - October 2025
Development Specification Statement - 10 March 2022
Air Quality Assessment (including Air Quality Neutral Assessment) REF - 2104170-01 December November 2021
Arboricultural Impact Assessment *- December 2021*
Arboricultural Impact Assessment Addendum dated December 2021
Archaeological Desk Based Assessment dated November 2021
Aviation Safeguarding Assessment Ref: EAS/P1239/R1/Issue 1 (2021)
Aviation Safeguarding Assessment Addendum - September 2025
Biodiversity Impact Assessment - March 2022
Preliminary Ecological Appraisal (including Bat Survey Report) - December 2021
Geotechnical and Geo-environmental Desk Study Report November 2021 1990-A2S-XX-XX- RP-Y-0001-00
Circular Economy Statement and Whole Life Cycle Carbon Assessment dated 03/12/2021
Construction Logistics Plan dated March 2022
Outline Construction Logistics Plan Addendum (October 2025)
Daylight and Sunlight Report (including Overshadowing Assessment) 26 November 2021
Daylight and Sunlight Report Addendum (October 2025)
Delivery and Servicing Plan dated March 2022
Delivery and Servicing Plan Addendum (October 2025)
Economic Impact Assessment (including Social Value Assessment) - December 2021
Outline Energy Statement and Sustainability Strategy dated 30/11/2021
Energy Statement and Sustainability Strategy Addendum (October 2025)
Detailed Energy Statement and Sustainability Strategy dated 3025/11/2021
Overheating Risk Assessment (for Detailed First Phase) Project/Ref: 07890 - Hayes Town Centre - 29/11/2021
Financial Viability Assessment - December 2021
Fire Strategy (Detailed Strategy) and Completed Gateway 1 Form - November 2021
Fire Strategy (Outline Strategy) - November 2021
Outline Fire Strategy Addendum (October 2025)
Wind Microclimate Impact Assessment dated November 2021
Wind Microclimate Impact Assessment Addendum (October 2025)
Noise Assessment - revised March 2022
Noise Assessment Addendum (October 2025)
Foul Sewage and Utilities Statement Project/Ref: 07890 - Hayes Town Centre December 2021
Transport Assessment dated 11 March 2022
Transport Assessment Addendum (October 2025)
Framework Residential Travel Plan dated November 202111 March 2022
Water Cycle Strategy (incorporated into Energy Statements and Drainage Strategy) Ref: P450729-WW-HT-XX-RP-C-0002

Flood Risk Assessment Ref : P450729-WW-HT-XX-RP-C-0001 P5
Heritage, Townscape and Visual Impact and Tall Building Assessment - dated December 2021
Heritage, Townscape and Visual Impact and Tall Building Assessment Addendum (October 2025)

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

REASON
To ensure that the development complies with the application documentation submitted in support of the proposal in accordance with Policy DMHB 11 of the Hillingdon Local Plan Part 2 (2020).

4. NONSC Quantum

The proposed land uses within the reserved matters shall be strictly in accordance with the maximum floor area (Use Class C3 - 33,529 sqm NIA); 482 residential units (Use Class C3); and up to 350 sq m of community facility space Class F2 (b)).

REASON
To ensure that the development is carried out in accordance with the approved plans and other submitted details and to ensure the quantum of development keeps within the parameters assessed in accordance with Policy DMHB 17 of the Hillingdon Local Plan: Part 2 (2020).

5. NONSC Housing Mix

The proposed housing mix within the reserved matters application/s shall be strictly in accordance with the following parameters:

One bedroom units - 30% to 34%
Two bedroom units - 46% to 50%
Three and four bedroom units - 19 to 23%

REASON
To ensure that the development is carried out in accordance with the approved plans and other submitted details and to ensure the quantum of development keeps within the parameters assessed in accordance with Policy H10 of the London Plan (2021) .

6. NONSC Non Standard Condition - Phasing

The development shall be carried out in accordance with the approved Phasing Plan (HTC-PRP-ZZ-ZZ-DR-A-20058 Rev P02) or any amendments thereto that may be subsequently agreed in writing with the local planning authority.

All Reserved Matters applications shall conform with the approved Phasing Plan. The development shall thereby be carried out in accordance with the approved Phasing Plan or any amendments thereto that may be subsequently agreed in writing with the local planning authority.

REASON
To ensure that the development proceeds in a satisfactory manner in accordance with the provisions Hillingdon Local Plan Parts 1 (November 2012) and 2 (January 2020) and the London Plan (2021).

7. NONSC **Design Code including Austin Road realignment**

Prior to commencement of any works (except for demolition, ground and enabling works) within the outline area a detailed Design Code (to include the realigned Austin Road) shall be submitted and approved in writing and Reserved Matters applications shall conform with the approved Design Code.
The development shall thereby be carried out in accordance with the approved design Code. The Design Code shall provide the following information:

Contents Sheet
1. Introduction
a. Purpose of the Code
b. The Vision (for the regeneration of the estate)
c. The Site (and its context)
d. Planning Context
e. Design Principles
f. Structure of the Code
g. Instructions for Use

2. Overarching Design Code Principles
a. Land Use and Amount
b. Layout
c. Scale and Massing
d. Access, Movement and Parking
e. Landscape and Public Realm
f. Private and Community Amenity Space and Playspace

3. Hayes Town Centre Masterplan
a. Background
b. Design Principles
c. Masterplan Layout
d. Typical Development Blocks

4. Character Areas and Street Types
a. Character and Approach
b. Austin Road

c. Pump Lane
d. Crown Close
e. Community Square
f. Silverdale Road
g. Canalside

5. Detailed Design Code Principles
a. Built Form and Architectural Detail
b. Material Strategy
c. Energy and Sustainability
d. Car and Cycle Parking Strategy
e. Utilities and Servicing
f. Waste and Recycling
g. Lighting Strategy
h. Design Standards

6. Housing Typologies
a. Housing Types
b. Mews Houses
c. Duplexes and Podium Housing Blocks
d. Apartment Blocks

7. Glossary of Terms

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

8. A18 **Density**

The residential density shall not exceed 225 homes per hectare.

REASON
To avoid overdevelopment of the site in accordance with the Policy DMHB 17 of the Hillingdon Local Plan: Part 2 (2020).

9. A35 **Height**

No building or structure shall exceed the following heights in the respective Development Zones:

Development Zone 1: 58.55m AOD (including plant)
Development Zones 2 and 3: 67.9m AOD (including plant)
Development Zone 4: 71.88m AOD (including plant)

REASON

Whilst Heathrow recognises that the existing building penetrates the Obstacle Limitation Surface. The replacement building called should not be allowed to exceed the existing elevation, as further penetration of the Obstacle Limitation Surface would not be deemed acceptable to Heathrows operation. See Advice Note 1 An Overview for further information (available at http://www.aoa.org.uk/wp-content/uploads/2016/09/Advice-Note-1-Aerodrome-Safeguarding-An-Overview-2016.pdf) in accordance with the approved drawings and to accord with the requirements of Policy DMAV 1 of the Hillingdon Local Plan: Part 2 (2020).

10. A4 **Fencing to Protect Root Areas**

Prior to the commencement of above ground works relating to the outline phase of the development, excluding demolition and enabling works, details of the permanent play space for children shall be submitted to and approved in writing by the Local Planning Authority. This shall include details of accessible play equipment for disabled children, including those with a sensory impairment, or complex multiple disabilities. It shall include a timetable for the implementation of the permanent works in conjunction with the removal of the temporary arrangements (as approved under planning reference 76550/APP/2023/3004) and shall be constructed and permanently retained thereafter in accordance with the approved details.

The temporary arrangements approved under planning reference 76550/APP/2023/3004 shall be constructed prior to occupation of the development and shall be retained until the permanent play areas are provided unless otherwise agreed in writing with the Local Planning Authority.

REASON
To ensure that the development makes adequate provision of children's play space in accordance with Policies DMHB 19 and DMCI 5 of the Hillingdon Local Plan: Part 2 (2020) and Policies S4 and D5 of the London Plan (2021).

11. B10 **Parking/Turning/Loading Arrangements etc.**

DETAILED FIRST PHASE
Prior to the commencement of above ground works relating to the outline phase of the development, excluding demolition and enabling works, details of the permanent access arrangements, to include roads/turning/loading facilities/sight lines and parking areas (including the marking out of parking spaces) for the Detailed First Phase shall be submitted and approved in writing by the Local Planning Authority. This shall include a timetable for the implementation of the permanent works in conjunction with the removal of the temporary arrangements (as approved under planning reference 76550/APP/2023/3004) and shall be constructed and permanently retained thereafter in accordance with the approved details.

The temporary arrangements approved under planning reference 76550/APP/2023/3004 shall be constructed prior to occupation of the development and shall be retained until the permanent access arrangements are provided unless otherwise agreed in writing with the Local Planning Authority.

OUTLINE AREA/PHASES

The roads/turning/loading facilities/sight lines and parking areas (including the marking out of parking spaces) of each relevant development phase within the Outline Area shall be constructed prior to occupation of that development phase and thereafter permanently retained and used for no other purpose.

REASON
To ensure that adequate facilities are provided in accordance with Policy DMHB 11 of the Hillingdon Local Plan Part 2 (2020).

12. COM21 **Sound insulation /mitigation**

Each phase of the development within the outline area shall not be occupied until full and final details are provided to, and approved by, the Local Planning Authority for that relevant development phase of the sound insulation scheme(s), and any other control measures, such that ambient sound levels are no higher than the relevant internal targets within the current version of the ProPG: Planning & Noise accounting for both ventilation and overheating conditions, and to minimise levels within external amenity areas as far as practicable. Any sound generated within the development by associated plant shall be controlled to not exceed relevant targets, such as those within the current version of the Acoustics, Ventilation and Overheating Residential Design Guide.

Phase 1 of the development shall be implemented in accordance with the sound insultation and noise control measures approved under discharge of conditions application 76550/APP/2025/1624.

REASON
To safeguard the amenity of the occupants of the development in accordance with Policy EM8 of the Hillingdon Local Plan: Part One - Strategic Policies (November 2012) and Policy DMHB 11 of the Hillingdon Local Plan Part 2 (2020).

13. NONSC **Noise**

Each phase of the development within the outline area shall not be occupied until full and final details are provided to, and approved by, the Local Planning Authority for that relevant development phase of any building services plant that would result in sound emitted externally, together with details of any required noise control to safeguard the amenity of the occupants of both the scheme and the neighbouring dwellings. The plant shall be selected and installed so as to minimise sound externally to a practicable minimum, and, where required (due to risk of noise impact), the plant and background sound levels should be determined and assessed in accordance with the Council's Noise SPD (2006) and the current version of BS 4142.

Phase 1 of the development shall be implemented in accordance with the noise control measures relating to plant as approved under discharge of conditions application

76550/APP/2025/1505.

REASON
To safeguard the amenity of the occupants of the development and s Surrounding properties in accordance with Policy EM8 of the Hillingdon Local Plan: Part One - Strategic Policies (November 2012) and Policy DMHB 11 of the Hillingdon Local Plan Part 2 (2020).

14. COM6 **Levels**

No development in relation to the canal side and Western View area in Phase 4 shall take place until plans of the site showing the existing and proposed ground levels and the proposed finished floor levels of all proposed buildings have been submitted to and approved in writing by the Local Planning Authority. Such levels shall be shown in relation to a fixed and know datum point. Thereafter the development shall not be carried out other than in accordance with the approved details.

REASON
To ensure that the development relates satisfactorily to adjoining properties in accordance with policy DMHB 11 of the Hillingdon Local Plan Part 2 (2020).

15. RES7 **Materials (Submission)**

No development (except for demolition, ground and enabling work) within the outline phase of the development hereby approved shall take place until details of all materials and external surfaces, including details of balconies, for that development phase 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.

Phase 1A of the development shall be carried out and maintained in accordance with the details of external materials including balcony design details approved under discharge of conditions application 76550/APP/2024/134.

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

16. RES10 **Tree to be retained**

Trees, hedges and shrubs shown to be retained on the approved plan(s) shall not be damaged, uprooted, felled, lopped or topped without the prior written consent of the Local Planning Authority. If any retained tree, hedge or shrub is removed or severely damaged during (or after) construction, or is found to be seriously diseased or dying, another tree,

hedge or shrub shall be planted at the same place or, if planting in the same place would leave the new tree, hedge or shrub susceptible to disease, then the planting should be in a position to be first agreed in writing with the Local Planning Authority and shall be of a size and species to be agreed in writing by the Local Planning Authority and shall be planted in the first planting season following the completion of the development or the occupation of the buildings, within the relevant development phase whichever is the earlier. Where damage is less severe, a schedule of remedial works necessary to ameliorate the effect of damage by tree surgery, feeding or groundwork shall be agreed in writing with the Local Planning Authority. New planting should comply with BS 3936 (1992) 'Nursery Stock, Part 1, Specification for Trees and Shrubs'

Remedial work should be carried out to BS BS 3998:2010 'Tree work - Recommendations' and BS 4428 (1989) 'Code of Practice for General Landscape Operations (Excluding Hard Surfaces)'. The agreed work shall be completed in the first planting season following the completion of the development or the occupation of the buildings, within the relevant development phase whichever is the earlier.

REASON
To ensure that the trees and other vegetation continue to make a valuable contribution to the amenity of the area in accordance with policy DMHB 14 of the Hillingdon Local Plan Part 2 (2020) and to comply with Section 197 of the Town and Country Planning Act 1990.

17. RES8 **Tree Protection**

No site clearance or construction work of any phase of the development in the outline area of the permission shall take place until the details have been submitted to, and approved in writing by, the Local Planning Authority with respect to:

1. A method statement outlining the sequence of development within the relevant development phase on the site including demolition, building works and tree protection measures.

2. Detailed drawings showing the position and type of fencing to protect the entire root areas/crown spread of trees, hedges and other vegetation to be retained shall be submitted to the Local Planning Authority for approval. No site clearance works or development shall be commenced until these drawings have been approved and the fencing has been erected in accordance with the details approved. Unless otherwise agreed in writing by the Local Planning Authority. Such fencing should be a minimum height of 1.5 metres.

Thereafter, the development shall be implemented in accordance with the approved details. The fencing shall be retained in position until development is completed.
The area within the approved protective fencing shall remain undisturbed during the course of the works and in particular in these areas:

2.a There shall be no changes in ground levels;
2.b No materials or plant shall be stored;

2.c No buildings or temporary buildings shall be erected or stationed.
2.d No materials or waste shall be burnt; and.
2.e No drain runs or other trenches shall be dug or otherwise created, without the prior written consent of the Local Planning Authority.

3. Where the arboricultural method statement recommends that the tree protection measures for a site will be monitored and supervised by an arboricultural consultant at key stages of the development, records of the site inspections / meetings shall be submitted to the Local Planning Authority.

Phase 1 of the development shall be carried out in accordance with the method statement and details of tree protection measures relevant to this phase of the development as approved under discharge of conditions application 76550/APP/2022/3753.

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).

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

The temporary arrangements approved under planning reference 76550/APP/2023/3004 shall be constructed prior to occupation of the development.

Prior to the commencement of above ground works relating to the outline phase of the development, excluding demolition and enabling works, further details of the permanent landscaping, shall be submitted and approved in writing by the Local Planning Authority. This shall be in accordance with the approved Hardworks and Planting Plans and shall include:

1.A timetable for the implementation of the permanent works in conjunction with the removal of the temporary arrangements.
2. Written specification of planting and cultivation works to be undertaken
3. Schedule of plants giving species, plant sizes, and proposed numbers/densities where appropriate to include pollution absorbing trees.
4. Details of Hard Landscaping
4.a Refuse Storage including food waste and refuse strategy
4.b Cycle Storage for 149 long stay and 4 short stay bicycles;
4.c Means of enclosure/boundary treatments
4.d 23 car parking spaces including 2 blue badge spaces shall be provided for Phase 1
5. Hard Surfacing Materials
5.a External Lighting to include LED/energy efficient lighting
5.b Other structures (such as furniture)
6. Living Walls and Roofs
6.a Details of the inclusion of living walls and roofs
6.b Justification as to why no part of the development can include living walls and roofs

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

8.a Existing and proposed functional services above and below ground
8.b Proposed finishing levels or contours
9. Further detail of Biodiversity Net Gain

OUTLINE AREA/PHASES

No development (except for demolition, ground and enabling work) within each relevant development phase hereby approved within the Outline Area shall take place until a landscape scheme for that development phase has been submitted to and approved in writing by the Local Planning Authority in consultation with Heathrow Airports Ltd, the MoD, and the Canal and River Trust. The scheme shall include: -

1.Details of Soft Landscaping
1.a Planting plans (at not less than a scale of 1:100),
1.b Written specification of planting and cultivation works to be undertaken,
1.c Schedule of plants giving species, plant sizes, and proposed numbers/densities where appropriate
to include pollution absorbing trees.
2. Details of Hard Landscaping
2.a Refuse Storage
2.b Cycle Storage to comply with the minimum standards set out in Policy T5 (Table 10.2) of the London Plan (2021)
2.c Means of enclosure/boundary treatments
2.d Car Parking with a unit number to parking space ratio no greater than 0.15 with active electric vehicle charging points at 20% of all parking spaces with all the remainder having passive provision. The layout will also show provision for blue badge spaces equal to 3% of the total unit numbers (to be included within the overall parking ratio)

2.e Hard Surfacing Materials
2.f External Lighting
2.g Other structures (such as furniture)
3. Living Walls and Roofs
3.a Details of the inclusion of living walls and roofs
3.b Justification as to why no part of the development can include living walls and roofs
4. Details of Landscape Maintenance
4.a Landscape Maintenance Schedule for a minimum period of 5 years.
4.b Proposals for the replacement of any tree, shrub, or area of surfing/seeding within the landscaping
scheme which dies or in the opinion of the Local Planning Authority becomes seriously

damaged or diseased.
5. Schedule for Implementation
6. Other
6.a Existing and proposed functional services above and below ground
6.b Proposed finishing levels or contours
7. Further detail of Biodiversity Net Gain to include how this contributes to the estate-wide achievement of Biodiversity Net Gain within the development hereby permitted. Thereafter the development shall be carried out and maintained in full accordance with the approved details.

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

19. NONSC **Play area details**

Prior to commencement of development (except for demolition, ground and enabling work) for each relevant development phase of the Outline Area, details of the play area for children shall be submitted to and approved in writing by the Local Planning Authority. This should include details of accessible play equipment for disabled children, including those with a sensory impairment, or complex multiple disabilities. Thereafter, the play areas shall be provided prior to the occupation of any unit within that development phase and maintained for this purpose.

REASON
To ensure that the development makes adequate provision of children's play space in accordance with Policies DMHB 19 and DMCI 5 of the Hillingdon Local Plan: Part 2 (2020) and Policies S4 and D5 of the London Plan (2021).

20. NONSC **Accessibility**

The dwellings hereby approved shall ensure that 90% be constructed to meet the standards for a Category 2 M4(2) dwelling, as set out in Approved Document M to the Building Regulations (2010) 2015, and all such provisions shall remain in place for the life of the building. the remaining 10% of all units shall be constructed to accord with the technical specifications of Section M4(3)(2)(b) for a Wheelchair Accessible dwelling as set out in Approved Document M to the Building Regulations 2010 (2015 edition).

REASON
To ensure that sufficient housing stock is provided, in accordance with Policy DMHB 16 of the Hillingdon Local Plan: Part 2 (2020) and Policies D5 and D7 of the London Plan (2021).

21. NONSC **Parking Management and Allocation Plan**

Prior to occupation of each phase of the development within the outline area of the permission, a Parking Management and Allocation Plan shall be submitted to and approved in writing by the Local Planning Authority. It shall detail the following:

(i) The arrangements for all parking onsite and include provisions for managing, monitoring, enforcement and review. All on-site parking spaces shall be solely for the use by future residents of the development hereby approved and shall not be used for any other purpose of leased/sub-let.
(ii) A Parking Design and Management Plan to ensure that an additional 7% of dwellings (3% on Phase 4) could be provided with one designated disabled persons parking space per dwelling in future upon request as soon as existing provision is insufficient.

The approved plan shall be implemented as soon as the development is brought into use and shall remain in place thereafter. Any changes to the plan shall be agreed in writing by the Local Planning Authority.

Phase 1 of the development shall be carried out in accordance with the Parking Management and Allocation Plan approved under discharge of conditions application 76550/APP/2025/1419.

REASON
To ensure the appropriate operation of the car parks and prevention of inappropriate/informal parking from taking place by users of the site, in accordance with Policies DMT 1, DMT 2 and DMT 6 of the Hillingdon Local Plan: Part 2 (2020).

22. NONSC **Delivery and Servicing Plan**

Prior to the occupation of any relevant phase of this development within the outline area, details of a Delivery and Servicing Plan shall be submitted to and approved in writing by the Local Planning Authority. This should be in accordance with Transport for London's Delivery and Servicing Plan Guidance. Thereafter the development shall be carried out and maintained in full accordance with the approved details.

Phase 1 of the development shall be carried out in accordance with the delivery and servicing plan approved under discharge of conditions application 76550/APP/2025/788.

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

23. NONSC **Construction Management and Logistics Plan**

Prior to the commencement of any relevant phase within the outline area of the site, a Construction Management and Logistics Plan shall be submitted to and approved in writing by the Local Planning Authority (in consultation with relevant stakeholders including

appropriate communication with, the distribution of information to, the local community and the Local Planning Authority relating to relevant aspects of construction). This plan shall detail:

(i) The phasing of the works;
(ii) The hours of work;
(iii) On-site plant and equipment;
(iv) Measures to mitigate noise and vibration;
(v) Measures to mitigate impact on air quality;
(vi) Waste management;
(vii) Site transportation and traffic management, including:
(a) Routing;
(b) Signage;
(c) Vehicle types and sizes;
(d) Hours of arrivals and departures of staff and deliveries (avoiding peaks times of day);
(e) Frequency of visits;
(f) Parking of site operative vehicles;
(g) On-site loading/unloading arrangements; and
(h) Use of an onsite banksman (if applicable).
(viii) The arrangement for monitoring and responding to complaints relating to demolition and construction; and
(ix) Details of cranes and other tall construction equipment (including the details of obstacle lighting).
This plan should accord with Transport for London's Construction Logistic Planning Guidance and the GLA's 'The Control of Dust and Emissions during Construction and Demolition' Supplementary Planning Guidance (July 2014) (or any successor document). The construction works shall be carried out in strict accordance with the approved plan.

Phase 1 of the development shall be carried out in accordance with the details relating to construction management and logistics approved under discharge of conditions application 76550/APP/2023/471.

REASON
To safeguard the amenity of surrounding areas and to ensure that the construction works include appropriate efficiency and sustainability measures so as not to compromise the safe and efficient operation of the local highway network and local air quality, in accordance with Policies DMT 1, DMT 2 and DMEI 14 of the Hillingdon Local Plan: Part 2 (2020) and Policies D14, SI 1, T4 and T7 of the London Plan (2021). Also, to ensure that construction work and construction equipment on the site and adjoining land does not obstruct air traffic movements or otherwise impede the effective operation of air traffic navigation transmitter/receiver systems, in accordance with Policy DMAV 1 of the Hillingdon Local Plan: Part 2 (2020).

24. NONSC **Overheating Strategy**

Prior to the commencement of any relevant phase works within the outline phase of the

permission, a final Overheating Strategy shall be submitted to and approved in writing by the Local Planning Authority. The submission shall demonstrate how the development will reduce the potential for internal overheating and reliance on air conditioning systems in accordance with the following cooling hierarchy:

1) reduce the amount of heat entering a building through orientation, shading, high albedo materials, fenestration, insulation and the provision of green infrastructure;
2) minimise internal heat generation through energy efficient design;
3) manage the heat within the building through exposed internal thermal mass and high ceilings;
4) provide passive ventilation;
5) provide mechanical ventilation; and
6) provide active cooling systems.
The approved details shall thereafter be implemented and retained for the lifetime of the development.

Phase 1 of the development shall be carried out in accordance with the control measures to limit overheating as approved under discharge of conditions application 76550/APP/2024/134 and all measures shall be implemented and retained for the lifetime of the development.

REASON
To demonstrate that the final strategy will reduce the potential for internal overheating and reliance on air conditioning systems in accordance with the cooling hierarchy and Policy SI 4 if the London Plan (2021).

25. NONSC **Bird Hazard Management Plan**

Prior to superstructure works commencing in the outline phase of the development, a Bird Hazard Management Plan shall be submitted to and approved in writing by the Local Planning Authority, in consultation with the Ministry of Defence and Heathrow Airport Ltd. The submitted plan shall include details of:

a)Management of any flat/shallow pitched on buildings within the site which may be attractive to nesting, roosting and "loafing" birds. The management plan shall comply with Advice Note 8 'Potential Bird Hazards from Building Design'.
b)The roof terrace and other public access areas are to be provided with lidded bins, and an approved method to maintain the accumulation of waste, to ensure that no food waste is available for the attraction of hazardous birds. The Bird Hazard Management Plan shall be implemented as approved on completion of the development and shall remain in force for the life of the building.
c) Details and a schedule of procedures to ensure that breeding or nesting birds are disturbed or displaced from any flat/green roofs (by licenced means) formed within the site.
d) Means for suitably qualified personnel to access to all roof areas (including these smaller areas of biodiverse roof and the roof terraces) for both inspection and active bird control.
e) Details of a protocol for liaison with RAF Northolt in the event that dispersal procedures

are to be undertaken.

The provisions of the BHMP shall be implemented strictly in accordance with the details agreed for the life of the development and there shall be no variation without the written agreement of both the Local Planning Authority and the MOD.

No subsequent alterations to the plan are to take place unless first submitted to and approved in writing by the Local Planning Authority.

The provisions of the BHMP approved for Phase 1 of the development under discharge of conditions reference 76550/APP/2024/134 shall be implemented strictly in accordance with the details agreed for the life of the development and there shall be no variation without the written agreement of both the Local Planning Authority and the MOD. No subsequent alterations to the plan are to take place unless first submitted to and approved in writing by the Local Planning Authority.

REASON
It is necessary to manage the roof in order to minimise its attractiveness to birds which could endanger the safe movement of aircraft and the operation of Heathrow Airport, to accord with the requirements of Policy DMAV 1 of the Hillingdon Local Plan: Part 2 (2020).

26. NONSC **Flood Risk Assessment and Drainage Strategy**

Prior to commencement (except for demolition, ground and enabling work) within the outline area of the site (excluding demolition and site clearance), a scheme for the provision of sustainable water management in line with the approved Flood Risk Assessment and Drainage and SuDs Strategy shall be submitted to, and approved in writing by the Local Planning Authority in consultation with the Canals and River Trust. The scheme shall clearly demonstrate how it manages water and demonstrate ways of controlling the surface water on site by providing information on:

a) Sustainable Drainage features:
i. Surface water discharge - the submitted drainage strategy must identify the proposed method and location of discharging collected surface water from the site in accordance with the hierarchy set out in Policy SI 13 of the London Plan (2021). Where the proposal does not utilise the most sustainable solution, justification must be provided. Any proposal that includes a connection to a private sewer network should provide details of the condition and ownership of the entire drainage route to a public sewer or ordinary watercourse including the canal.
ii. SuDS - the submitted drainage strategy should incorporate Sustainable Drainage System (SuDS) elements that are embedded, where practicable, within the landscaping plan for the development. Preference should be given to above-ground SuDS elements that control water at source and provide wider biodiversity, water quality and amenity benefits.greenfield runoff rates at a variety of return periods including 1 in 1 year, 1 in 30, 1 in 100, and 1 in 100 plus 40% climate change.
iv. Drainage calculations - include calculations to demonstrate that the volume of storage

and size of drainage features provided is adequate to control surface water for a range of storm duration and rainfall intensities for events up to and including the critical 1 in 100 plus 40% climate change rainfall event.
v. Exceedance routes - provide a plan showing the route surface water will take through the development for rainfall events exceeding the 1 in 100 year event. Where it is intended to store water on the ground surface, the maximum extent of overland flooding should be mapped and include details on flow paths, depths and velocities. Safe access and egress for the site must be demonstrated.
b) Long-term management and maintenance of the drainage system.
i. Provide a Management and Maintenance Plan for the drainage system that includes clear plans showing all of the drainage network above and below ground, and identifies the responsibility of different parties for each component of the drainage network.
ii. Include details of the necessary inspection regimes and maintenance frequencies.
c) Minimise water use.
i. incorporate water saving measures and equipment.
ii. provide details of how rain and/or grey water will be recycled and reused in the development.

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

Phase 1 of the development shall be carried out in accordance with the sustainable water management measures approved under discharged of conditions application 76550/APP/2023/1538 and this phase of the development shall be implemented and retained/maintained in accordance with these details for as long as the development remains in existence.

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

27. NONSC **Contamination**

(i) The development shall not commence (except for demolition) within the outline phase of the development hereby permitted until a scheme to deal with contamination has been submitted to and approved by the Local Planning Authority (LPA). All works which form part of the 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 all of 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 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, 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 for each phase 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 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 results of this testing shall be submitted and approved in writing by the Local Planning Authority.

All parts of the development within Phase 1 of the permission shall be carried out in accordance with the remediation measures approved under discharge of conditions applications 76550/APP/2023/469 and 76550/APP/2025/2704.

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

28. NONSC **Non-Road Mobile machinery**

All Non-Road Mobile machinery (NRMM) of net power of 37kW and up to and including 560kW used during the demolition, site preparation and construction phases shall comply with the emissions standards set out in chapter 4, proposal 4.2.3.a of the London Environment Strategy. Unless it complies with the standard set out in the London Environment Strategy, no NRMM shall be onsite, at any time, whether in use or not, without the prior written consent of the LPA. 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 https://nrmm.london/

REASON

To comply with the London's Low Emission Zone for non-road mobile machinery as per requirements of the London Environment Strategy, in accordance with Policy EM8 of the Hillingdon Local Plan: Part 1 (2012), Policy DMEI 14 of the Hillingdon Local Plan: Part 2 (2020), Policy SI 1 of the London Plan (2021), and paragraphs 174 and 186 of the National Planning Policy Framework (2021).

29. NONSC **Low Emission Strategy**

Prior to superstructure works within the outline phase of the development, a Low Emission Strategy (LES) shall be submitted to and approved in writing by the Local Planning Authority. The LES shall address but be not restricted to:

1) secure compliance with the current London Plan (March 2021), and associated Guidance requirements
2) To include in the Travel Plan a clear and effective strategy to encourage users to a) use public transport;
b) cycle / walk to work where practicable;
c) enter car share schemes;
d) purchase and drive to work zero emission vehicles.

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

Phase 1 of the development shall be carried out in accordance with the Low Emission Strategy approved under discharge of conditions application 76550/APP/2024/134 and all agreed measures shall be maintained throughout the life of the development.

REASON
To reduce the impact on air quality in accordance with Policy EM8 of the Hillingdon Local Plan: Part 1 (2012), Policy DMEI 14 of the Hillingdon Local Plan: Part (2020), Policies SI 1 and T4 of the London Plan (2021) and paragraphs 174 and 186 of the National Planning Policy Framework (2021).

30. NONSC **Secured by Design**

Prior to the commencement of any superstructure works for each residential phase in the outline phase of the development, details of security measures to minimise the risk of crime and to meet the specific security needs of that phase shall be submitted for that phase and approved in writing by the Local Planning Authority, in consultation with the Metropolitan Police.

Any security measures to be implemented in compliance with this condition shall reach the standard necessary to achieve the 'Secured by Design gold' accreditation awarded by the Hillingdon Metropolitan Police Design Out Crime Officer (DOCO) on behalf of the Association of Chief Police Officers (ACPO). The approved measures shall be implemented before the development in that phase is occupied and thereafter retained.

Phase 1 of the development shall be carried out in accordance with the security measures approved under discharge of conditions application 76550/APP/2024/317 and all approved measures shall be implemented before the development in that phase is occupied and shall thereafter be retained.

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

31. NONSC **Fire Statement**

A) Prior to the commencement of development for each relevant phase within the Outline Area, the principles of a Fire Statement shall be submitted to and approved in writing by the Local Planning Authority in consultation with the Health and Safety Executive. The statement should detail how the development proposal will function in terms of:

i) the building's construction: methods, products and materials used, including manufacturers' details
ii) 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.
iii) features which reduce the risk to life: fire alarm systems, passive and active fire safety measures and associated management and maintenance plans
iv) 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.
v) how provision will be made within the curtilage of the site to enable fire appliances to gain access to the building.
vi) ensuring that any potential future modifications to the building will take into account and not
compromise the base build fire safety/protection measures.
B) Prior to occupation of the development within that phase, the final comprehensive Fire Statement shall be submitted to and approved in writing by the Local Planning Authority. This should be accompanied by the Building Control Decision Notice or equivalent. Thereafter the development shall be carried out and maintained in full accordance with the approved details.

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

32. NONSC **Obscured glazing**

Detailed; Phase 1 development condition: The partitions which separate the private terraces on the first floor flats serving flats B.00.006, B.00.007, A.01.002 A.01.001, A.00.003, A.00.004, B.01.001, 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 and safeguard the privacy of future occupiers, in accordance with Policy DMHB 11 and DMHB 16 of the Hillingdon Local Plan: Part 2 (2020) of the Hillingdon Local Plan: Part 2 (2020).

33. NONSC **Lighting**

Prior to its installation details of any external lighting associated each phase of development within the outline area, including levels of illumination, position, design, structure, direction of illumination, shall be submitted to and approved in writing by the Local Planning Authority. The development shall be implemented and maintained in accordance with those details as may be approved.

In relation to the relevant phase of the development fronting the canalside, the details of any external lighting within 50 metres of the canal (including levels of illumination, position, design, structure, direction of illumination and associated glare) shall be submitted to, and approved in writing by, the Local Planning Authority in consultation with the Canal and River Trust. Any external lighting affecting the canal should be angled downwards, with light directed into the application site and it should not provide flood lighting to the canal corridor to show consideration for bats and other nocturnal species.

Phase 1 of the development shall be implemented and maintained in accordance with the details of external lighting as approved under discharge of conditions application 76550/APP/2025/547.

REASON
In order to ensure that the Local Planning Authority is satisfied with the details of the authorised development and to ensure the design of the new housing development enhances the quality of the area and the amenity of neighbouring properties in accordance with Policy DMHB 11 and DMHB 16 of the Hillingdon Local Plan: Part 2 (2020)of the Hillingdon Local Plan: Part 2 (2020).

34. NONSC **Energy Strategy outline phases**

Prior to the commencement (except for demolition, ground and enabling work) for each phase of development within the outline area of the site, a detailed energy assessments shall be submitted to and approved by the London Borough of Hillingdon. The assessment shall set out the plans and specifications for the 'be clean' and 'be green' technology

solutions set out in the outline energy strategy. The details shall include type, size and location of the air source heat pumps including an appraisal of the associated noise and vibration. The scheme shall detail the type and size of PV panels including their pitch and orientation. The assessment shall then ensure there is clear presentation of the reduction in carbon associated with the 'be lean', 'be clean' and 'be green' including making a clear allowance for the electricity demand of the air source heat pumps. Any carbon emissions identified shall be subject to an offsite contribution. The development must proceed in accordance with the approved plans and specification and evidence of this shall be submitted for approval in writing to the Local Planning Authority.

Phase 1 of the development shall be carried out in accordance with the measures set out in the Energy Statement and Sustainability Strategy approved under discharge of conditions application 76550/APP/2023/3018.

REASON
To ensure the development achieves zero carbon in accordance with Policy SI2 of the London Plan.

35. NONSC **Energy Performance**

Prior to occupation of each relevant phase of the development within the outline part of the site, a 'Be Seen' plan for the recording and annual reporting of the energy performance of the development shall be submitted to and approved in writing by the Local Planning Authority. The 'Be Seen' plan shall meet the requirements set out in Policy SI2 (A)(4) of the London Plan. The plan shall set out the methods for recording the actual carbon performance of the approved scheme in line with the approved energy assessment. The plan shall then set out how this will be reported to the Local Planning Authority on an annual basis (the 'annual report') and shall set out the mechanisms for identifying shortfalls in the agreed targets and the strategy for remedying such shortfalls.

The annual report shall then be submitted to and approved by the Local Planning Authority in accordance with the agreed 'Be Seen' plan. Where the annual report identifies shortfalls in meeting the approved target, it will also present proposals, onsite or offsite to remedy the problem. The development must be operated in accordance with the approved 'Be Seen' plan.

Phase 1 of the development shall be carried out in accordance with the Be Seen Energy Monitoring and Operational Energy Statement as approved under discharge of conditions application 76550/APP/2025/804.

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

36. NONSC **Roof Plant**

No plant, water tanks, water tank enclosures or other structures, that are not shown on the approved plans for the detailed phase and any subsequent plans approved under Reserved Matters Applications, shall be erected upon the roofs of the buildings hereby permitted.

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

37. NONSC **CCTV**

Prior to the occupation of each relevant phase of development within the outline area of the site, a scheme showing full details of the following for that phase shall be submitted to and approved in writing by the Local Planning Authority.

(a) CCTV;
(b) Security lighting

The development shall be implemented and maintained in accordance with the approved details.

Phase 1 of the development shall be implemented and maintained in accordance with the details of security lighting and CCTV approved under discharge of conditions application 76550/APP/2025/547.

REASON
To ensure that the development provides a safe and inclusive environment which maximises personal safety and minimises opportunities
for crime and antisocial behaviour in accordance with Policy D11 of The London Plan 2021.

38. NONSC **UGF**

Prior to the commencement of above ground works for each relevant phase within the Outline Area, an Urban Greening Factor (UGF) Assessment (UGF) shall be submitted to the local planning authority and approved in writing. The UGF Assessment shall use the Greater London Authority Urban Greening Factor calculator available at the time of the submission. The UGF Assessment shall demonstrate all efforts to meet a site-wide UGF score of 0.4.

REASON
To ensure urban greening is a fundamental element of the site and building design in accordance with Policy G5 of the London Plan (2021).

39. NONSC **Estate Management Regime**

Prior to the occupation of each relevant phase of development within the outline area of the site an Estate Management and Maintenance Plan for that Phase in which development would be located, setting out maintenance and management responsibilities for all

communal play spaces, public realm, communal amenity spaces and all publicly accessible open spaces, shall be submitted to and approved in writing by the Local Planning Authority and the open spaces shall thereafter be maintained and managed in accordance with the approved details.

Phase 1 of the development shall be maintained and managed in accordance with the details approved under discharge of conditions application 76550/APP/2025/2005.

REASON
In order to ensure that the Local Planning Authority is satisfied with the details of the authorised development and to ensure the design of the new housing development enhances the quality of the area in accordance with Policy DMBH 11 of the Hillingdon Local Plan: Part 2 (2020).

40. NONSC **Piling Method Statement**

No piling shall take place until a piling method statement (detailing the depth and type of piling to be undertaken and the methodology by which such piling will be carried out, including measures to prevent and minimise the potential for damage to subsurface sewerage infrastructure, and the programme for the works) for each relevant development phase has been submitted to and approved in writing by the local planning authority in consultation with Thames Water. Any piling must be undertaken in accordance with the terms of the approved piling method statement.

REASON
To ensure that the proposed works, in close proximity to underground sewerage utility infrastructure, will not adversely impact / cause failure of local underground sewerage utility infrastructure in accordance with Policies DMEI 11 and DMEI 12 of the Hillingdon Local Plan: Part 2 (2020).

41. NONSC **Phase 4 condition**

Prior to the commencement of Phase 4 works (except for demolition, ground and enabling work) full details of the public realm improvements to the canal corridor including future maintenance and management responsibilities and regimes should be shall be submitted to and approved by the Local Planning Authority in consultation with the Canal and River Trust as part of any reserved matters submissions for development along the canalside (Phase 4).

REASON
In order to ensure that the Local Planning Authority is satisfied with the details of the authorised development and to ensure the design of the new housing development enhances the quality of the area in accordance with Policy DMBH 11 of the Hillingdon Local Plan: Part 2 (2020).

42. NONSC **Pump Lane shared surface**

The shared use footway to be provided within Phase 1 of the development shall be provided in accordance with the details approved under discharge of conditions application 76550/APP/2025/545 prior to the first occupation of this phase of the permission and shall be retained in full accordance with the approved details unless otherwise agreed in writing with the Local Planning Authority.

REASON
To ensure that the Local Planning Authority is satisfied with the details of the authorised development and to ensure the design of the new housing development enhances the quality of the area in accordance with Policy DMBH 11 of the Hillingdon Local Plan: Part 2 (2020).

43. NONSC **Whole Life Cycle**

No later than 3 months following first occupation of the development, the post construction tab of the GLA's whole life carbon assessment template should be completed accurately and in its entirety in line with the GLA's Whole Life Carbon Assessment Guidance. The post-construction assessment should provide an update of the information submitted at the planning submission stage, including the whole life carbon emission figures for all life-cycle modules based on the actual materials, products and systems used. This should be submitted to the GLA at: ZeroCarbonPlanning@london.gov.uk, along with any supporting evidence as per the guidance. Confirmation of submission to the GLA shall be submitted to, and approved in writing by, the local planning authority, no later than 4 months following first occupation of the development.

REASON
In the interests of sustainable development and to maximise onsite carbon dioxide savings in accordance with Policy SI2 of the London Plan.

44. NONSC **Post Completion Report Whole Life Cycle**

No later than 3 months following first occupation of the development, a Post Completion Report setting out the predicted and actual performance against all numerical targets in the relevant Circular Economy Statement shall be submitted to the GLA at: CircularEconomyLPG@london.gov.uk, along with any supporting evidence as per the GLA's Circular Economy Statement Guidance. The Post Completion Report shall provide updated versions of Tables 1 and 2 of the Circular Economy Statement, the Recycling and Waste Reporting form and Bill of Materials. Confirmation of submission to the GLA shall be submitted to, and approved in writing by, the local planning authority, no later than 4 months following first occupation of the development.

REASON
In the interests of sustainable waste management and in order to maximise the re-use of material in accordance with Policy SI7 and D3 of the London Plan.

45. NONSC **Circular Economy**

Each application for reserved matters shall be accompanied by a detailed Circular Economy Statement and Operational Waste Management Strategy in line with the GLA's Circular Economy Statement Guidance, which shall be submitted to and approved in writing by the Local Planning Authority. The statement shall adhere to the principles set out in the draft Circular Economy Statement. The development shall be carried out in accordance with the details so approved.

REASON
In the interests of sustainable waste management and in order to maximise the re-use of material in accordance with Policy SI7 and D3 of the London Plan.

46. NONSC **Structural Stability**

Prior to the commencement of Phase 4 works further details on construction methodology, including details of all earthmoving, excavations and the design and construction of all foundations and any necessary mitigation measures shall be submitted to and approved and approved in writing by the Local Planning Authority in consultation with the Canal and River Trust.

REASON
To ensure that that the extent of any risk of such works to the stability of the cutting and any retaining structures can be properly quantified and assessed in accordance with Policy DMEI 8 of the Hillingdon Local Plan: Part 2 (2020).

47. A37 **Refuse Collection Area (Residential)**

Prior to the commencement of Phase 4, details of on-site refuse and recycling storage, including the on-site management plan for bin rotation and collection shall be submitted to and approved by the Local Planning Authority, this shall include plans and documentation. Such facilities shall be provided prior to occupation of the development and thereafter permanently retained.

REASON
To ensure adequate collection arrangements are in place in accordance with policy DMHB11 of the :Local Plan Part 2 (2020).

48. NONSC **Wind mitigation measures**

Any Reserved Matters application shall include a detailed assessment of the wind effects and related mitigation for that phase of development. The assessment shall include computational fluid dynamics (CFD) testing to assess the comfort and safety levels at relevant locations around and within the site. The assessment will demonstrate that all locations assessed meet appropriate safety and comfort criteria in accordance with the Lawson distress criteria (LDDC method).

REASON

In order to ensure that the Local Planning Authority is satisfied with the details of the authorised development and to ensure the design of the new housing development enhances the quality of the area in accordance with Policy DMBH 11 of the Hillingdon Local Plan: Part 2 (2020).

49. NONSC **Obstacle Lighting - Aviation Safety**

Obstacle lights shall be placed on the corners of the tallest building associated to Development Zone 4. These obstacle lights must be steady state red lights with a minimum intensity of 2000 candelas. Periods of illumination of obstacle lights, obstacle light locations and obstacle light photometric performance must all be in accordance with the requirements of Uk Regulation (EU) 139/2014.

REASON
Permanent illuminated obstacle lights are required on the tallest building associated to Development Zone 4 to avoid endangering the safe movement of aircraft and the operation of Heathrow Airport in accordance with the requirements of Policy DMAV 1 of the Hillingdon Local Plan: Part 2 (2020).

50. NONSC **Glint and Glare Assessment - PV's**

No solar panels shall be installed until a glint and glare assessment has been submitted to and approved in writing 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 Policy DMAV 1 of the Hillingdon Local Plan: Part 2 (2020).

Informatives

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

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

2. I10 **Illustrative Drawings**

You are reminded that the drawings submitted with the application are for illustrative

purposes only and do not form part of the application for which permission is hereby granted.

3. I24A **TFL Informative**

In respect of the construction works and associated construction vehicle movements and temporary arrangement on the highway, the applicant/developer should contact the Council's Highways Maintenance Team. In case of construction works affecting the Transport for London Road Network and the Strategic Road Network, the applicant/developer should also contact Transport for London and comply with its requirements as set out in the Transport for London's 'Construction Guidance Document For Contractors' which can be viewed on the Council's website www.hillingdon.gov.uk/article/11417/Publications

4. I42 **Canal informative 1**

The applicant/developer should refer to the current "Code of Practice for Works affecting the Canal & River Trust" to ensure that any necessary consents are obtained (https://canalrivertrust.org.uk/businessand- trade/undertaking-works-on-our-property-andour-code-of-practice).

5. I43 **Canal informative 2**

The applicant/developer is advised that any encroachment or access over or on to the Trust's property requires written consent from the Canal & River Trust and they are advised to contact Bernadette McNicholas of the Canal & River Trust's Estates Team on 07920 495745 or Bernadette.mcnicholas@canalrivertrust.org.uk in order to ensure that the necessary licences or commercial agreements are obtained prior to any work being carried out on or adjacent to Trust owned land.

6. I44 **Canal informative 3**

The applicant is advised that any surface water discharge to the waterway will require prior consent from the Canal & River Trust. As the Trust is not a land drainage authority, such discharges are not granted as of right-where they are granted, they will usually be subject to completion of a commercial agreement. Please contact Chris Lee, Regional Utilities Surveyor on chris.lee@canalrivertrust.org.uk to discuss this further.

7.

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. We will need to object to these proposals unless the above-mentioned condition is applied to any planning permission.

8. I60 **Cranes**

Given the nature of the proposed development it is possible that a crane may be required during its construction. The applicant's attention is drawn to the requirement within the British Standard Code of Practice for the safe use of Cranes, for crane operators to consult the aerodrome before erecting a crane in close proximity to an aerodrome. This is explained further in Advice Note 4, 'Cranes and Other Construction Issues' (available at www.aoa.org.uk/publications/safeguarding.asp)

9.

Nuisance from demolition and construction work is subject to control under the Control of Pollution Act 1974, the Clean Air Act 1993 and the Environmental Protection Act 1990. You should ensure that the following are complied with: (i) Demolition and construction works should only be carried out between the hours of 0800 and 1800 on Monday to Friday and between the hours of 0800 and 1300 on Saturday. No works should be carried out on Sundays, Public or Bank Holidays; (ii) All noise generated during such works should be controlled in compliance with British Standard 5228, and use "best practicable means" as defined in section 72 of the Control of Pollution Act 1974; (iii) Measures should be taken to eliminate the release of dust, odours and other emissions caused by the works that may create a public health nuisance. Guidance on control measures is given in "The control of dust and emissions from construction and demolition: best practice guidelines", Greater London Authority, November 2006; and (iv) No bonfires that create dark smoke or cause nuisance to local residents should be allowed at any time. You are advised to consult the Council's Environmental Protection Unit to seek prior approval under Section 61 of the Control of Pollution Act 1974 if you anticipate any difficulty in carrying out the works other than within the normal working hours set out above, and by means that would minimise disturbance to adjoining premises. For further information and advice, contact the Environmental Protection Unit, 3S/02 Civic Centre, High Street, Uxbridge, Middlesex UB8 1UW (tel. 01895 250155).

10. 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.

11. I72 **Section 106 Agreement**

You are advised that this permission has been granted subject to a legal agreement under Section 106 of the Town and Country Planning Act 1990.

12. 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 as a phased development 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 within each relevant development phase (by submitting a Commencement Notice) and assume liability to pay CIL (by submitting an Assumption of Liability Notice) to the Council at planning@hillingdon.gov.uk. The Council will then issue a Demand Notice setting out the date and the amount of CIL that is payable. Failure to submit a valid Assumption of Liability Notice and Commencement Notice prior to commencement of the development within each relevant phase may result in surcharges being imposed.

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

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

13.

The applicant/developer is advised that any future submissions of reserved matters applications for the future phases of the development shall not be constructed in any other external material than brick for fire safety and design reasons.

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 2 New Community Infrastructure
DMCI 3 Public Open Space Provision
DMCI 4 Open Spaces in New Development
DMCI 5 Childrens Play Area

DMCI 7	Planning Obligations and Community Infrastructure Levy
DME 2	Employment Uses Outside of Designated Sites
DMEI 1	Living Walls and Roofs and Onsite Vegetation
DMEI 10	Water Management, Efficiency and Quality
DMEI 14	Air Quality
DMEI 2	Reducing Carbon Emissions
DMEI 9	Management of Flood Risk
DMH 1	Safeguarding Existing Housing
DMH 2	Housing Mix
DMH 7	Provision of Affordable Housing
DMHB 10	High Buildings and Structures
DMHB 11	Design of New Development
DMHB 12	Streets and Public Realm
DMHB 14	Trees and Landscaping
DMHB 15	Planning for Safer Places
DMHB 16	Housing Standards
DMHB 17	Residential Density
DMHB 18	Private Outdoor Amenity Space
DMHB 19	Play Space
DMT 1	Managing Transport Impacts
DMT 2	Highways Impacts
DMT 3	Road Safeguarding
DMT 4	Public Transport
DMT 5	Pedestrians and Cyclists
DMT 6	Vehicle Parking
LLP D1	(2021) London's form character and capacity for growth
LPP D1	(2021) London's form, character and capacity for growth
LPP D11	(2021) Safety, security and resilience to emergency
LPP D12	(2021) Fire safety
LPP D14	(2021) Noise
LPP D2	(2021) Infrastructure requirements for sustainable densities
LPP D3	(2021) Optimising site capacity through the design-led approach
LPP D4	(2021) Delivering good design
LPP D5	(2021) Inclusive design
LPP D6	(2021) Housing quality and standards
LPP D7	(2021) Accessible housing

LPP D8	(2021) Public realm
LPP D9	(2021) Tall buildings
LPP DF1	(2021) Delivery of the Plan and Planning Obligations
LPP G5	(2021) Urban greening
LPP GG1	(2021) Building strong and inclusive communities
LPP GG2	(2021) Making the best use of land
LPP GG3	(2021) Creating a healthy city
LPP GG4	(2021) Delivering the homes Londoners needs
LPP H1	(2021) Increasing housing supply
LPP H10	(2021) Housing size mix
LPP H4	(2021) Delivering affordable housing
LPP H6	(2021) Affordable housing tenure
LPP H7	(2021) Monitoring of affordable housing
LPP H8	(2021) Loss of existing housing and estate redevelopment
LPP S4	(2021) Play and informal recreation
LPP SD1	(2021) Opportunity Areas
LPP SD10	(2021) Strategic and local regeneration
LPP SI1	(2021) Improving air quality
LPP SI12	(2021) Flood risk management
LPP SI13	(2021) Sustainable drainage
LPP SI3	(2021) Energy infrastructure
LPP SI4	(2021) Managing heat risk
LPP SI6	(2021) Digital connectivity infrastructure
LPP SI7	(2021) Reducing waste and supporting the circular economy
LPP T1	(2021) Strategic approach to transport
LPP T2	(2021) Healthy Streets
LPP T4	(2021) Assessing and mitigating transport impacts
LPP T5	(2021) Cycling
LPP T6	(2021) Car parking
LPP T6.1	(2021) Residential parking
LPP T7	(2021) Deliveries, servicing and construction
NPPF11 -24	NPPF11 2024 - Making effective use of land
NPPF12 -24	NPPF12 2024 - Achieving well-designed places
NPPF14 -24	NPPF14 2024 - Meeting the challenge of climate change, flood and coastal change
NPPF15 -24	NPPF15 2024 - Conserving and enhancing the natural environment

NPPF16 -24	NPPF16 2024 - Conserving and enhancing the historic environment
NPPF5 -24	NPPF5 2024 - Delivering a sufficient supply of homes
NPPF7 -24	NPPF7 2024 - Ensuring the vitality of town centres
NPPF8 -24	NPPF8 2024 - Promoting healthy and safe communities
NPPF9 -24	NPPF9 2024 - Promoting sustainable transport
SA 23	Silverdale Road/ Western View. Hayes

Appendix 2: Relevant Planning History

76550/APP/2021/4499 Land At Austin Road Hayes

Hybrid planning application seeking OUTLINE permission (with all matters reserved) for residential floorspace (Class C3) including demolition of all existing buildings and structures; erection of new buildings; provision of a community centre (up to 140sq.m of Use Class F2(b) floorspace); new pedestrian and vehicular access; associated amenity space, open space, landscaping; car and cycle parking spaces; plant, refuse storage, servicing area and other works incidental to the proposed development; and FULL planning permission for Blocks A and B comprising 80 residential units (Class C3); new pedestrian and vehicular access; associated amenity space and landscaping; car and cycle parking; refuse storage, servicing area, and other associated infrastructure to include temporary highways and landscaping works.

Decision: 29-03-2022 Approved

76550/APP/2022/3662 Land At Austin Road Hayes

Non-Material Amendment Application submitted under Section 96A of the Town and Country Planning Act 1990 (as amended), to amend condition 3 (Drawings) of application reference 76550/APP/2021/4499, dated 28-09-2022, which is for a Hybrid planning application seeking OUTLINE permission (with all matters reserved) for residential floorspace (Class C3) including demolition of all existing buildings and structures; erection of new buildings; provision of a community centre (up to 140sq.m of Use Class F2(b) floorspace); new pedestrian and vehicular access; associated amenity space, open space, landscaping; car and cycle parking spaces; plant, refuse storage, servicing area and other works incidental to the proposed development; and FULL planning permission for Blocks A and B comprising 80 residential units (Class C3); new pedestrian and vehicular access; associated amenity space and landscaping; car and cycle parking; refuse storage, servicing area, and other associated infrastructure to include temporary highways and landscaping works.

The proposed amendments only affect Phase 1, and comprise the following:
- Amendment of ground floor height by +200mm.
- Internal alterations to the ground floor layout to improve ventilation, structural integrity, and obstruction free use.
- Minor re-organisation of dwelling layouts to improve the internal arrangement.
- Minor adjustments to the spacing of balconies, fenestration, and facade detailing.
- Amendment to the core arrangement, lift size and window specification to meet building regulations.
- Increasing roof build to accommodate the required depth of structure and falls for rainwater collection, and reduction in parapet height.

Decision: 16-03-2023 Approved

76550/APP/2023/2931 Land At Austin Road Hayes

Section 73 application to vary Condition 3 of application reference 76550/APP/2021/4499 dated 28-09-22 (Hybrid planning application seeking OUTLINE permission (with all matters reserved) for residential floorspace (Class C3) including demolition of all existing buildings and structures; erection of new buildings; provision of a community centre (up to 140sq.m of Use Class F2(b) floorspace); new pedestrian and vehicular access; associated amenity space, open space, landscaping; car and cycle parking spaces; plant, refuse storage, servicing area and other works incidental to the proposed development; and FULL planning permission for Blocks A and B comprising 80 residential units (Class C3); new pedestrian and vehicular access; associated amenity space and landscaping; car and cycle parking; refuse storage, servicing area, and other associated infrastructure to include temporary highways and landscaping works) to increase the parapet height by 50cm in the Detailed First Phase.

Decision: 26-03-2024 Approved

76550/APP/2025/1256 Land At Austin Road Hayes

Application for a Non-Material Amendment to Planning Permission Reference 76550/APP/2023/2931 dated 10-11-2023 to amend the wording of Conditions 45 (GLA's whole life carbon assessment) and 46 (Circular Economy Statement Report).

Decision: 21-05-2025 Approved

76550/APP/2025/2006 Land At Austin Road Hayes

Application for a Non-Material Amendment to planning permission reference 76550/APP/2023/2931 dated 10-11-2023 to amend the tenure of 10no. Residential Units' Tenure (From Returning Leaseholder to Social Rent).

Decision: 17-09-2025 Approved

76550/APP/2025/2431 Land At Austin Road Hayes

Non-Material Amendment to planning permission reference 76550/APP/2023/2931 dated 01-05-2024 to amend the wording of Condition 11 (Play Space for Children), Condition 12 (Permanent Access Arrangements) and Condition 19 (Permanent Landscaping).

Decision: 17-10-2025 Approved

76550/APP/2025/2740 Land At Austin Road Hayes

Non-Material Amendment to planning permission reference 76550/APP/2023/2931 dated 01.05.2024 to remove reference within the description of development to the specific square metre floorspace relevant to the proposed community centre.

Decision: 17-11-2025 Approved

Appendix 3: List of Relevant Planning Policies

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

Part 1 Policies:

PT1.BE1	(2012) Built Environment
PT1.EM4	(2012) Open Space and Informal Recreation
PT1.EM6	(2012) Flood Risk Management
PT1.EM8	(2012) Land, Water, Air and Noise
PT1.H1	(2012) Housing Growth
PT1.H2	(2012) Affordable Housing

Part 2 Policies:

DMCI 2	New Community Infrastructure
DMCI 3	Public Open Space Provision
DMCI 4	Open Spaces in New Development
DMCI 5	Childrens Play Area
DMCI 7	Planning Obligations and Community Infrastructure Levy
DME 2	Employment Uses Outside of Designated Sites
DMEI 1	Living Walls and Roofs and Onsite Vegetation
DMEI 10	Water Management, Efficiency and Quality
DMEI 14	Air Quality
DMEI 2	Reducing Carbon Emissions
DMEI 9	Management of Flood Risk
DMH 1	Safeguarding Existing Housing
DMH 2	Housing Mix

DMH 7	Provision of Affordable Housing
DMHB 10	High Buildings and Structures
DMHB 11	Design of New Development
DMHB 12	Streets and Public Realm
DMHB 14	Trees and Landscaping
DMHB 15	Planning for Safer Places
DMHB 16	Housing Standards
DMHB 17	Residential Density
DMHB 18	Private Outdoor Amenity Space
DMHB 19	Play Space
DMT 1	Managing Transport Impacts
DMT 2	Highways Impacts
DMT 3	Road Safeguarding
DMT 4	Public Transport
DMT 5	Pedestrians and Cyclists
DMT 6	Vehicle Parking
LPP GG3	(2021) Creating a healthy city
LPP SD1	(2021) Opportunity Areas
LPP SD10	(2021) Strategic and local regeneration
LPP SI1	(2021) Improving air quality
LPP T7	(2021) Deliveries, servicing and construction
LLP D1	(2021) London's form character and capacity for growth
LPP D1	(2021) London's form, character and capacity for growth
LPP D11	(2021) Safety, security and resilience to emergency
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LPP D2	(2021) Infrastructure requirements for sustainable densities
LPP D3	(2021) Optimising site capacity through the design-led approach
LPP D4	(2021) Delivering good design
LPP D5	(2021) Inclusive design
LPP D6	(2021) Housing quality and standards
LPP D7	(2021) Accessible housing
LPP D8	(2021) Public realm
LPP D9	(2021) Tall buildings
LPP DF1	(2021) Delivery of the Plan and Planning Obligations
LPP G5	(2021) Urban greening
LPP GG1	(2021) Building strong and inclusive communities
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 H4	(2021) Delivering affordable housing
LPP H6	(2021) Affordable housing tenure
LPP H7	(2021) Monitoring of affordable housing
LPP H8	(2021) Loss of existing housing and estate redevelopment
LPP S4	(2021) Play and informal recreation
LPP SI12	(2021) Flood risk management
LPP SI13	(2021) Sustainable drainage
LPP SI3	(2021) Energy infrastructure
LPP SI4	(2021) Managing heat risk

LPP SI6	(2021) Digital connectivity infrastructure
LPP SI7	(2021) Reducing waste and supporting the circular economy
LPP T1	(2021) Strategic approach to transport
LPP T2	(2021) Healthy Streets
LPP T4	(2021) Assessing and mitigating transport impacts
LPP T5	(2021) Cycling
LPP T6	(2021) Car parking
LPP T6.1	(2021) Residential parking
NPPF11 -24	NPPF11 2024 - Making effective use of land
NPPF12 -24	NPPF12 2024 - Achieving well-designed places
NPPF14 -24	NPPF14 2024 - Meeting the challenge of climate change, flood and coastal change
NPPF15 -24	NPPF15 2024 - Conserving and enhancing the natural environment
NPPF16 -24	NPPF16 2024 - Conserving and enhancing the historic environment
NPPF5 -24	NPPF5 2024 - Delivering a sufficient supply of homes
NPPF7 -24	NPPF7 2024 - Ensuring the vitality of town centres
NPPF8 -24	NPPF8 2024 - Promoting healthy and safe communities
NPPF9 -24	NPPF9 2024 - Promoting sustainable transport
SA 23	Silverdale Road/ Western View. Hayes

Planning Committee Report Part 3:

Planning Policy Appendix - Frequently Cited Policies

Frequently Cited Planning Policies

Abbreviations

LP – London Plan (2021)

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

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

Topic	Policy	Page No.
Householder Policies	LP2 DMHD 1: Alterations and Extensions to Residential Dwellings	4
	LP2 DMHD 2: Outbuildings	6
	LP2 DMHD 3: Basement Development	6
Standard of Accommodation	LP D6: Housing quality and standards	7
	LP2 DMHB 16: Housing Standards	8
	LP2 DMHB 18: Private Outdoor Amenity Space	8
Housing	LP H2: Small sites	9
	LP H4: Delivering Affordable Housing?	9
	LP H10: Housing size mix	10
	LP1 H1: Housing Growth	10
	LP2 DMH 1: Safeguarding Existing Housing	11
	LP2 DMH 2: Housing Mix	11
	LP2 DMH 4: Residential Conversions and Redevelopment	11
	LP2 DMH 5: Houses in Multiple Occupation	11
	LP2 DMH 6: Garden and Backland Development	12
	LP2 DMH 7: Provision of Affordable Housing	12
Design (Including Heritage, Trees / Landscaping and Accessibility)	LP D3: Optimising site capacity through the design-led approach	13
	LP D5: Inclusive design	15
	LP D7: Accessible housing	15
	LP D8: Public realm	15
	LP D12: Fire safety	17
	LP HC1: Heritage conservation and growth	18
	LP G7: Trees and woodlands	19
	LP1 BE1: Built Environment	19
	LP2 DMHB 1: Heritage Assets	21

	LP2 DMHB 2: Listed Buildings	**22**
	LP2 DMHB 3: Locally Listed Buildings	**22**
	LP2 DMHB 4: Conservation Areas	**23**
	LP2 DMHB 5: Areas of Special Local Character	**23**
	LP2 DMHB 11: Design of New Development	**23**
	LP2 DMHB 12: Streets and Public Realm	**24**
	LP2 DMHB 14: Trees and Landscaping	**25**
	LP2 DMHB 15: Planning for Safer Places	**25**
Environmental	**LP D13: Agent of change**	**25**
	LP D14: Noise	**26**
	LP SI2: Minimising greenhouse gas emissions	**27**
	LP SI12: Flood risk management	**27**
	LP SI13: Sustainable drainage	**28**
	LP1 EM6: Flood Risk Management	**29**
	LP1 EM8: Land, Water, Air and Noise	**29**
	LP2 DMEI 2: Reducing Carbon Emissions	**31**
	LP2 DMEI 9: Management of Flood Risk	**31**
	LP2 DMEI 10: Water Management, Efficiency and Quality	**31**
	LP2 DMEI 12: Development of Land Affected by Contamination	**33**
	LP2 DMEI 14: Air Quality	**33**
Highways and Parking	**LP T4: Assessing and mitigating transport impacts**	**33**
	LP T5: Cycling	**34**
	LP T6: Car parking	**35**
	LP T6.1: Residential parking	**36**
	LP2 DMT 1: Managing Transport Impacts	**37**
	LP2 DMT 2: Highways Impacts	**38**
	LP2 DMT 5: Pedestrians and Cyclists	**38**
	LP2 DMT 6: Vehicle Parking	**39**

LP2 DMHD 1: Alterations and Extensions to Residential Dwellings

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

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

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

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

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

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

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

LP2 DMHD 2: Outbuildings

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

LP2 DMHD 3: Basement Development

A) When determining proposals for basement and other underground development, the Council require an assessment of the scheme's impact on drainage, flooding, groundwater conditions and structural stability. The Council will only permit basement and other underground development that does not cause harm to the built and natural environment and local amenity and does not result in flooding or ground instability. Developers will be required to demonstrate by methodologies appropriate to the site that their proposals:
i) avoid adversely affecting drainage and run-off or causing other damage to the water environment;
ii) avoid cumulative impacts upon structural stability or the water environment in the local area;

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

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

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

LP D6: Housing Quality and Standards

A) Housing development should be of high quality design and provide adequately-sized rooms (see Table 3.1) with comfortable and functional layouts which are fit for purpose and meet the needs of Londoners without differentiating between tenures.
B) Qualitative aspects of a development are key to ensuring successful sustainable housing. Table 3.2 sets out key qualitative aspects which should be addressed in the design of housing developments.

C) Housing development should maximise the provision of dual aspect dwellings and normally avoid the provision of single aspect dwellings. A single aspect dwelling should only be provided where it is considered a more appropriate design solution to meet the requirements of Part D in Policy D3 Optimising site capacity through the design-led approach than a dual aspect dwelling, and it can be demonstrated that it will have adequate passive ventilation, daylight and privacy, and avoid overheating.

D) The design of development should provide sufficient daylight and sunlight to new and surrounding housing that is appropriate for its context, whilst avoiding overheating, minimising overshadowing and maximising the usability of outside amenity space.

E) Housing should be designed with adequate and easily accessible storage space that supports the separate collection of dry recyclables (for at least card, paper, mixed plastics, metals, glass) and food waste as well as residual waste

F) Housing developments are required to meet the minimum standards below which apply to all tenures and all residential accommodation that is self-contained.

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

bedroom and 0.36 sq.m. in a single bedroom counts towards the built-in storage requirement.
8. The minimum floor to ceiling height must be 2.5m for at least 75 per cent of the Gross Internal Area of each dwelling.

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

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

LP2 DMHB 16: Housing Standards

All housing development should have an adequate provision of internal space in order to provide an appropriate living environment. To achieve this all residential development or conversions should:
i) meet or exceed the most up to date internal space standards, as set out in Table 5.1; and
ii) in the case of major developments, provide at least 10% of new housing to be accessible or easily adaptable for wheelchair users.

LP2 DMHB 18: Private Outdoor Amenity Space

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

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

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

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

LP H2: Small sites

A) Boroughs should pro-actively support well-designed new homes on small sites (below 0.25 hectares in size) through both planning decisions and plan-making in order to:
1. significantly increase the contribution of small sites to meeting London's housing needs
2. diversify the sources, locations, type and mix of housing supply
3. support small and medium-sized housebuilders
4. support those wishing to bring forward custom, self-build and community-led housing
5. achieve the minimum targets for small sites set out in Table 4.2 as a component of the overall housing targets set out in Table 4.1.

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

LP H4: Delivering Affordable Housing

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

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

LP H10: Housing size mix

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

B For low-cost rent, boroughs should provide guidance on the size of units required (by number of bedrooms) to ensure affordable housing meets identified needs. This guidance should take account of:
1. evidence of local housing needs, including the local housing register and the numbers and types of overcrowded and under-occupying households
2. other criteria set out in Part A, including the strategic and local requirement for affordable family accommodation
3. the impact of welfare reform
4. the cost of delivering larger units and the availability of grant.

LP1 H1: Housing Growth

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

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

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

LP2 DMH 1: Safeguarding Existing Housing

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

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

LP2 DMH 2: Housing Mix

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

LP2 DMH 4: Residential Conversions and Redevelopment

Residential conversions and the redevelopment of dwellings into new blocks of flats will only be permitted where:
i) it is on a residential street where the proposal will not result in more than 10% of properties being redeveloped into flats;
ii) On residential streets longer than 1km the proposed redevelopment site should be taken as the midpoint of a 1km length of road for assessment purposes;
iii) the internal floor area of the original building to be converted is at least 120 sqm; and
iv) units are limited to one unit per floor for residential conversions.

LP2 DMH 5: Houses in Multiple Occupation (HMOs) and Student Accommodation

A) In all parts of the Borough

Proposals for the provision of large HMOs, residential hostels, student accommodation and secure accommodation will be required to demonstrate that:
i) there is good accessibility to local amenities and public transport;
ii) they accord with the Accessible Homes standards and provide satisfactory living conditions for the intended occupiers; and
iii) there will be no adverse impact on the amenity of neighbouring properties or the character of the area.

B) In wards covered by an Article 4 Direction for HMOs

Planning applications for the change of use from dwelling house (Use Class C3) to HMO (Use Class C4 and Sui Generis) will only be permitted:
i) where it is in a neighbourhood area where less than 20% of properties are or would be exempt from paying council tax (or in the case of Conservation Areas 10%) because they are entirely occupied by full time students, recorded on the Council's database as a licensed HMO, benefit from C4/Sui Generis HMO planning consent and are known to the Council to be HMOs;
ii) in Conservation Areas where less than 10% of properties are exempt from paying council tax because they are entirely occupied by full time students, recorded on the Council's database as a licensed HMO, benefit from C4/Sui Generis HMO planning consent and are known to the Council to be HMOs and the change of use does not form a consecutive HMO use in a street frontage;
iii) where less than 15% of properties within 100 metres of a street length either side of an application property are exempt from paying council tax because they are entirely occupied by full time students, recorded on the Council's database as a licensed HMO, benefit from C4/Sui Generis HMO planning consent and are known to the Council to be HMOs; and iv) where the accommodation complies with all other planning standards relating to car parking, waste storage, retention of amenity space and garages and will not have a detrimental impact upon the residential amenity of adjoining properties.

LP2 DMH 6: Garden and Backland Development

There is a presumption against the loss of gardens due to the need to maintain local character, amenity space and biodiversity. In exceptional cases a limited scale of backland development may be acceptable, subject to the following criteria:
i) neighbouring residential amenity and privacy of existing homes and gardens must be maintained and unacceptable light spillage avoided;
ii) vehicular access or car parking should not have an adverse impact on neighbours in terms of noise or light. Access roads between dwellings and unnecessarily long access roads will not normally be acceptable;
iii) development on backland sites must be more intimate in mass and scale and lower than frontage properties; and iv) features such as trees, shrubs and wildlife habitat must be retained or re-provided.

LP2 DMH 7: Provision of Affordable Housing

A) In accordance with national policy:
i) developments with a capacity to provide 10 or more units will be required to maximise the delivery of on-site affordable housing;
ii) subject to viability and if appropriate in all circumstances, a minimum of 35% of all new homes on sites of 10 or more units should be delivered as affordable housing, with the tenure split 70% Social/Affordable Rent and 30% Intermediate as set out in Policy H2: Affordable Housing of the Local Plan Part 1.

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

C) Proposals that do not provide sufficient affordable housing will be resisted.

D) To ensure that Policy H2: Affordable Housing of the Local Plan Part 1 is applied consistently and fairly on all proposed housing developments, the requirement for affordable housing will apply to:
i) sites that are artificially sub-divided or partially developed;
ii) phased developments where a housing development is part of a much larger development of 10 or more units (gross), affordable housing will be required as part of the overall scheme; and iii) additional units created through or subsequently amended planning applications, whereby the amount of affordable housing required will be calculated based on the new total number of units on the site. Affordable housing will be required where a development under the 10 unit threshold is amended to have 10 or more housing units in total (gross).

E) In exceptional circumstances, where on-site provision of affordable housing cannot be delivered and as a last resort, a financial contribution will be required to provide off-site affordable housing on other sites which may be more appropriate or beneficial in meeting the Borough's identified affordable housing needs.

LP D3: Optimising site capacity through the design-led approach

The design-led approach
A) All development must make the best use of land by following a design-led approach that optimises the capacity of sites, including site allocations. Optimising site capacity means ensuring that development is of the most appropriate form and land use for the site. The design-led approach requires consideration of design options to determine the most appropriate form of development that responds to a site’s context and capacity for growth, and existing and planned supporting infrastructure capacity (as set out in Policy D2 Infrastructure requirements for sustainable densities), and that best delivers the requirements set out in Part D.

B) Higher density developments should generally be promoted in locations that are well connected to jobs, services, infrastructure and amenities by public transport, walking and cycling, in accordance with Policy D2 Infrastructure requirements for sustainable densities. Where these locations have existing areas of high density buildings, expansion of the areas should be positively considered by Boroughs where appropriate. This could also include expanding Opportunity Area boundaries where appropriate.

C) In other areas, incremental densification should be actively encouraged by Boroughs to achieve a change in densities in the most appropriate way. This should be interpreted in the context of Policy H2 Small sites.

D) Development proposals should:

Form and layout
1. enhance local context by delivering buildings and spaces that positively respond to local distinctiveness through their layout, orientation, scale, appearance and shape, with due regard to existing and emerging street hierarchy, building types, forms and proportions
2. encourage and facilitate active travel with convenient and inclusive pedestrian and cycling routes, crossing points, cycle parking, and legible entrances to buildings, that are aligned with peoples' movement patterns and desire lines in the area
3. be street-based with clearly defined public and private environments
4. facilitate efficient servicing and maintenance of buildings and the public realm, as well as deliveries, that minimise negative impacts on the environment, public realm and vulnerable road users

Experience
1. achieve safe, secure and inclusive environments
2. provide active frontages and positive reciprocal relationships between what happens inside the buildings and outside in the public realm to generate liveliness and interest
3. deliver appropriate outlook, privacy and amenity
4. provide conveniently located green and open spaces for social interaction, play, relaxation and physical activity
5. help prevent or mitigate the impacts of noise and poor air quality
6. achieve indoor and outdoor environments that are comfortable and inviting for people to use

Quality and character
1. respond to the existing character of a place by identifying the special and valued features and characteristics that are unique to the locality and respect, enhance and utilise the heritage assets and architectural features that contribute towards the local character
2. be of high quality, with architecture that pays attention to detail, and gives thorough consideration to the practicality of use, flexibility, safety and building lifespan through appropriate construction methods and the use of attractive, robust materials which weather and mature well
3. aim for high sustainability standards (with reference to the policies within London Plan Chapters 8 and 9) and take into account the principles of the circular economy
4. provide spaces and buildings that maximise opportunities for urban greening to create attractive resilient places that can also help the management of surface water.

E) Where development parameters for allocated sites have been set out in a Development Plan, development proposals that do not accord with the site capacity in a site allocation can be refused for this reason.

LP D5: Inclusive Design

A) Boroughs, in preparing their Development Plans, should support the creation of inclusive neighbourhoods by embedding inclusive design, and collaborating with local communities in the development of planning policies that affect them.

B) Development proposal should achieve the highest standards of accessible and inclusive design. They should:
1. be designed taking into account London's diverse population
2. provide high quality people focused spaces that are designed to facilitate social interaction and inclusion
3. be convenient and welcoming with no disabling barriers, providing independent access without additional undue effort, separation or special treatment
4. be able to be entered, used and exited safely, easily and with dignity for all
5. be designed to incorporate safe and dignified emergency evacuation for all building users. In all developments where lifts are installed, as a minimum at least one lift per core (or more subject to capacity assessments) should be a suitably sized fire evacuation lift suitable to be used to evacuate people who require level access from the building.

C) Design and Access Statements, submitted as part of development proposals, should include an inclusive design statement.

LP D7: Accessible Housing

A) To provide suitable housing and genuine choice for London's diverse population, including disabled people, older people and families with young children, residential development must ensure that:
1. at least 10 per cent of dwellings (which are created via works to which Part M volume 1 of the Building Regulations applies) meet Building Regulation requirement M4(3) 'wheelchair user dwellings'
2. all other dwellings (which are created via works to which Part M volume 1 of the Building Regulations applies) meet Building Regulation requirement M4(2) 'accessible and adaptable dwellings'.

LP D8: Public Realm

Development Plans and development proposals should:
A) encourage and explore opportunities to create new public realm where appropriate

B) ensure the public realm is well-designed, safe, accessible, inclusive, attractive, well-connected, related to the local and historic context, and easy to understand, service and maintain. Landscape treatment, planting, street furniture and surface materials should be of good quality, fit-for-purpose, durable and sustainable. Lighting, including for advertisements, should be carefully considered and well-

designed in order to minimise intrusive lighting infrastructure and reduce light pollution

C) maximise the contribution that the public realm makes to encourage active travel and ensure its design discourages travel by car and excessive on-street parking, which can obstruct people's safe enjoyment of the space. This includes design that reduces the impact of traffic noise and encourages appropriate vehicle speeds

D) be based on an understanding of how the public realm in an area functions and creates a sense of place during different times of the day and night, days of the week and times of the year. In particular, they should demonstrate an understanding of how people use the public realm, and the types, location and relationship between public spaces in an area, identifying where there are deficits for certain activities, or barriers to movement that create severance for pedestrians and cyclists

E) ensure both the movement function of the public realm and its function as a place are provided for and that the balance of space and time given to each reflects the individual characteristics of the area. The priority modes of travel for the area should be identified and catered for, as appropriate. Desire lines for people walking and cycling should be a particular focus, including the placement of street crossings, which should be regular, convenient and accessible

F) ensure there is a mutually supportive relationship between the space, surrounding buildings and their uses, so that the public realm enhances the amenity and function of buildings and the design of buildings contributes to a vibrant public realm

G) ensure buildings are of a design that activates and defines the public realm, and provides natural surveillance. Consideration should also be given to the local microclimate created by buildings, and the impact of service entrances and facades on the public realm

H) ensure appropriate management and maintenance arrangements are in place for the public realm, which maximise public access and minimise rules governing the space to those required for its safe management in accordance with the Public London Charter

I) incorporate green infrastructure such as street trees and other vegetation into the public realm to support rainwater management through sustainable drainage, reduce exposure to air pollution, moderate surface and air temperature and increase biodiversity

J) ensure that appropriate shade, shelter, seating and, where possible, areas of direct sunlight are provided, with other microclimatic considerations, including temperature and wind, taken into account in order to encourage people to spend time in a place

K) ensure that street clutter, including street furniture that is poorly located, unsightly, in poor condition or without a clear function is removed, to ensure that pedestrian amenity is improved. Consideration should be given to the use, design and location of street furniture so that it complements the use and function of the space. Applications which seek to introduce unnecessary street furniture should be refused

L) explore opportunities for innovative approaches to improving the public realm such as open street events and Play Streets

M) create an engaging public realm for people of all ages, with opportunities for social activities, formal and informal play and social interaction during the daytime, evening and at night. This should include identifying opportunities for the meanwhile use of sites in early phases of development to create temporary public realm

N) ensure that any on-street parking is designed so that it is not dominant or continuous, and that there is space for green infrastructure as well as cycle parking in the carriageway. Parking should not obstruct pedestrian lines

O) ensure the provision and future management of free drinking water at appropriate locations in the new or redeveloped public realm.

LP D12: Fire Safety

A) In the interests of fire safety and to ensure the safety of all building users, all development proposals must achieve the highest standards of fire safety and ensure that they:
1. identify suitably positioned unobstructed outside space:
a - for fire appliances to be positioned on
b - appropriate for use as an evacuation assembly point
2. are designed to incorporate appropriate features which reduce the risk to life and the risk of serious injury in the event of a fire; including appropriate fire alarm systems and passive and active fire safety measures
3. are constructed in an appropriate way to minimise the risk of fire spread
4. provide suitable and convenient means of escape, and associated evacuation strategy for all building users
5. develop a robust strategy for evacuation which can be periodically updated and published, and which all building users can have confidence in
6. provide suitable access and equipment for firefighting which is appropriate for the size and use of the development.

B) All major development proposals should be submitted with a Fire Statement, which is an independent fire strategy, produced by a third party, suitably qualified assessor.
The statement should detail how the development proposal will function in terms of:
1. the building’s construction: methods, products and materials used, including manufacturers’ details

2. the means of escape for all building users: suitably designed stair cores, escape for building users who are disabled or require level access, and associated evacuation strategy approach
3. features which reduce the risk to life: fire alarm systems, passive and active fire safety measures and associated management and maintenance plans
4. access for fire service personnel and equipment: how this will be achieved in an evacuation situation, water supplies, provision and positioning of equipment, firefighting lifts, stairs and lobbies, any fire suppression and smoke ventilation systems proposed, and the ongoing maintenance and monitoring of these
5. how provision will be made within the curtilage of the site to enable fire appliances to gain access to the building
6. ensuring that any potential future modifications to the building will take into account and not compromise the base build fire safety/protection measures.

LP HC1: Heritage Conservation and Growth

A) Boroughs should, in consultation with Historic England, local communities and other statutory and relevant organisations, develop evidence that demonstrates a clear understanding of London's historic environment. This evidence should be used for identifying, understanding, conserving, and enhancing the historic environment and heritage assets, and improving access to, and interpretation of, the heritage assets, landscapes and archaeology within their area.

B) Development Plans and strategies should demonstrate a clear understanding of the historic environment and the heritage values of sites or areas and their relationship with their surroundings. This knowledge should be used to inform the effective integration of London's heritage in regenerative change by:
1. setting out a clear vision that recognises and embeds the role of heritage in place-making
2. utilising the heritage significance of a site or area in the planning and design process
3. integrating the conservation and enhancement of heritage assets and their settings with innovative and creative contextual architectural responses that contribute to their significance and sense of place
4. delivering positive benefits that conserve and enhance the historic environment, as well as contributing to the economic viability, accessibility and environmental quality of a place, and to social wellbeing.

C) Development proposals affecting heritage assets, and their settings, should conserve their significance, by being sympathetic to the assets' significance and appreciation within their surroundings. The cumulative impacts of incremental change from development on heritage assets and their settings should also be actively managed. Development proposals should avoid harm and identify enhancement opportunities by integrating heritage considerations early on in the design process.

D) Development proposals should identify assets of archaeological significance and use this information to avoid harm or minimise it through design and appropriate mitigation. Where applicable, development should make provision for the protection of significant archaeological assets and landscapes. The protection of undesignated heritage assets of archaeological interest equivalent to a scheduled monument should be given equivalent weight to designated heritage assets.

E) Where heritage assets have been identified as being At Risk, boroughs should identify specific opportunities for them to contribute to regeneration and place-making, and they should set out strategies for their repair and re-use.

LP G7: Trees and Woodlands

A) London's urban forest and woodlands should be protected and maintained, and new trees and woodlands should be planted in appropriate locations in order to increase the extent of London's urban forest – the area of London under the canopy of trees.

B) In their Development Plans, boroughs should:
1. protect 'veteran' trees and ancient woodland where these are not already part of a protected site139
2. identify opportunities for tree planting in strategic locations.

C) Development proposals should ensure that, wherever possible, existing trees of value are retained.140 If planning permission is granted that necessitates the removal of trees there should be adequate replacement based on the existing value of the benefits of the trees removed, determined by, for example, i-tree or CAVAT or another appropriate valuation system. The planting of additional trees should generally be included in new developments – particularly large-canopied species which provide a wider range of benefits because of the larger surface area of their canopy.

LP 1 BE1: Built Environment

The Council will require all new development to improve and maintain the quality of the built environment in order to create successful and sustainable neighbourhoods, where people enjoy living and working and that serve the long-term needs of all residents. All new developments should:

1. Achieve a high quality of design in all new buildings, alterations, extensions and the public realm which enhances the local distinctiveness of the area, contributes to community cohesion and a sense of place;

2. Be designed to be appropriate to the identity and context of Hillingdon's buildings, townscapes, landscapes and views, and make a positive contribution to the local

area in terms of layout, form, scale and materials and seek to protect the amenity of surrounding land and buildings, particularly residential properties;

3. Be designed to include “Lifetime Homes” principles so that they can be readily adapted to meet the needs of those with disabilities and the elderly, 10% of these should be wheelchair accessible or easily adaptable to wheelchair accessibility encouraging places of work and leisure, streets, neighbourhoods, parks and open spaces to be designed to meet the needs of the community at all stages of people’s lives;

4. In the case of 10 dwellings or over, achieve a satisfactory assessment rating in terms of the latest Building for Life standards (as amended or replaced from time to time);

5. Improve areas of poorer environmental quality, including within the areas of relative disadvantage of Hayes, Yiewsley and West Drayton. All regeneration schemes should ensure that they are appropriate to their historic context, make use of heritage assets and reinforce their significance;

6. Incorporate a clear network of routes that are easy to understand, inclusive, safe, secure and connect positively with interchanges, public transport, community facilities and services;

7. Improve the quality of the public realm and provide for public and private spaces that are attractive, safe, functional, diverse, sustainable, accessible to all, respect the local character and landscape, integrate with the development, enhance and protect biodiversity through the inclusion of living walls, roofs and areas for wildlife, encourage physical activity and where appropriate introduce public art;

8. Create safe and secure environments that reduce crime and fear of crime, anti-social behaviour and risks from fire and arson having regard to Secure by Design standards and address resilience to terrorism in major development proposals;

9. Not result in the inappropriate development of gardens and green spaces that erode the character and biodiversity of suburban areas and increase the risk of flooding through the loss of permeable areas;

10. Maximise the opportunities for all new homes to contribute to tackling and adapting to climate change and reducing emissions of local air quality pollutants. The Council will require all new development to achieve reductions in carbon dioxide emission in line with the London Plan targets through energy efficient design and effective use of low and zero carbon technologies. Where the required reduction from on-site renewable energy is not feasible within major developments, contributions off-site will be sought. The Council will seek to merge a suite of sustainable design goals, such as the use of SUDS, water efficiency, lifetime homes, and energy efficiency into a requirement measured against the Code for Sustainable

Homes and BREEAM. These will be set out within the Hillingdon Local Plan: Part 2- Development Management Policies Local Development Document (LDD). All developments should be designed to make the most efficient use of natural resources whilst safeguarding historic assets, their settings and local amenity and include sustainable design and construction techniques to increase the re-use and recycling of construction, demolition and excavation waste and reduce the amount disposed to landfill;

11. In the case of tall buildings, not adversely affect their surroundings including the local character, cause harm to the significance of heritage assets or impact on important views. Appropriate locations for tall buildings will be defined on a Character Study and may include parts of Uxbridge and Hayes subject to considering the Obstacle Limitation Surfaces for Heathrow Airport. Outside of Uxbridge and Hayes town centres, tall buildings will not be supported. The height of all buildings should be based upon an understanding of the local character and be appropriate to the positive qualities of the surrounding townscape. Support will be given for proposals that are consistent with local strategies, guidelines, supplementary planning documents and Hillingdon Local Plan: Part 2- Development Management Policies.

LP2 DMHB 1: Heritage Assets

A) The Council will expect development proposals to avoid harm to the historic environment. Development that has an effect on heritage assets will only be supported where:
i) it sustains and enhances the significance of the heritage asset and puts them into viable uses consistent with their conservation;
ii) it will not lead to a loss of significance or harm to an asset, unless it can be demonstrated that it will provide public benefit that would outweigh the harm or loss, in accordance with the NPPF;
iii) it makes a positive contribution to the local character and distinctiveness of the area;
iv) any extensions or alterations are designed in sympathy, without detracting from or competing with the heritage asset;
v) the proposal would relate appropriately in terms of siting, style, scale, massing, height, design and materials;
vi) buildings and structures within the curtilage of a heritage asset, or in close proximity to it, do not compromise its setting; and
vii) opportunities are taken to conserve or enhance the setting, so that the significance of the asset can be appreciated more readily.

B) Development proposals affecting designated heritage assets need to take account of the effects of climate change and renewable energy without impacting negatively on the heritage asset. The Council may require an alternative solution which will protect the asset yet meet the sustainability objectives of the Local Plan.

C) The Council will seek to secure the repair and reuse of Listed Buildings and monuments and improvements to Conservation Areas on the Heritage at Risk Register, through negotiations with owners, the provision of advice and guidance, the use of appropriate legal action, and through bids for external funding for improvement works.

LP2 DMHB 2: Listed Buildings

A) Applications for Listed Building Consent and planning permission to alter, extend, or change the use of a statutorily Listed Building will only be permitted if they are considered to retain its significance and value and are appropriate in terms of the fabric, historic integrity, spatial quality and layout of the building. Any additions or alterations to a Listed Building should be sympathetic in terms of scale, proportion, detailed design, materials and workmanship.

B) Applications should include a Heritage Statement that demonstrates a clear understanding of the importance of the building and the impact of the proposals on its significance.

C) The substantial harm to or total loss of significance of a statutory Listed Building will only be permitted in exceptional circumstances when the nature of the heritage asset prevents all reasonable use of the building, no viable use can be found through marketing, grant-funding or charitable or public ownership and the loss is outweighed by bringing the site back into use. In such circumstances, full archaeological recording of the building will be required.

D) Planning permission will not be granted for proposals which are considered detrimental to the setting of a Listed Building.

LP2 DMHB 3: Locally Listed Buildings

A) There is a general presumption in favour of the retention of buildings, structures and features included in the Local List. The Council will take into account the effect of a proposal on the building's significance and the scale of any harm of loss when considering planning applications, including those for major alterations and extensions. Proposals will be permitted where they retain the significance, appearance, character or setting of a Locally Listed Building.

B) Applications should include a Heritage Statement that demonstrates a clear understanding of the importance of the structure and the impact of the proposals on the significance of the Locally Listed Building.

C) Replacement will only be considered if it can be demonstrated that the community benefits of such a proposal significantly outweigh those of retaining the Locally Listed Building.

LP2 DMHB 4: Conservation Areas

New development, including alterations and extensions to existing buildings, within a Conservation Area or on its fringes, will be expected to preserve or enhance the character or appearance of the area. It should sustain and enhance its significance and make a positive contribution to local character and distinctiveness. In order to achieve this, the Council will:

A) Require proposals for new development, including any signage or advertisement, to be of a high quality contextual design. Proposals should exploit opportunities to restore any lost features and/or introduce new ones that would enhance the character and appearance of the Conservation Area.

B) Resist the loss of buildings, historic street patterns, important views, landscape and open spaces or other features that make a positive contribution to the character or appearance of the Conservation Area; any such loss will need to be supported with a robust justification.

C) Proposals will be required to support the implementation of improvement actions set out in relevant Conservation Area Appraisals and Management Plans.

LP2 DMHB 5: Areas of Special Local Character

A) Within Areas of Special Local Character, new development should reflect the character of the area and its original layout. Alterations should respect the established scale, building lines, height, design and materials of the area.

B) Extensions to dwellings should be subservient to, and respect the architectural style of the original buildings and allow sufficient space for appropriate landscaping, particularly between, and in front of, buildings.

C) The replacement of buildings which positively contribute to the character and local importance of Areas of Special Local Character will normally be resisted.

LP2 DMHB 11: Design of New Development

A) All development, including extensions, alterations and new buildings will be required to be designed to the highest standards and, incorporate principles of good design including:
i) harmonising with the local context by taking into account the surrounding:
- scale of development, considering the height, mass and bulk of adjacent structures;
- building plot sizes and widths, plot coverage and established street patterns;
- building lines and setbacks, rooflines, streetscape rhythm, for example, gaps between structures and other streetscape elements, such as degree of enclosure;
- architectural composition and quality of detailing;
- local topography, views both from and to the site; and

- impact on neighbouring open spaces and their environment.
ii) ensuring the use of high quality building materials and finishes;
iii) ensuring that the internal design and layout of development maximises sustainability and is adaptable to different activities;
iv) protecting features of positive value within and adjacent to the site, including the safeguarding of heritage assets, designated and un-designated, and their settings; and
v) landscaping and tree planting to protect and enhance amenity, biodiversity and green infrastructure.

B) Development proposals should not adversely impact on the amenity, daylight and sunlight of adjacent properties and open space.

C) Development will be required to ensure that the design safeguards the satisfactory re-development of any adjoining sites which have development potential. In the case of proposals for major development5 sites, the Council will expect developers to prepare master plans and design codes and to agree these with the Council before developing detailed designs.

D) Development proposals should make sufficient provision for well designed internal and external storage space for general, recycling and organic waste, with suitable access for collection. External bins should be located and screened to avoid nuisance and adverse visual impacts to occupiers and neighbours.

LP2 DMHB 12: Streets and Public Realm

A) Development should be well integrated with the surrounding area and accessible. It should:
i) improve legibility and promote routes and wayfinding between the development and local amenities;
ii) ensure public realm design takes account of the established townscape character and quality of the surrounding area;
iii) include landscaping treatment that is suitable for the location, serves a purpose, contributes to local green infrastructure, the appearance of the area and ease of movement through the space;
iv) provide safe and direct pedestrian and cycle movement through the space;
v) incorporate appropriate and robust hard landscaping, using good quality materials, undertaken to a high standard;
vi) where appropriate, include the installation of public art; and
vii) deliver proposals which incorporate the principles of inclusive design. Proposals for gated developments will be resisted.
B) Public realm improvements will be sought from developments located close to transport interchanges and community facilities to ensure easy access between different transport modes and into local community facilities.

LP2 DMHB 14: Trees and Landscaping

A) All developments will be expected to retain or enhance existing landscaping, trees, biodiversity or other natural features of merit.
B) Development proposals will be required to provide a landscape scheme that includes hard and soft landscaping appropriate to the character of the area, which supports and enhances biodiversity and amenity particularly in areas deficient in green infrastructure.

C) Where space for ground level planting is limited, such as high rise buildings, the inclusion of living walls and roofs will be expected where feasible.

D) Planning applications for proposals that would affect existing trees will be required to provide an accurate tree survey showing the location, height, spread and species of trees. Where the tree survey identifies trees of merit, tree root protection areas and an arboricultural method statement will be required to show how the trees will be protected. Where trees are to be removed, proposals for replanting of new trees on-site must be provided or include contributions to offsite provision.

LP2 DMHB 15: Planning for Safer Places

The Council will require all new development to ensure safe and attractive public and private spaces by referring to the Council's latest guidance on Secured by Design principles. Where relevant, these should be included in the Design and Access Statement. Development will be required to comprise good design and create inclusive environments whilst improving safety and security by incorporating the following specific measures:
i) providing entrances in visible, safe and accessible locations;
ii) maximising natural surveillance;
iii) ensuring adequate defensible space is provided;
iv) providing clear delineations between public and private spaces; and
v) providing appropriate lighting and CCTV.

LP D13: Agent of Change

A) The Agent of Change principle places the responsibility for mitigating impacts from existing noise and other nuisance-generating activities or uses on the proposed new noise-sensitive development. Boroughs should ensure that Development Plans and planning decisions reflect the Agent of Change principle and take account of existing noise and other nuisance-generating uses in a sensitive manner when new development is proposed nearby.

B) Development should be designed to ensure that established noise and other nuisance-generating uses remain viable and can continue or grow without unreasonable restrictions being placed on them.

C) New noise and other nuisance-generating development proposed close to residential and other noise-sensitive uses should put in place measures to mitigate and manage any noise impacts for neighbouring residents and businesses.

D) Development proposals should manage noise and other potential nuisances by:
1. ensuring good design mitigates and minimises existing and potential nuisances generated by existing uses and activities located in the area
2. exploring mitigation measures early in the design stage, with necessary and appropriate provisions including ongoing and future management of mitigation measures secured through planning obligations
3. separating new noise-sensitive development where possible from existing noise-generating businesses and uses through distance, screening, internal layout, sound-proofing, insulation and other acoustic design measures.

E) Boroughs should not normally permit development proposals that have not clearly demonstrated how noise and other nuisances will be mitigated and managed.

LP D14: Noise

A) In order to reduce, manage and mitigate noise to improve health and quality of life, residential and other non-aviation development proposals should manage noise by:
1. avoiding significant adverse noise impacts on health and quality of life
2. reflecting the Agent of Change principle as set out in Policy D13 Agent of Change
3. mitigating and minimising the existing and potential adverse impacts of noise on, from, within, as a result of, or in the vicinity of new development without placing unreasonable restrictions on existing noise-generating uses
4. improving and enhancing the acoustic environment and promoting appropriate
5. separating new noise-sensitive development from major noise sources (such as road, rail, air transport and some types of industrial use) through the use of distance, screening, layout, orientation, uses and materials – in preference to sole reliance on sound insulation
6. where it is not possible to achieve separation of noise-sensitive development and noise sources without undue impact on other sustainable development objectives, then any potential adverse effects should be controlled and mitigated through applying good acoustic design principles
7. promoting new technologies and improved practices to reduce noise at source, and on the transmission path from source to receiver.

B) Boroughs, and others with relevant responsibilities, should identify and nominate new Quiet Areas and protect existing Quiet Areas in line with the procedure in Defra's Noise Action Plan for Agglomerations.

LP SI 2: Minimising Greenhouse Gas Emissions

A) Major development should be net zero-carbon.151 This means reducing greenhouse gas emissions in operation and minimising both annual and peak energy demand in accordance with the following energy hierarchy:
1. be lean: use less energy and manage demand during operation
2. be clean: exploit local energy resources (such as secondary heat) and supply energy efficiently and cleanly
3. be green: maximise opportunities for renewable energy by producing, storing and using renewable energy on-site
4. be seen: monitor, verify and report on energy performance.

B) Major development proposals should include a detailed energy strategy to demonstrate how the zero-carbon target will be met within the framework of the energy hierarchy.

C) A minimum on-site reduction of at least 35 per cent beyond Building Regulations152 is required for major development. Residential development should achieve 10 per cent, and non-residential development should achieve 15 per cent through energy efficiency measures. Where it is clearly demonstrated that the zero-carbon target cannot be fully achieved on-site, any shortfall should be provided, in agreement with the borough, either:
1. through a cash in lieu contribution to the borough's carbon offset fund, or
2. off-site provided that an alternative proposal is identified and delivery is certain.

D) Boroughs must establish and administer a carbon offset fund. Offset fund payments must be ring-fenced to implement projects that deliver carbon reductions. The operation of offset funds should be monitored and reported on annually.

E) Major development proposals should calculate and minimise carbon emissions from any other part of the development, including plant or equipment, that are not covered by Building Regulations, i.e. unregulated emissions.

F) Development proposals referable to the Mayor should calculate whole life-cycle carbon emissions through a nationally recognised Whole Life-Cycle Carbon Assessment and demonstrate actions taken to reduce life-cycle carbon emissions.

LP SI 12: Flood Risk Management

A) Current and expected flood risk from all sources (as defined in paragraph 9.2.12) across London should be managed in a sustainable and cost-effective way in collaboration with the Environment Agency, the Lead Local Flood Authorities, developers and infrastructure providers.

B) Development Plans should use the Mayor's Regional Flood Risk Appraisal and their Strategic Flood Risk Assessment as well as Local Flood Risk Management

Strategies, where necessary, to identify areas where particular and cumulative flood risk issues exist and develop actions and policy approaches aimed at reducing these risks. Boroughs should cooperate and jointly address cross-boundary flood risk issues including with authorities outside London.

C) Development proposals should ensure that flood risk is minimised and mitigated, and that residual risk is addressed. This should include, where possible, making space for water and aiming for development to be set back from the banks of watercourses.

D) Developments Plans and development proposals should contribute to the delivery of the measures set out in Thames Estuary 2100 Plan. The Mayor will work with the Environment Agency and relevant local planning authorities, including authorities outside London, to safeguard an appropriate location for a new Thames Barrier.

E) Development proposals for utility services should be designed to remain operational under flood conditions and buildings should be designed for quick recovery following a flood.

F) Development proposals adjacent to flood defences will be required to protect the integrity of flood defences and allow access for future maintenance and upgrading. Unless exceptional circumstances are demonstrated for not doing so, development proposals should be set back from flood defences to allow for any foreseeable future maintenance and upgrades in a sustainable and cost-effective way.

G) Natural flood management methods should be employed in development proposals due to their multiple benefits including increasing flood storage and creating recreational areas and habitat.

LP SI 13: Sustainable Drainage

A) Lead Local Flood Authorities should identify – through their Local Flood Risk Management Strategies and Surface Water Management Plans – areas where there are particular surface water management issues and aim to reduce these risks. Increases in surface water run-off outside these areas also need to be identified and addressed.

B) Development proposals should aim to achieve greenfield run-off rates and ensure that surface water run-off is managed as close to its source as possible. There should also be a preference for green over grey features, in line with the following drainage hierarchy:
1. rainwater use as a resource (for example rainwater harvesting, blue roofs for irrigation)
2. rainwater infiltration to ground at or close to source
3. rainwater attenuation in green infrastructure features for gradual release (for example green roofs, rain gardens)

4. rainwater discharge direct to a watercourse (unless not appropriate)
5. controlled rainwater discharge to a surface water sewer or drain
6. controlled rainwater discharge to a combined sewer.

C) Development proposals for impermeable surfacing should normally be resisted unless they can be shown to be unavoidable, including on small surfaces such as front gardens and driveways.

D) Drainage should be designed and implemented in ways that promote multiple benefits including increased water use efficiency, improved water quality, and enhanced biodiversity, urban greening, amenity and recreation.

LP1 EM6: Flood Risk Management

The Council will require new development to be directed away from Flood Zones 2 and 3 in accordance with the principles of the National Planning Policy Framework (NPPF).

The subsequent Hillingdon Local Plan: Part 2 -Site Specific Allocations LDD will be subjected to the Sequential Test in accordance with the NPPF. Sites will only be allocated within Flood Zones 2 or 3 where there are overriding issues that outweigh flood risk. In these instances, policy criteria will be set requiring future applicants of these sites to demonstrate that flood risk can be suitably mitigated.

The Council will require all development across the borough to use sustainable urban drainage systems (SUDS) unless demonstrated that it is not viable. The Council will encourage SUDS to be linked to water efficiency methods. The Council may require developer contributions to guarantee the long term maintenance and performance of SUDS is to an appropriate standard.

LP1 EM8: Land, Water, Air and Noise

Water Quality
The Council will seek to safeguard and improve all water quality, both ground and surface. Principal Aquifers, and Source Protection Zones will be given priority along with the:

- River Colne
- Grand Union Canal
- River Pinn
- Yeading Brook
- Porter Land Brook
- River Crane
- Ruislip Lido

Air Quality
All development should not cause deterioration in the local air quality levels and should ensure the protection of both existing and new sensitive receptors.

All major development within the Air Quality Management Area (AQMA) should demonstrate air quality neutrality (no worsening of impacts) where appropriate; actively contribute to the promotion of sustainable transport measures such as vehicle charging points and the increased provision for vehicles with cleaner transport fuels; deliver increased planting through soft landscaping and living walls and roofs; and provide a management plan for ensuring air quality impacts can be kept to a minimum.

The Council seeks to reduce the levels of pollutants referred to in the Government's National Air Quality Strategy and will have regard to the Mayor's Air Quality Strategy. London Boroughs should also take account of the findings of the Air Quality Review and Assessments and Actions plans, in particular where Air Quality Management Areas have been designated.

The Council has a network of Air Quality Monitoring stations but recognises that this can be widened to improve understanding of air quality impacts. The Council may therefore require new major development in an AQMA to fund additional air quality monitoring stations to assist in managing air quality improvements.

Noise
The Council will investigate Hillingdon's target areas identified in the Defra Noise Action Plans, promote the maximum possible reduction in noise levels and will minimise the number of people potentially affected.

The Council will seek to identify and protect Quiet Areas in accordance with Government Policy on sustainable development and other Local Plan policies.

The Council will seek to ensure that noise sensitive development and noise generating development are only permitted if noise impacts can be adequately controlled and mitigated.

Land Contamination
The Council will expect proposals for development on contaminated land to provide mitigation strategies that reduce the impacts on surrounding land uses. Major development proposals will be expected to demonstrate a sustainable approach to remediation that includes techniques to reduce the need to landfill.

Water Resources
The Council will require that all new development demonstrates the incorporation of water efficiency measures within new development to reduce the rising demand on potable water. All new development must incorporate water recycling and collection facilities unless it can be demonstrated it is not appropriate. For residential

developments, the Council will require applicants to demonstrate that water consumption will not surpass 105 litres per person per day.

LP2 DMEI 2: Reducing Carbon Emissions

A) All developments are required to make the fullest contribution to minimising carbon dioxide emissions in accordance with London Plan targets.
B) All major development proposals must be accompanied by an energy assessment showing how these reductions will be achieved.

C) Proposals that fail to take reasonable steps to achieve the required savings will be resisted. However, where it is clearly demonstrated that the targets for carbon emissions cannot be met onsite, the Council may approve the application and seek an off-site contribution to make up for the shortfall.

LP2 DMEI 9: Management of Flood Risk

A) Development proposals in Flood Zones 2 and 3a will be required to demonstrate that there are no suitable sites available in areas of lower flood risk. Where no appropriate sites are available, development should be located on the areas of lowest flood risk within the site. Flood defences should provide protection for the lifetime of the development. Finished floor levels should reflect the Environment Agency's latest guidance on climate change.

B) Development proposals in these areas will be required to submit an appropriate level Flood Risk Assessment (FRA) to demonstrate that the development is resilient to all sources of flooding.

C) Development in Flood Zone 3b will be refused in principle unless identified as an appropriate development in Flood Risk Planning Policy Guidance. Development for appropriate uses in Flood Zone 3b will only be approved if accompanied by an appropriate FRA that demonstrates the development will be resistant and resilient to flooding and suitable warning and evacuation methods are in place.

D) Developments may be required to make contributions (through legal agreements) to previously identified flood improvement works that will benefit the development site.

E) Proposals that fail to make appropriate provision for flood risk mitigation, or which would increase the risk or consequences of flooding, will be refused.

LP2 DMEI 10: Water Management, Efficiency, and Quality

A) Applications for all new build developments (not conversions, change of use, or refurbishment) are required to include a drainage assessment demonstrating that

appropriate sustainable drainage systems (SuDS) have been incorporated in accordance with the London Plan Hierarchy (Policy 5.13: Sustainable drainage).

B) All major new build developments, as well as minor developments in Critical Drainage Areas or an area identified at risk from surface water flooding must be designed to reduce surface water run-off rates to no higher than the pre-development greenfield run-off rate in a 1:100 year storm scenario, plus an appropriate allowance for climate change for the worst storm duration. The assessment is required regardless of the changes in impermeable areas and the fact that a site has an existing high run-off rate will not constitute justification.

C) Rain Gardens and non householder development should be designed to reduce surface water run-off rates to Greenfield run-off rates.

D) Schemes for the use of SuDS must be accompanied by adequate arrangements for the management and maintenance of the measures used, with appropriate contributions made to the Council where necessary.

E) Proposals that would fail to make adequate provision for the control and reduction of surface water run-off rates will be refused.

F) Developments should be drained by a SuDs system and must include appropriate methods to avoid pollution of the water environment. Preference should be given to utilising the drainage options in the SuDS hierarchy which remove the key pollutants that hinder improving water quality in Hillingdon. Major development should adopt a 'treatment train' approach where water flows through different SuDS to ensure resilience in the system. Water Efficiency

G) All new development proposals (including refurbishments and conversions) will be required to include water efficiency measures, including the collection and reuse of rain water and grey water.

H) All new residential development should demonstrate water usage rates of no more than 105 litres/person/day.

I) It is expected that major development8 proposals will provide an integrated approach to surface water run-off attenuation, water collection, recycling and reuse. Water and Wastewater Infrastructure

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

LP2 DMEI 12: Development of Land Affected by Contamination

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

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

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

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

LP2 DMEI 14: Air Quality

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

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

TP T4: Assessing and Mitigating Transport Impacts

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

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

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

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

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

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

F) Development proposals should not increase road danger.

LP T5: Cycling

A) Development Plans and development proposals should help remove barriers to cycling and create a healthy environment in which people choose to cycle. This will be achieved through:
1. supporting the delivery of a London-wide network of cycle routes, with new routes and improved infrastructure
2. securing the provision of appropriate levels of cycle parking which should be fit for purpose, secure and well-located. Developments should provide cycle parking at least in accordance with the minimum standards set out in Table 10.2 and Figure 10.3, ensuring that a minimum of two short-stay and two long-stay cycle parking spaces are provided where the application of the minimum standards would result in a lower provision.

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

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

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

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

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

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

LP T6: Car Parking

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

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

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

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

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

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

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

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

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

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

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

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

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

LP T6.1: Residential Parking

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

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

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

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

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

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

G) Disabled persons parking should be provided for new residential developments. Residential development proposals delivering ten or more units must, as a minimum:
1. ensure that for three per cent of dwellings, at least one designated disabled persons parking bay per dwelling is available from the outset
2. demonstrate as part of the Parking Design and Management Plan, how an additional seven per cent of dwellings could be provided with one designated disabled persons parking space per dwelling in future upon request as soon as existing provision is insufficient. This should be secured at the planning stage.

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

LP2 DMT 1: Managing Transport Impacts

A) Development proposals will be required to meet the transport needs of the development and address its transport impacts in a sustainable manner. In order for developments to be acceptable they are required to:
i) be accessible by public transport, walking and cycling either from the catchment area that it is likely to draw its employees, customers or visitors from and/or the services and facilities necessary to support the development;
ii) maximise safe, convenient and inclusive accessibility to, and from within developments for pedestrians, cyclists and public transport users;
iii) provide equal access for all people, including inclusive access for disabled people;
iv) adequately address delivery, servicing and drop-off requirements; and

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

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

LP2 DMT 2: Highways Impacts

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

LP2 Policy DMT 5: Pedestrians and Cyclists

A) Development proposals will be required to ensure that safe, direct and inclusive access for pedestrians and cyclists is provided on the site connecting it to the wider network, including:
i) the retention and, where appropriate, enhancement of any existing pedestrian and cycle routes;
ii) the provision of a high quality and safe public realm or interface with the public realm, which facilitates convenient and direct access to the site for pedestrian and cyclists;
iii) the provision of well signposted, attractive pedestrian and cycle routes separated from vehicular traffic where possible; and
iv) the provision of cycle parking and changing facilities in accordance with Appendix C, Table 1 or, in agreement with Council.

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

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

LP2 DMT 6: Vehicle Parking

A) Development proposals must comply with the parking standards outlined in Appendix C Table 1 in order to facilitate sustainable development and address issues relating to congestion and amenity. The Council may agree to vary these requirements when:
i) the variance would not lead to a deleterious impact on street parking provision, congestion or local amenity; and/or
ii) a transport appraisal and travel plan has been approved and parking provision is in accordance with its recommendations.

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

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Hillingdon Planning Committee

Wednesday 11th March 2026

HILLINGDON
LONDON

www.hillingdon.gov.uk

Report of the Head of Development Management and Building Control

Address:	4 Napier Close
Development:	Erection of single storey wrap around extension to side and rear, and amendments to fenestrations.
LBH Ref Nos:	64326/APP/2025/3020

LOCATION PLAN
SCALE 1:500

DO NOT SCALE OFF THIS DRAWING
ALL DIMENSIONS TO BE CHECKED ON SITE
ANY DISCREPANCIES TO BE REPORTED TO THE MANU DESIGN LIMITED ASAP

ALL STRUCTURAL DETAILS TO ENGINEER'S DETAILS

Rev.	Date	Comment

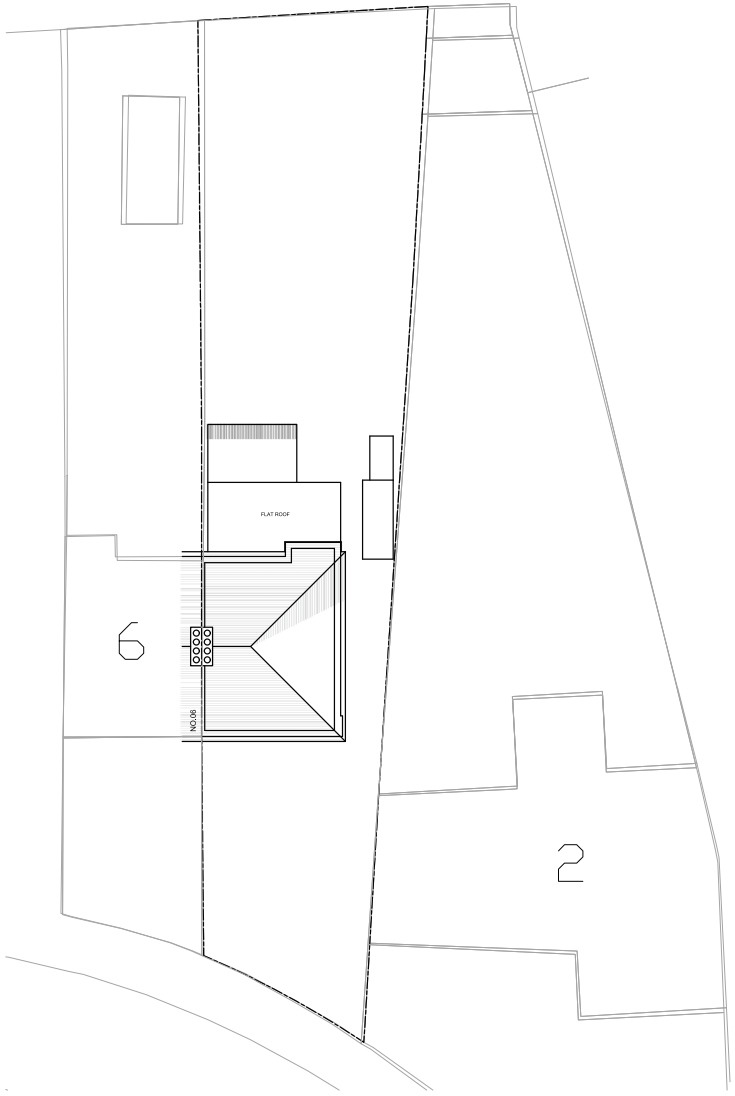
Site Address: 4 Napier Close,
west Drayton
UB7 9LB

Project Title: Extensions and Alterations

Drawing Title: Location plan

Date: 01.11.25
Scale: 1:500@A3
Drawn: LV
Rev:
Drawing No: **4NC/LP01**

manu design limited
24 chapman crescent
harrow, HA3 0TE
mobile :+44(0)7964350336
email:info@manudesign.co.uk



EXISTING SITE PLAN
SCALE 1:200

Rev.	Date	Comment

Site Address: 4 Napier Close,
west Drayton
UB7 9LB

Project Title: Extensions and Alterations

Drawing Title: Existing site plan

Date: 01.11.25

Scale: 1:200@A3

Drawn: LV | Rev:

Drawing No: **4NC/01**

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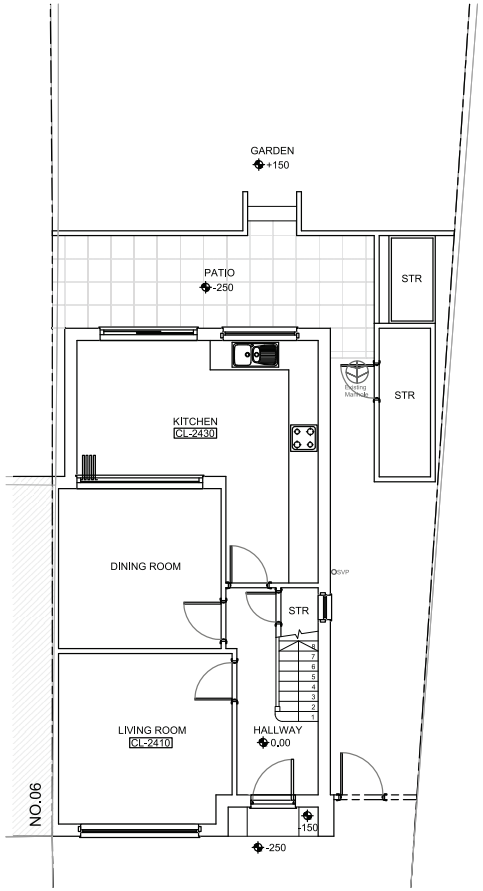
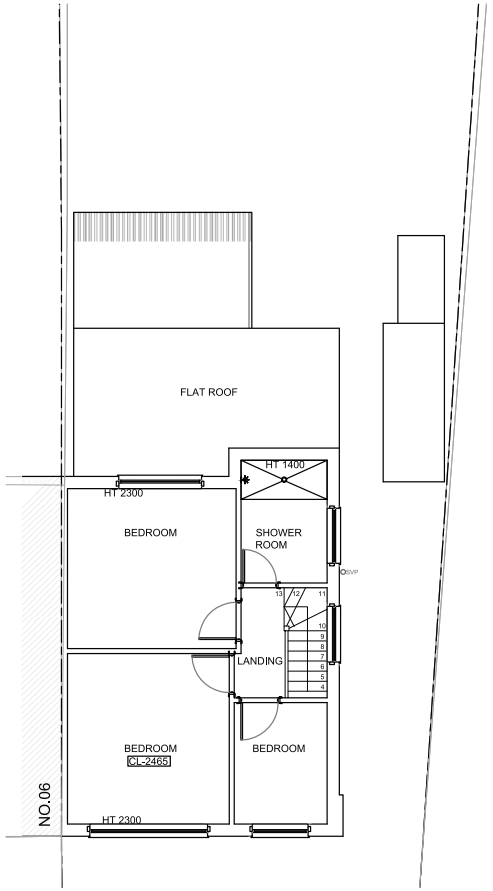
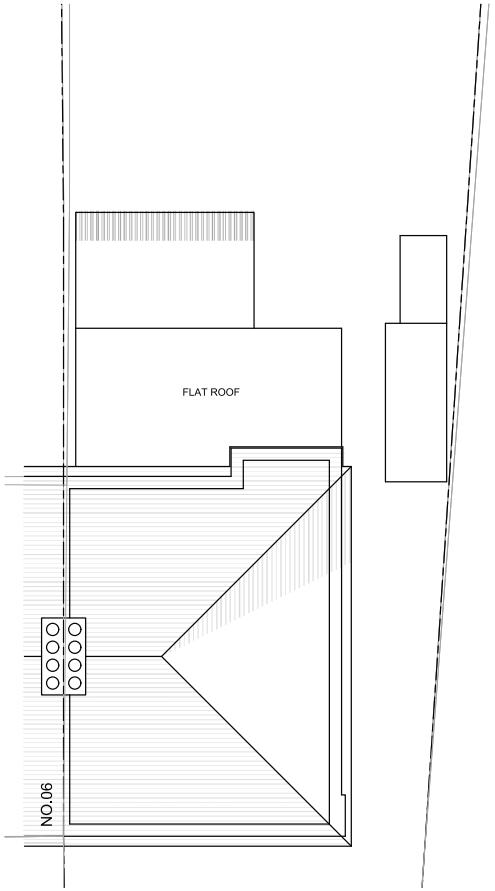


EXISTING GROUND FLOOR PLAN
SCALE 1:100



EXISTING FIRST FLOOR PLAN
SCALE 1:100



EXISTING ROOF PLAN
SCALE 1:100

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ALL STRUCTURAL DETAILS TO ENGINEER'S DETAILS

Rev.	Date	Comment

Site Address: 4 Napier Close,
west Drayton
UB7 9LB

Project Title: Extensions and Alterations

Drawing Title: Existing floor plans

Date: 27.11.25
Scale: 1:100@A3
Drawn: LV
Rev:
Drawing No: **4NC/02**

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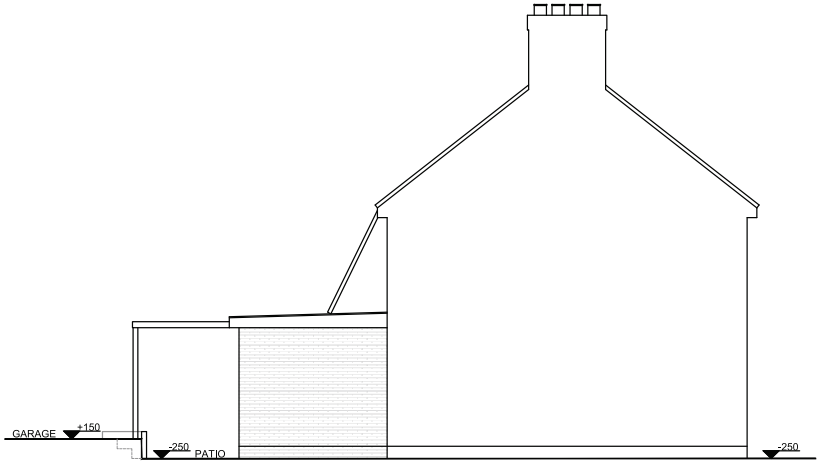
EXISTING FRONT ELEVATION
SCALE 1:100

EXISTING SIDE ELEVATION
SCALE 1:100

EXISTING REAR ELEVATION
SCALE 1:100



EXISTING SIDE ELEVATION
SCALE 1:100

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ALL STRUCTURAL DETAILS TO ENGINEER'S DETAILS

Rev.	Date	Comment

Site Address: 4 Napier Close,
west Drayton
UB7 9LB

Project Title: Extensions and Alterations

Drawing Title: Existing elevations

Date: 01.11.25
Scale: 1:100@A3
Drawn: LV
Rev:
Drawing No: **4NC/03**

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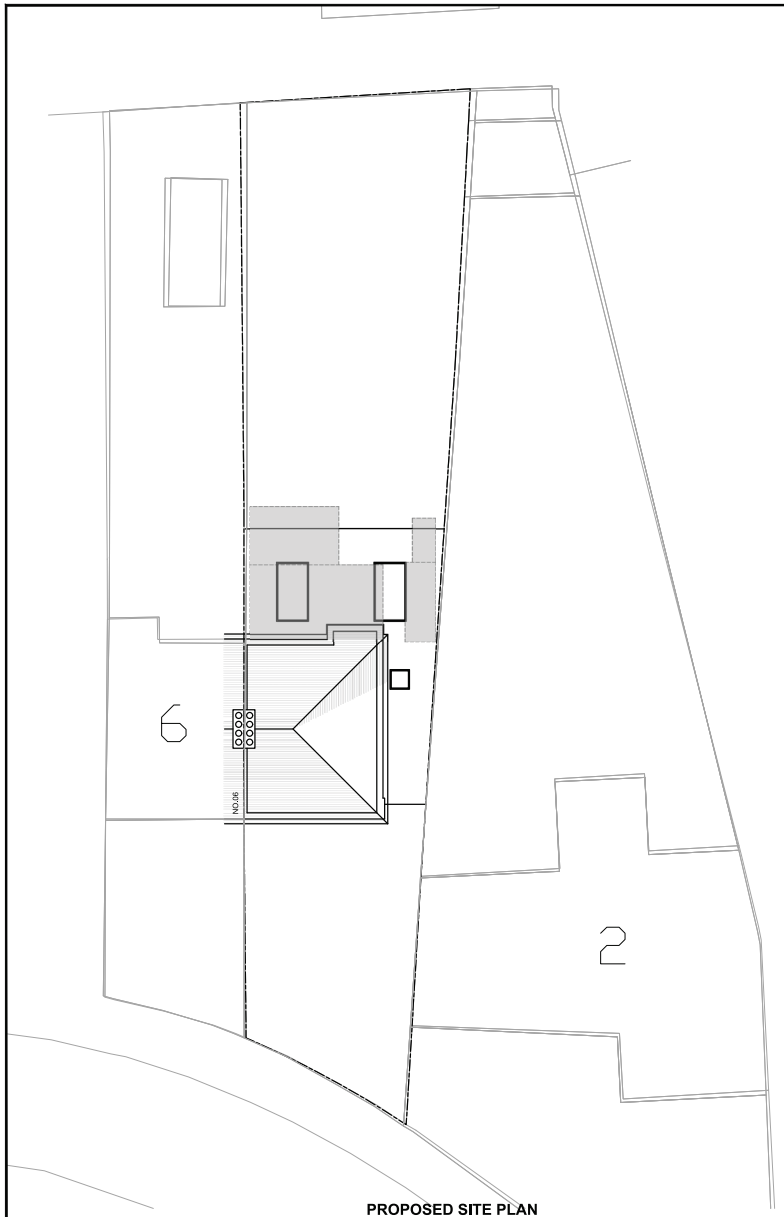

PROPOSED SITE PLAN
SCALE 1:200

EXISTING EXTENSIONS AND STRUCTURES

Rev.	Date	Comment

Site Address: 4 Napier Close,
west Drayton
UB7 9LB

Project Title: Extensions and Alterations

Drawing Title: Proposed site plan

Date: 27.11.25
Scale: 1:200@A3
Drawn: LV
Rev:
Drawing No: **4NC/HH01**

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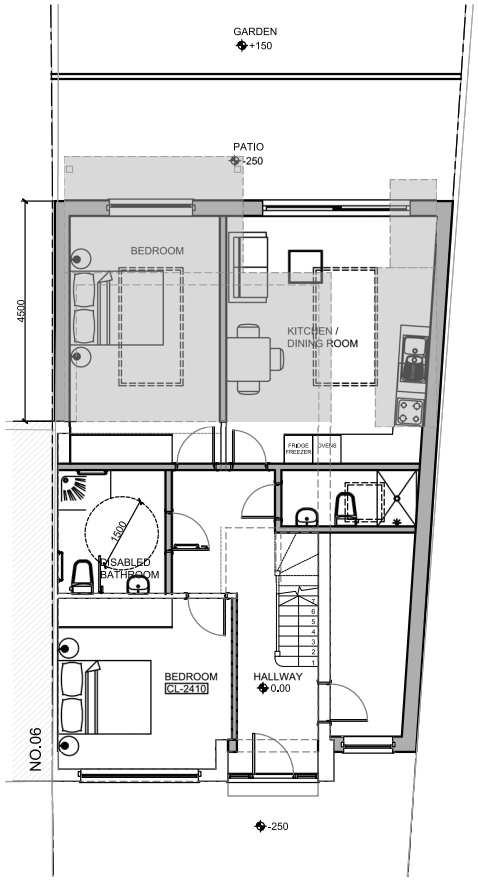
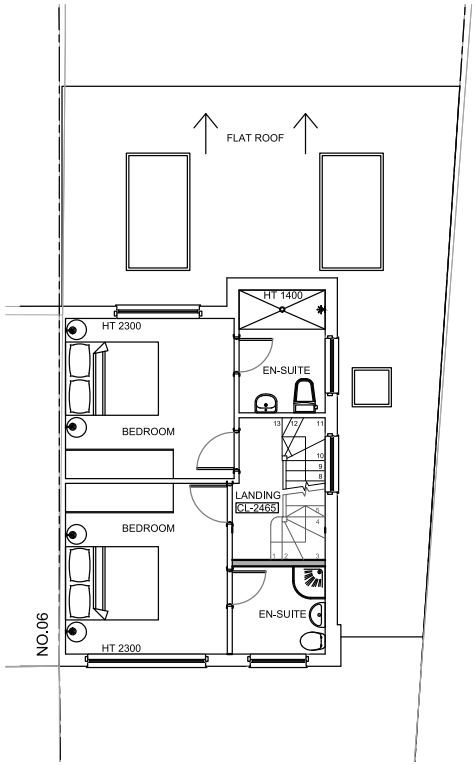
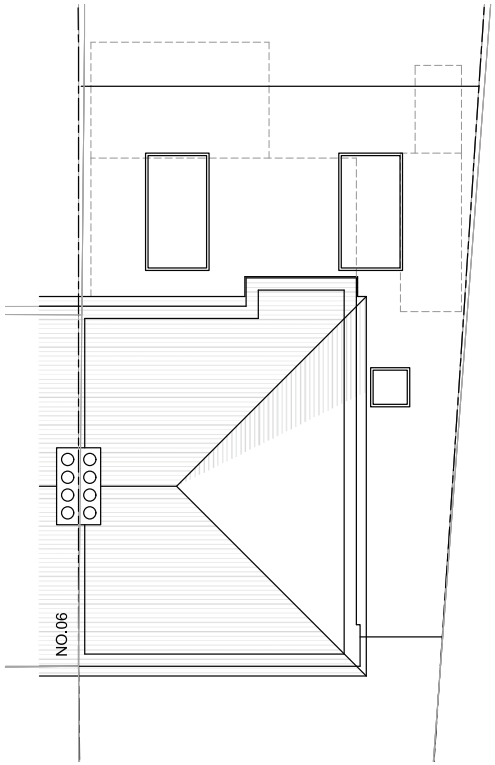


PROPOSED GROUND FLOOR PLAN
SCALE 1:100



PROPOSED FIRST FLOOR PLAN
SCALE 1:100



PROPOSED ROOF PLAN
SCALE 1:100

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ALL STRUCTURAL DETAILS TO ENGINEER'S DETAILS

EXISTING EXTENSIONS AND STRUCTURES

Rev.	Date	Comment

Site Address: 4 Napier Close,
west Drayton
UB7 9LB

Project Title: Extensions and Alterations

Drawing Title: Proposed floor plans

Date: 27.11.25
Scale: 1:100@A3
Drawn: LV
Rev:
Drawing No: **4NC/HH02**

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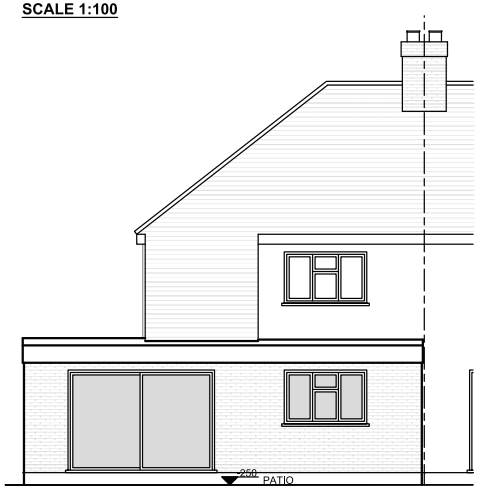
PROPOSED FRONT ELEVATION
SCALE 1:100

PROPOSED SIDE ELEVATION
SCALE 1:100



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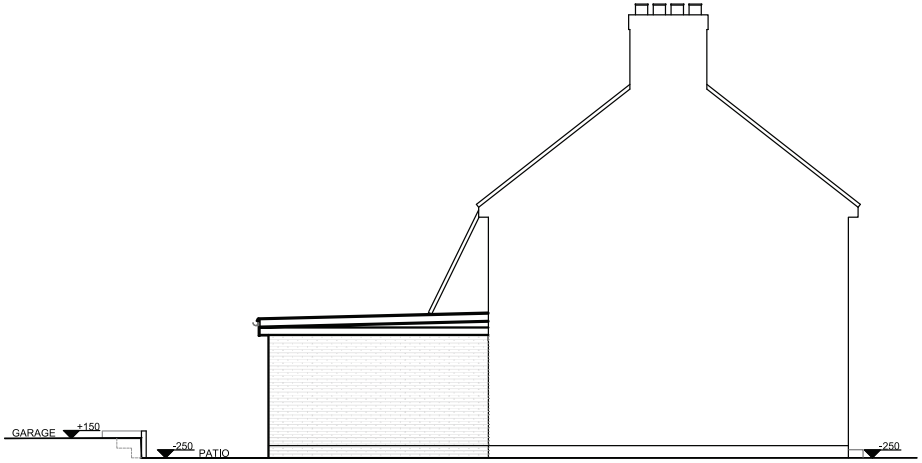

PROPOSED SIDE ELEVATION
SCALE 1:100

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Site Address: 4 Napier Close,
west Drayton
UB7 9LB

Project Title: Extensions and Alterations

Drawing Title: Proposed elevations

Date: 27.11.25
Scale: 1:100@A3
Drawn: LV
Rev:
Drawing No: **4NC/HH03**

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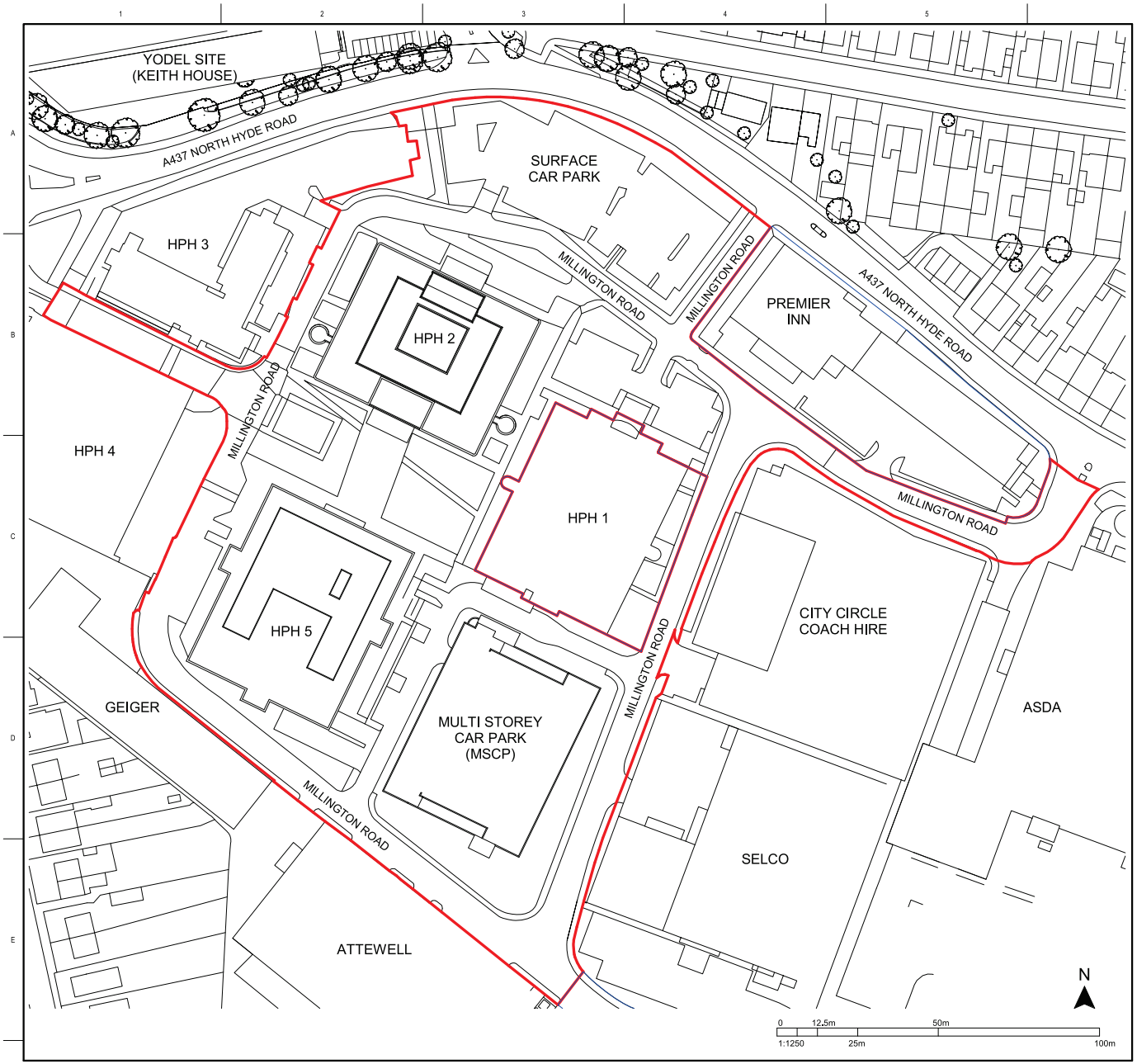
KEY :	ADDRESS :	
Site Boundary	4 Napier Close	**LONDON BOROUGH OF HILLINGDON** **RESIDENTS SERVICES PLANNING SECTION** **CIVIC CENTRE, UXBRIDGE, UB8 1UW**
DISCLAIIMER : For identification purposes only This copy has been made by or with the authority of the Head of Committee Services pursuant to section 47 of the Copyright, Designs and Patents Act 1988 (the Act). Unless the Act provides a relevant exception to copyright **© Crown copyright and database rights 2024 Ordnance Survey AC0000810857**	PLANNING APPLICATION REFERENCE : 64326/APP/2025/3020	SCALE : 1:1,250
	PLANNING COMMITTEE :	DATE : March 2026

Report of the Head of Development Management and Building Control

Address:	Land at HPH2, HPH5, and Multistorey Car Park, Hyde Park Hayes
Development:	Outline planning permission (with all matters reserved excluding access) for demolition of existing buildings (above basement level) and phased delivery of residential development (Class C3), flexible commercial / community floorspace, new public realm, landscaping, play space, car parking, cycle parking and associated works.
LBH Ref Nos:	79625/APP/2025/2128



Notes:
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All areas have been measured from current drawings.They may vary because of (EG) survey, design development, construction tolerances, statutory requirements or re-definition of the areas to be measured.

KEY

Red Line - Outline Application Boundary

Blue Line - Ownership Boundary

No.	Date	Comment	Drawn	Checked
P02	21/07/2025	Red line amendment	HL	SC
P01	02/05/2025	Issued for planning	AW	SC

Revs

Issue Purpose

Information

tp bennett

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www.tpbennett.com

Project

Hyde Park Hayes
Outline Masterplan
UB3 4AZ

Drawing Title

Site Location Plan
Existing

Drawn	Date	Scale @ A1
AW	05/01/25	As indicated

Project	Originator	Volume	Level	Type	Role	Number	Suitability	Revision
A12440	TPB	ZZ	XXX	DR	A	041001	S2	P02

BIM Model Ref: A12440-TPB-ZZ-ZZ-M3-A-0001

Client Name

Structural Engineer Name

-

Services Engineer Name

-

Consultant Name

Key plan

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Key

- Site boundary for outline masterplan (See location plan for ownership boundary)
- Maximum Development Footprint
- Permitted Zone for Projecting Balconies (2m) - This is a general guideline. The impact on privacy, daylighting and other environmental factors must be considered.
- Corner zones may require steps, set backs or specific detail to respond to neighbouring buildings
- Demolished building
- Building overhang above ground floor
- xx.xm — Minimum distance between Building Zone Edge to neighbouring built or consented form and carriageway edge.

General Note.
Parameter plans are to be read in conjunction with Design Code. The Design and Access Statement and Illustrative Masterplan should also be refered to for information.

No.	Sub.	Date	Comment	Drawn	Checked
P06	S2	01-12-2025	General amendments	SC	NH
P05	S2	19-11-2025	Amendments to building zone positions	SC	NH
P04	S2	21-07-2025	Red line amendment	SC	NH
P03	S2	11-07-2025	Amendment to building projections	SC	NH
P02	S2	03-06-2025	General Amendments	SC	NH
P01	S2	17-04-2025	First Issue	HL	SC

Revs

Issue Purpose
Information

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www.tpbennett.com

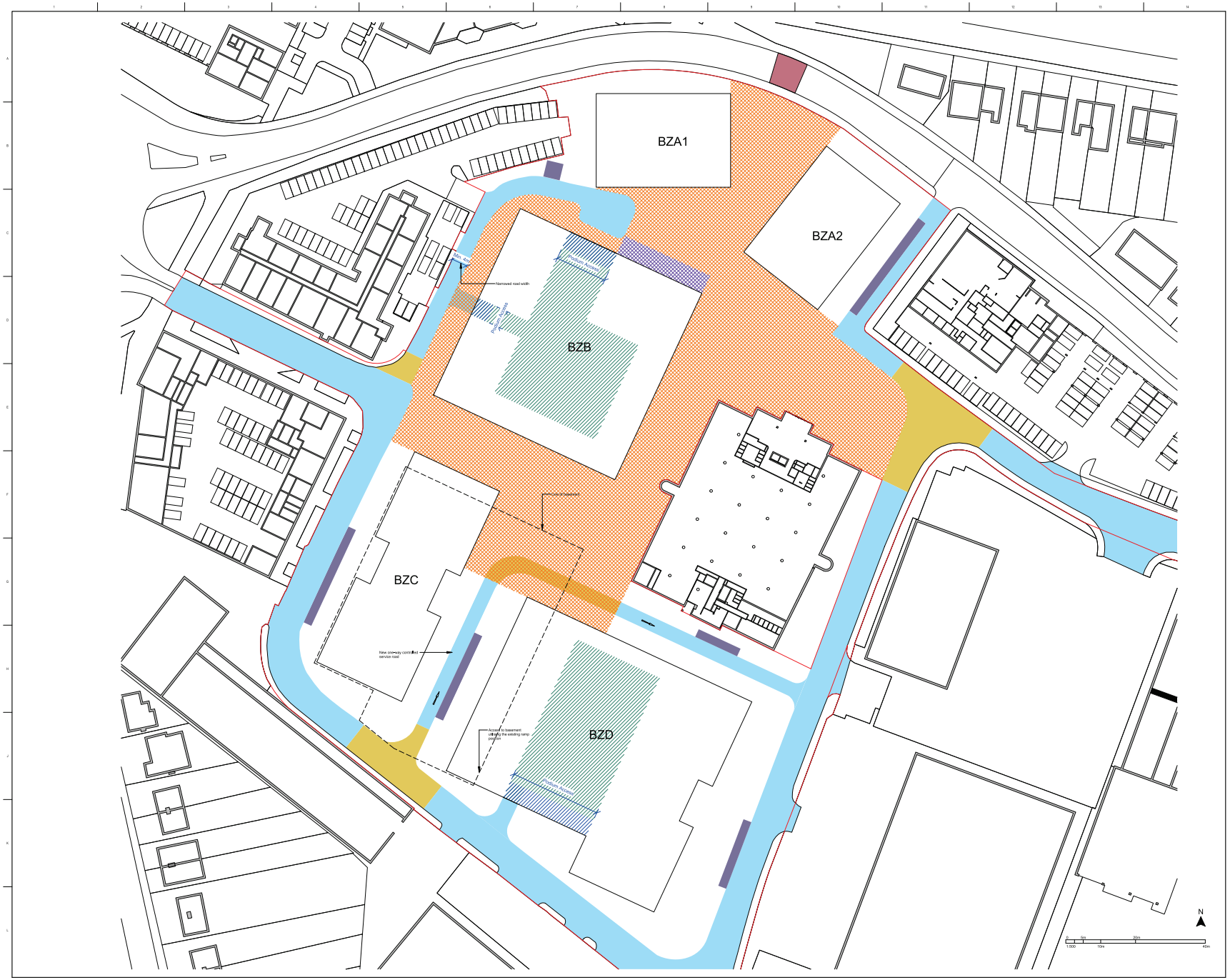
Project
Hyde Park Hayes
Outline Masterplan
UB3 4AZ

Drawing Title
Parameter Plan 1 - Building Zones

Drawn	Date	Scale @ A1
SC	12/04/24	1 : 500

Project	Originator	Volume	Level	Type	Role	Number	Suitability	Revision
A12440	TPB	ZZ	ZZZ	DR	A	041001	S2	P06

BIM Model Ref: A12440-TPB-ZZ-ZZZ-M3-A-041001



Client Name

Structural Engineer Name

-

Services Engineer Name

-

Consultant Name

Key plan

Notes:
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All areas have been measured from current drawings.They may vary because of (EG) survey, design development, construction tolerances, statutory requirements or re-definition of the areas to be measured.

Key

- Site boundary for outline masterplan (See location plan for ownership boundary)
- Vehicular Access
- New pedestrian crossing over North Hyde Road
- Main pedestrian route connecting North Hyde Road with all open spaces and building zones
- Area within which vehicular podium access should be provided
- Illustrative location of podium parking
- Building overhang above ground floor
- On street parking zone
- Potential for raised tables or shared surfaces
- Outline of basement - Existing basement footprint should be used.

General Note.
Parameter plans are to be read in conjunction with Design Code. The Design and Access Statement and Illustrative Masterplan should also be refered to for information.

No.	Sub.	Date	Comment	Drawn	Checked
P06	S2	01-15-2025	General amendments	SC	NH
P05	S2	10-14-2025	Amendments to building zone positions	SC	NH
P04	S2	21-07-2025	Redline amendment	SC	NH
P03	S2	11-07-2025	Parking bay amendment	SC	NH
P02	S2	03-06-2025	General Amendments	SC	NH
P01	S2	17-04-2025	First Issue	HL	SC

Revs

Issue Purpose
Information

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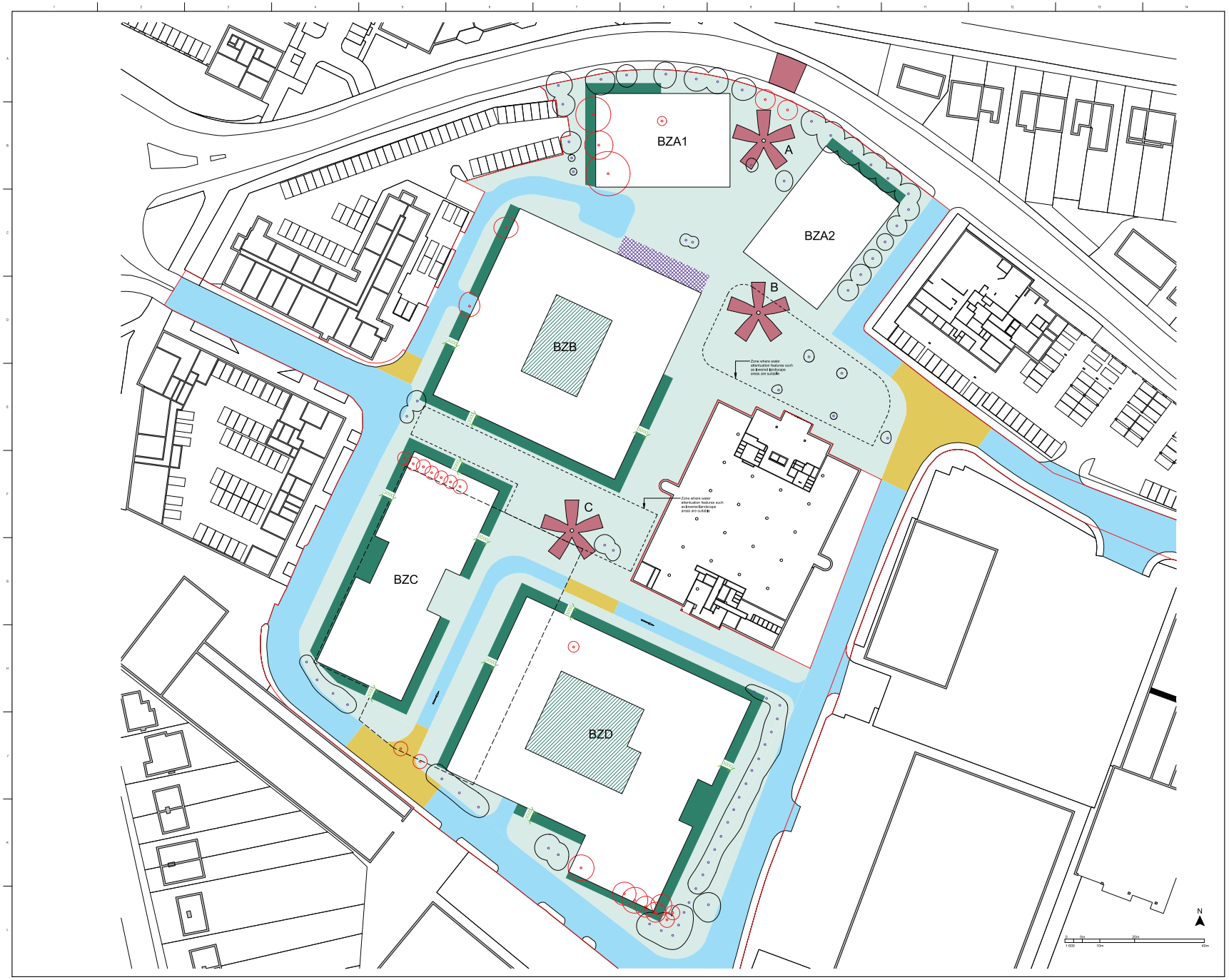
Project
Hyde Park Hayes
Outline Masterplan
UB3 4AZ

Drawing Title
Parameter Plan 2 - Access and Movement

Drawn	Date	Scale @ A1
SC	04/04/25	1 : 500

Project	Originator	Volume	Level	Type	Role	Number	Suitability	Revision
A12440	TPB	ZZ	ZZZ	DR	A	041002	S2	P06

BIM Model Ref: A12440-TPB-ZZ-ZZZ-M3-A-0001



Client Name

Structural Engineer Name

-

Services Engineer Name

-

Consultant Name

Key plan

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Key

- Site boundary for outline masterplan (See location plan for ownership boundary)
- A Illustrative Open Space Node - Gateway
- B Illustrative Open Space Node - Social Heart
- C Illustrative Open Space Node - Nurture Garden
- Illustrative Podium Open Space
- Proposed Open Space and Landscape / Public Realm Enhancement
- Front gardens/Defensible space
- Vehicular Access
- Building overhang above ground floor
- New Pedestrian Crossing
- Traffic calming - Raised table in road
- Existing trees
- Extent of trees that can be removed (26 no.)
- xx. mm Max distance of front gardens/defensible space
- Outline of basement

General Note.
Parameter plans are to be read in conjunction with Design Code. The Design and Access Statement and Illustrative Masterplan should also be refered to for information.

No.	Sub.	Date	Comment	Drawn	Checked
P05	S2	01-13-2025	General amendments	SC	NH
P04	S2	11-12-2025	Amendments to building zone positions	SC	NH
P03	S2	21-45-2025	Red line amendment	SC	NH
P02	S2	10-05-2025	General Amendments	SC	NH
P01	S2	17-04-2025	First Issue	HL	SC

Revs

Issue Purpose
Information

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Project
Hyde Park Hayes
Outline Masterplan
UB3 4AZ

Drawing Title
Parameter Plan 3 - Hard and Soft Landscape

Drawn	Date	Scale @ A1
SC	04/04/25	1 : 500

Project	Originator	Volume	Level	Type	Role	Number	Suitability	Revision
A12440	TPB	ZZ	ZZZ	DR	A	041003	S2	P05

BIM Model Ref: A12440-TPB-ZZ-ZZZ-M3-A-0001

Client Name

Structural Engineer Name

-

Services Engineer Name

-

Consultant Name

Key plan

Notes:
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Key

- Site boundary for outline masterplan (See location plan for ownership boundary)
- Up to 11 storeys
- Up to 10 storeys
- Up to 8 storeys
- Up to 6 storeys
- Up to 3 storeys
- Podium
- Accent Building
- xx.xx m AOD — Maximum Roof or Parapet Level (excluding plant and lift overun)
- xx. m — Minimum distance between building facades within central section of podium only.

General Note.
Parameter plans are to be read in conjunction with Design Code. The Design and Access Statement and Illustrative Masterplan should also be refered to for information.

No.	Sub.	Date	Comment	Drawn	Checked
P04	S2	19-11-2025	Amendments to building zone positions	SC	NH
P03	S2	21-10-2025	Red line amendment	SC	NH
P02	S2	03-06-2025	General Amendments	SC	NH
P01	S2	17-04-2025	First Issue	HL	SC

Revs

Issue Purpose
Information

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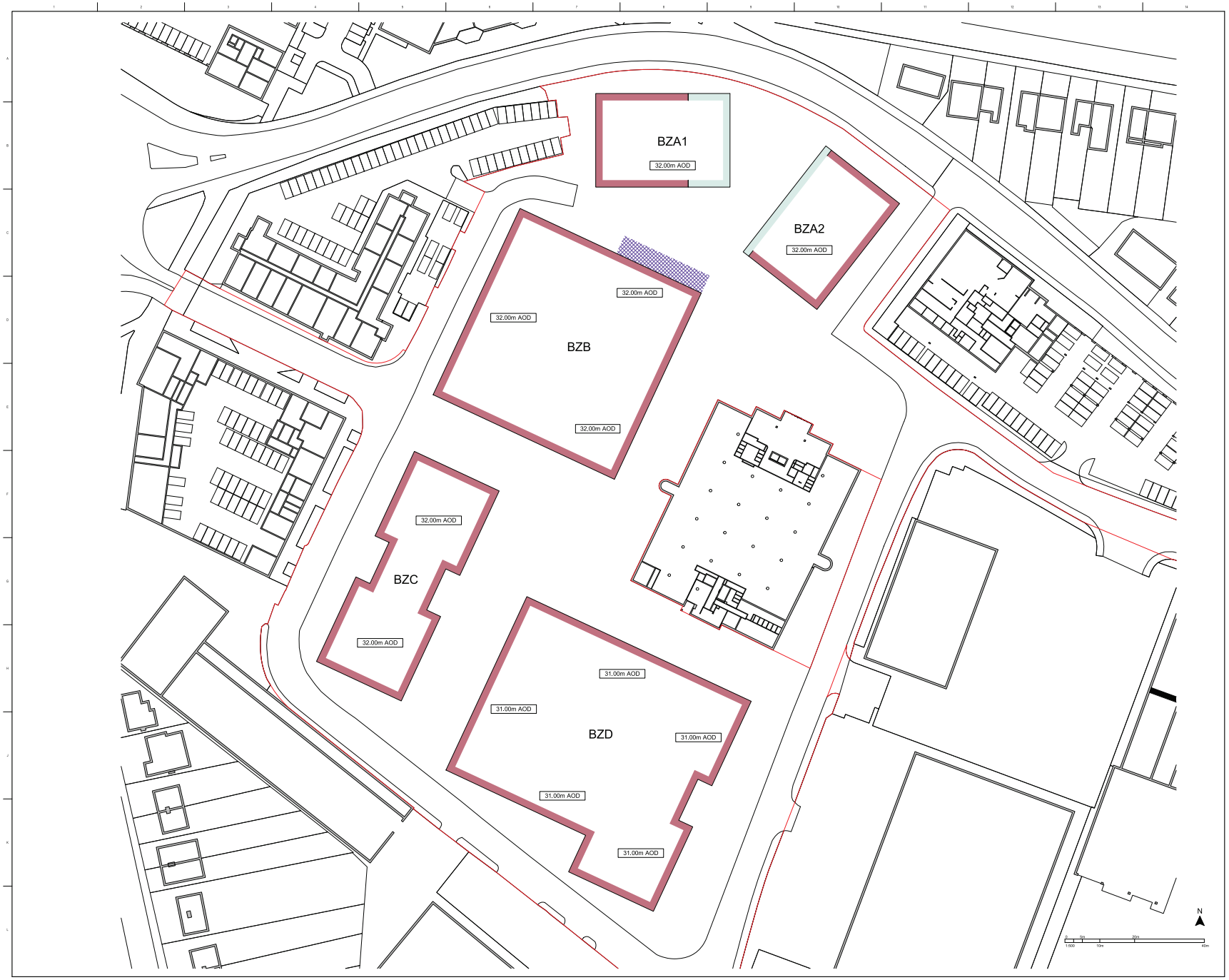
Project
Hyde Park Hayes
Outline Masterplan
UB3 4AZ

Drawing Title
Parameter Plan 4 - Building Heights

Drawn	Date	Scale @ A1
SC	04/04/25	1 : 500

Project	Originator	Volume	Level	Type	Role	Number	Suitability	Revision
A12440	TPB	ZZ	ZZZ	DR	A	041004	S2	P04

BIM Model Ref: A12440-TPB-ZZ-ZZZ-M3-A-0001



Client Name

Structural Engineer Name

-

Services Engineer Name

-

Consultant Name

Key plan

Notes:
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All areas have been measured from current drawings.They may vary because of (EG) survey, design development, construction tolerances, statutory requirements or re-definition of the areas to be measured.

Key

- Site boundary for outline masterplan (See location plan for ownership boundary)
- Use Class C3
- Use Class E(a),E(b), E(e), E(f), E(g)(i), F2(a),F2(b)
- Building overhang above ground floor
- xx.xx m AOD — Indicative ground floor FFL

General Note.
Parameter plans are to be read in conjunction with Design Code. The Design and Access Statement and Illustrative Masterplan should also be refered to for information.

No.	Sub.	Date	Comment	Drawn	Checked
P04	S2	19-11-2025	Amendments to building zone positions	SC	NH
P03	S2	21-10-2025	Red line amendment	SC	NH
P02	S2	03-06-2025	General Amendments	SC	NH
P01	S2	17-04-2025	First Issue	HL	SC

Revs

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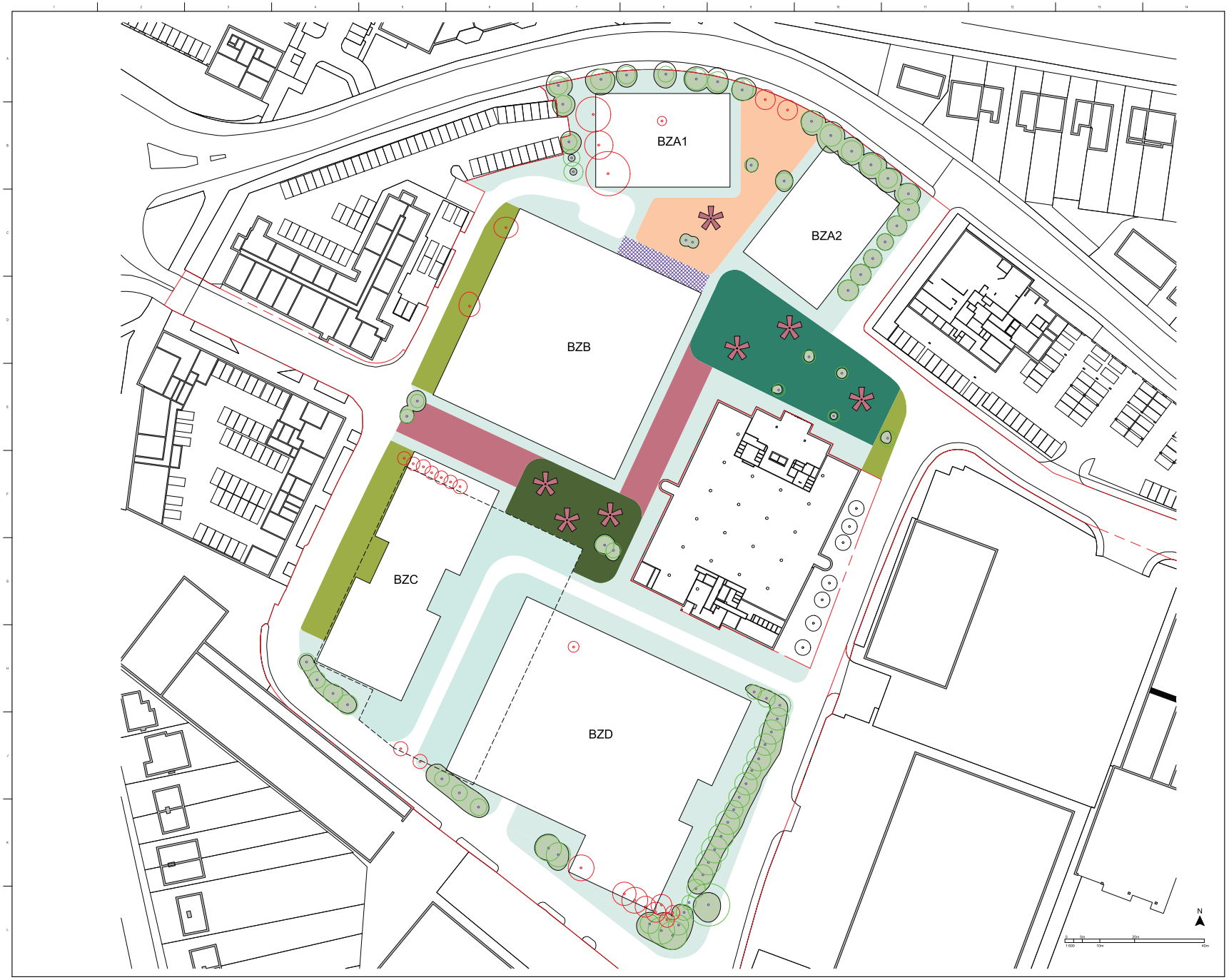
Project
Hyde Park Hayes
Outline Masterplan
UB3 4AZ

Drawing Title
Parameter Plan 5 - Land Use

Drawn	Date	Scale @ A1
SC	04/04/25	1 : 500

Project	Originator	Volume	Level	Type	Role	Number	Suitability	Revision
A12440	TPB	ZZ	ZZZ	DR	A	041005	S2	P04

BIM Model Ref: A12440-TPB-ZZ-ZZZ-M3-A-0001



Client Name

Structural Engineer Name

-

Services Engineer Name

-

Consultant Name

Key plan

Notes:
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Key

- Site boundary for outline masterplan (See location plan for ownership boundary)
- Tree Zone 1 - Gateway
- Tree Zone 2 - Social Heart
- Tree Zone 3 - Nurture Garden
- Tree Zone 4 - Connecting Routes
- Tree Zone 5 - Millington Road
- Tree Zone 6 - Area above basement with raised planters or treepits coordinated with car park
- Tree Zone 7 - General pedestrian areas where occasional and small trees may be placed
- Landmark trees - Exact Location and number to be determined at RM stage
- Building overhang above ground floor
- Existing trees
- Root protection zone
- Extent of trees that can be removed (26 no.)
- Outline of basement - Tree planting in these zones may be limited. Tree planting may require pits to be coordinated with car parking or the use of raised planters

General Note.
Parameter plans are to be read in conjunction with Design Code, The Design and Access Statement and Illustrative Masterplan should also be refered to for information.

No.	Sub.	Date	Comment	Drawn	Checked
P04	S2	19-11-2025	Amendments to building zone positions	SC	NH
P03	S2	21-10-2025	Red line amendment	SC	NH
P02	S2	15-05-2025	Amendment to tree zone	SC	NH
P01	S2	02-04-2025	First Issue	SC	NH

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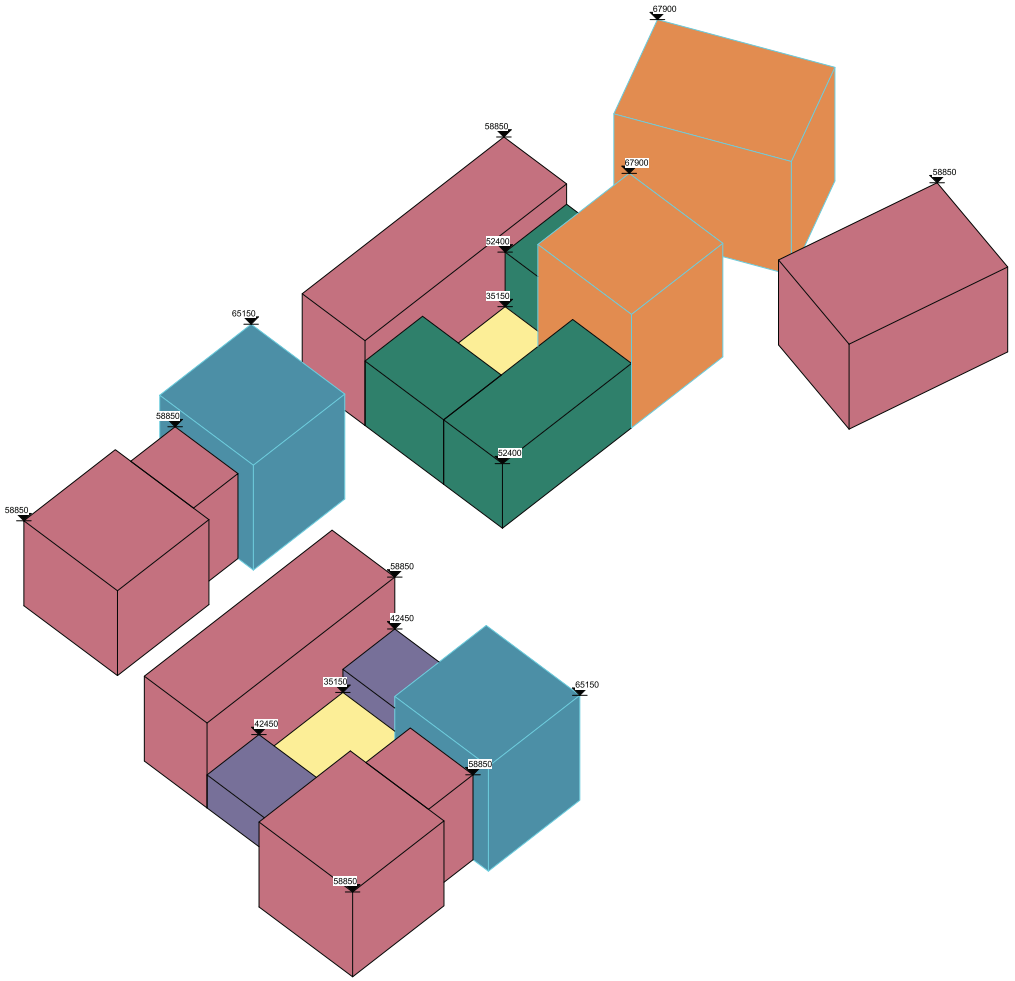
Project
Hyde Park Hayes
Outline Masterplan
UB3 4AZ

Drawing Title
Parameter Plan 6 - Trees

Drawn	Date	Scale @ A1
SC	04/24/25	1 : 500

Project	Originator	Volume	Level	Type	Role	Number	Suitability	Revision
A12440	TPB	ZZ	ZZZ	DR	A	041006	S2	P04

BIM Model Ref: A12440-TPB-ZZ-ZZZ-M3-A-0001



Client Name

Structural Engineer Name

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Services Engineer Name

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Consultant Name

Key plan

Notes:
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- Up to 11 storeys
- Up to 10 storeys
- Up to 8 storeys
- Up to 6 storeys
- Up to 3 storeys
- Podium
- Accent Building

xx.xx m AOD — Maximum Roof or Parapet Level (excluding plant and lift overun)

xx. m — Minimum distance between building facades within central section of podium only.

General Note.
Parameter plans are to be read in conjunction with Design Code. The Design and Access Statement and Illustrative Masterplan should also be refered to for information.

No.	Sub.	Date	Comment	Drawn	Checked
P02	S2	10-12-2025	Amendments to building zone footprints	SC	NH
P01	S2	03-09-2025	First Issue	SC	NH

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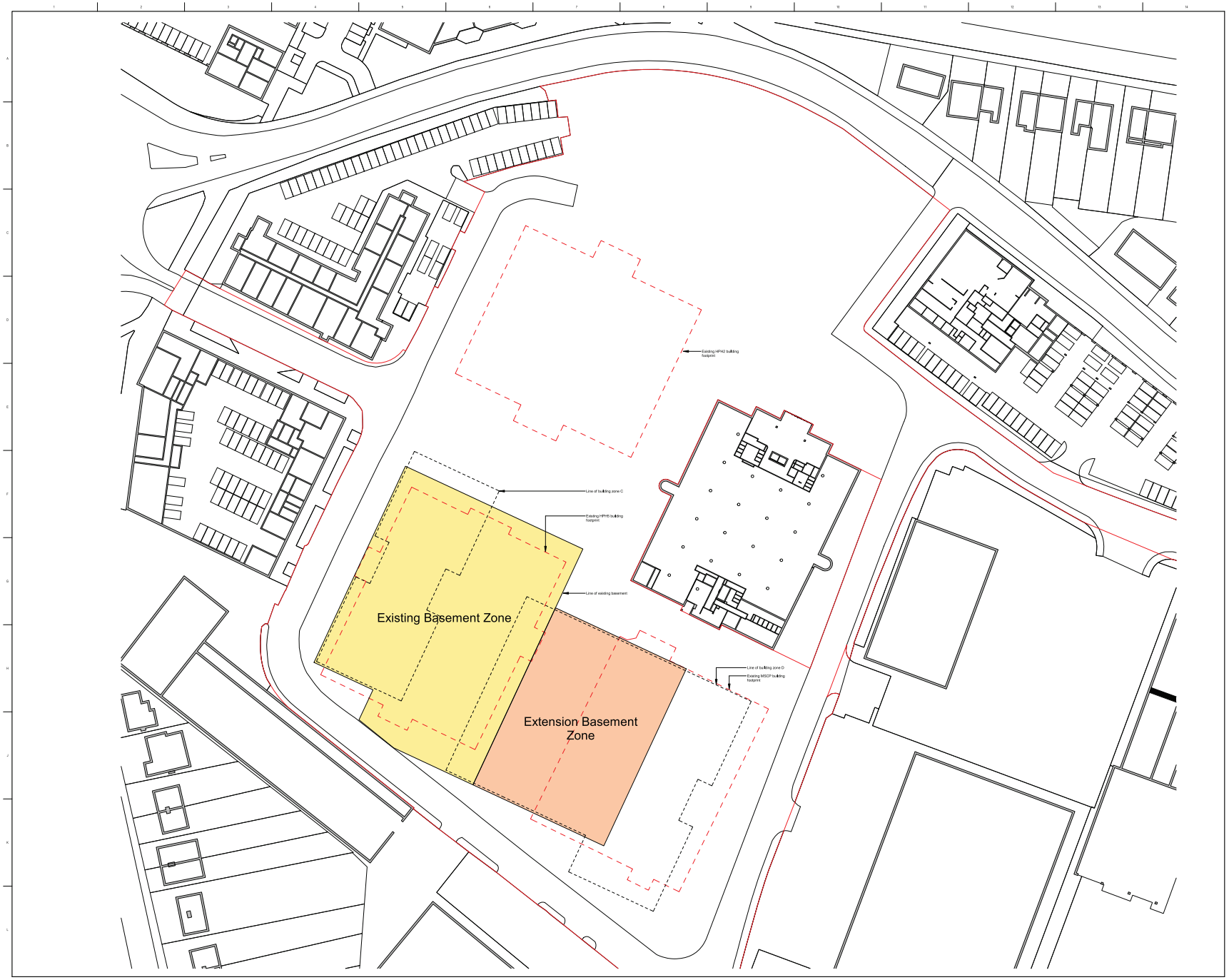
Project
Hyde Park Hayes
Outline Masterplan
UB3 4AZ

Drawing Title
Parameter 3D - Max Building Heights

Drawn	Date	Scale @ A1
SC	06/02/25	1 : 500

Project	Originator	Volume	Level	Type	Role	Number	Suitability	Revision
A12440	TPB	ZZ	ZZZ	DR	A	041007	S2	P02

BIM Model Ref: A12440-TPB-ZZ-ZZZ-M3-A-0001



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Client Name

Structural Engineer Name

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Services Engineer Name

-

Consultant Name

Key plan

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Key

- Site boundary for outline masterplan (See location plan for ownership boundary)
- Existing basement zone
- Extension basement zone
- Demolished building
- Outline building zones above

General Note.
Parameter plans are to be read in conjunction with Design Code. The Design and Access Statement and Illustrative Masterplan should also be refered to for information.

No.	Sub.	Date	Comment	Drawn	Checked
P01	S2	01-13-2025	First Issue	SC	NH

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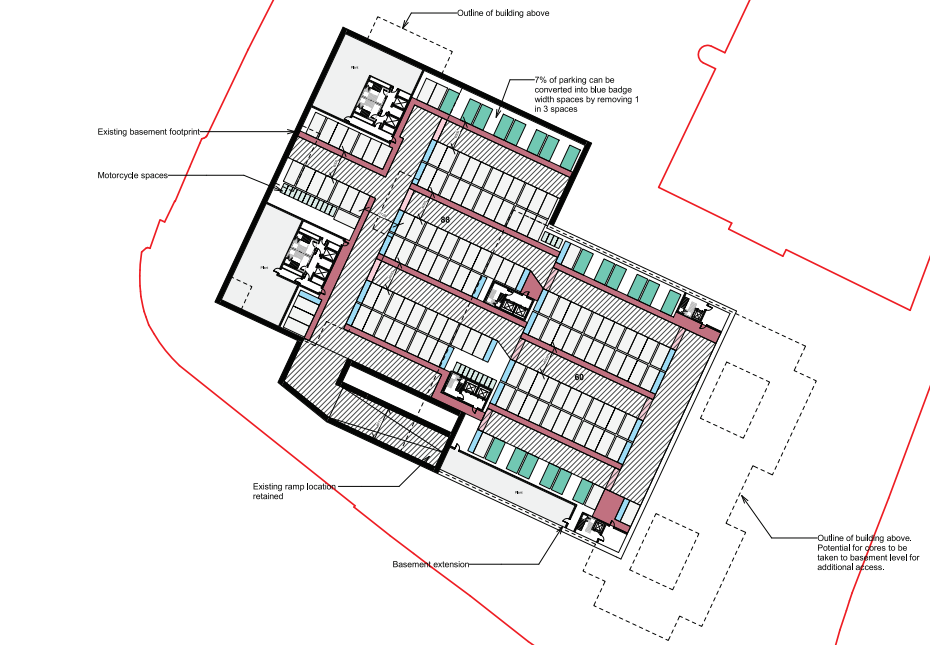
Project
Hyde Park Hayes
Outline Masterplan
UB3 4AZ

Drawing Title
Parameter Plan 8 - Basement Zones Plan

Drawn	Date	Scale @ A1
SC	10/29/25	1 : 500

Project	Originator	Volume	Level	Type	Role	Number	Suitability	Revision
A12440	TPB	ZZ	ZZZ	DR	A	041008	S2	P01

BIM Model Ref: A12440-TPB-ZZ-ZZZ-M3-A-0001



Client Name

Structural Engineer Name

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Services Engineer Name

-

Consultant Name

Key plan

Notes:
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Key

- Site boundary for outline masterplan (See location plan for ownership boundary)
- Blue badge zone
- Future expansion of spaces to increase blue badge provision
- Pedestrian route markings
- Pedestrian route markings over carriageway
- Carriageway

No.	Suit.	Date	Comment	Drawn	Checked
P04	S2	18-11-2025	Block A,B,D position moved, landscape amendments, road amendments	SC	NH
P03	S2	21-07-2025	Red line amendment	SC	NH
P02	S2	20-05-2025	General Amendments	HL	SC
P01	S2	17-04-2025	First Issue	HL	SC

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Project

Hyde Park Hayes
Outline Masterplan
UB3 4AZ

Drawing Title

Illustrative Masterplan
Level Basement

Drawn	Date	Scale @ A1
SC	11/21/24	1 : 500

Project	Originator	Volume	Level	Type	Role	Number	Suitability	Revision
A12440	TPB	ZZ	B01	DR	A	041001	S2	P04

BIM Model Ref: A12440-TPB-ZZ-ZZ-M3-A-0001

Client Name

Structural Engineer Name

-

Services Engineer Name

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Consultant Name

Key plan

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Key

- Site boundary for outline masterplan (See location plan for ownership boundary)
- 1 Bed 1P
- 1 Bed 2P
- 2 Bed 3P
- 2 Bed 4P
- 3 Bed 5P
- Commercial
- Entrance / Internal Amenity
- Ancillary (Cycles/Refuse/Plant)
- Public / Communal garden or green space
- Private garden (soft/hard shown indicatively)
- Indicative play location

No.	Sub.	Date	Comment	Drawn	Checked
P05	S2	01-10-2025	Amended Layouts	SC	NH
P07	S2	16-10-2025	Block A,B,D position moved, landscape amendments, road amendments	SC	NH
P06	S2	21-07-2025	Redline amendment	SC	NH
P05	S2	09-07-2025	Updated podium and on street parking	SC	NH
P04	S2	16-06-2025	Updated front garden landscape	SC	NH
P03	S2	29-05-2025	Duplex units added and landscape design amended	HL	SC
P02	S2	02-05-2025	Indicative landscape design amended	SC	NH
P01	S2	17-04-2025	First Issue	HL	SC

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Project
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Outline Masterplan
UB3 4AZ

Drawing Title
Illustrative Materplan
Level 00

Drawn	Date	Scale @ A1
SC	11/20/24	1 : 500

Project	Originator	Volume	Level	Type	Role	Number	Suitability	Revision
A12440	TPB	ZZ	L00	DR	A	041001	S2	P08

BIM Model Ref: A12440-TPB-ZZ-ZZ-M3-A-0001

Client Name

Structural Engineer Name

-

Services Engineer Name

-

Consultant Name

Key plan

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Key

- Site boundary for outline masterplan (See location plan for ownership boundary)
- 1 Bed 1P
- 1 Bed 2P
- 2 Bed 3P
- 2 Bed 4P
- 3 Bed 5P
- Commercial
- Entrance / Internal Amenity
- Ancillary (Cycles/Refuse/Plant)
- Public / Communal garden or green space
- Private garden (soft/hard shown indicatively)
- Indicative play location

Revs	Sub.	Date	Comment	Drawn	Checked
P07	S2	01-13-2025	Amended Layouts	SC	NH
P06	S2	16-13-2025	Block A,B,D position moved, landscape amendments, road amendments	SC	NH
P05	S2	21-04-2025	Red line amendment	SC	NH
P04	S2	16-04-2025	Updated podium landscape	SC	NH
P03	S2	09-04-2025	Duplex units added and landscape design amended	HL	SC
P02	S2	02-04-2025	Indicative landscape design amended	SC	NH
P01	S2	17-04-2025	First Issue	HL	SC

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Project

Hyde Park Hayes
Outline Masterplan
UB3 4AZ

Drawing Title

Masterplan
Level 01

Drawn	Date	Scale @ A1
SC	11/20/24	1 : 500

Project	Originator	Volume	Level	Type	Role	Number	Suitability	Revision
A12440	TPB	ZZ	L01	DR	A	041001	S2	P07

BIM Model Ref: A12440-TPB-ZZ-ZZ-M3-A-0001

Client Name

Structural Engineer Name

-

Services Engineer Name

-

Consultant Name

Key plan

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Key

- Site boundary for outline masterplan (See location plan for ownership boundary)
- 1 Bed 1P
- 1 Bed 2P
- 2 Bed 3P
- 2 Bed 4P
- 3 Bed 5P
- Commercial
- Entrance / Internal Amenity
- Ancillary (Cycles/Refuse/Plant)
- Public / Communal garden or green space
- Private garden (soft/hard shown indicatively)
- Indicative play location

No.	Suit.	Date	Comment	Drawn	Checked
P05	S2	01-13-2025	Amended Layouts	SC	NH
P04	S2	18-11-2025	Block A,B,D position moved, landscape amendments, road amendments	SC	NH
P03	S2	21-07-2025	Redline amendment	SC	NH
P02	S2	20-05-2025	General amendments	HL	SC
P01	S2	17-04-2025	First Issue	HL	SC

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Project

Hyde Park Hayes
Outline Masterplan
UB3 4AZ

Drawing Title

Illustrative Masterplan
Level 02

Drawn	Date	Scale @ A1
SC	11/20/24	1 : 500

Project	Originator	Volume	Level	Type	Role	Number	Suitability	Revision
A12440	TPB	ZZ	L02	DR	A	041001	S2	P05

BIM Model Ref: A12440-TPB-ZZ-ZZ-M3-A-00001

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Client Name

Structural Engineer Name

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Services Engineer Name

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Consultant Name

Key plan

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Key

- Site boundary for outline masterplan (See location plan for ownership boundary)
- 1 Bed 2P
- 2 Bed 3P
- 2 Bed 4P
- 3 Bed 5P
- Commercial
- Entrance / Internal Amenity
- Ancillary (Cycles/Refuse/Plant)
- Public / Communal garden or green space
- Private garden (soft/hard shown indicatively)
- Indicative play location

No.	Sub.	Date	Comment	Drawn	Checked
P04	S2	18-11-2025	Block A,B,D position moved, landscape amendments, road amendments	SC	NH
P03	S2	21-07-2025	Red line amendment	SC	NH
P02	S2	20-05-2025	General Amendments	HL	SC
P01	S2	17-04-2025	First Issue	HL	SC

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Project

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Outline Masterplan
UB3 4AZ

Drawing Title

Illustrative Masterplan
Level 03

Drawn	Date	Scale @ A1
SC	11/20/24	1 : 500

Project	Originator	Volume	Level	Type	Role	Number	Suitability	Revision
A12440	TPB	ZZ	L03	DR	A	041001	S2	P04

BIM Model Ref: A12440-TPB-ZZ-ZZ-M3-A-0001

Client Name

Structural Engineer Name

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Services Engineer Name

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Consultant Name

Key plan

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Key

- Site boundary for outline masterplan (See location plan for ownership boundary)
- 1 Bed 2P
- 2 Bed 3P
- 2 Bed 4P
- 3 Bed 5P
- Commercial
- Entrance / Internal Amenity
- Ancillary (Cycles/Refuse/Plant)
- Public / Communal garden or green space
- Private garden (soft/hard shown indicatively)
- Indicative play location

No.	Sub.	Date	Comment	Drawn	Checked
P04	S2	18-11-2025	Block A,B,D position moved, landscape amendments, road amendments	SC	NH
P03	S2	21-07-2025	Redline amendment	SC	NH
P02	S2	20-05-2025	General Amendments	HL	SC
P01	S2	17-04-2025	First Issue	HL	SC

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Project

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Outline Masterplan
UB3 4AZ

Drawing Title

Illustrative Masterplan
Level 04

Drawn	Date	Scale @ A1
SC	11/20/24	1 : 500

Project	Originator	Volume	Level	Type	Role	Number	Suitability	Revision
A12440	TPB	ZZ	L04	DR	A	041001	S2	P04

BIM Model Ref: A12440-TPB-ZZ-ZZ-M3-A-00001

Client Name

Structural Engineer Name

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Services Engineer Name

-

Consultant Name

Key plan

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Key

- Site boundary for outline masterplan (See location plan for ownership boundary)
- 1 Bed 2P
- 2 Bed 3P
- 2 Bed 4P
- 3 Bed 5P
- Commercial
- Entrance / Internal Amenity
- Ancillary (Cycles/Refuse/Plant)
- Public / Communal garden or green space
- Private garden (soft/hard shown indicatively)
- Indicative play location

No.	Sub.	Date	Comment	Drawn	Checked
P04	S2	18-11-2025	Block A,B,D position moved, landscape amendments, road amendments	SC	NH
P03	S2	21-07-2025	Red line amendment	SC	NH
P02	S2	20-05-2025	General Amendments	HL	SC
P01	S2	17-04-2025	First Issue	HL	SC

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Project

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Outline Masterplan
UB3 4AZ

Drawing Title

Illustrative Masterplan
Level 05

Drawn	Date	Scale @ A1
SC	11/20/24	1 : 500

Project	Originator	Volume	Level	Type	Role	Number	Suitability	Revision
A12440	TPB	ZZ	L05	DR	A	041001	S2	P04

BIM Model Ref: A12440-TPB-ZZ-ZZ-M3-A-0001

Client Name

Structural Engineer Name

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Services Engineer Name

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Consultant Name

Key plan

Notes:
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Key

- Site boundary for outline masterplan (See location plan for ownership boundary)
- 1 Bed 2P
- 2 Bed 3P
- 2 Bed 4P
- 3 Bed 5P
- Commercial
- Entrance / Internal Amenity
- Ancillary (Cycles/Refuse/Plant)
- Public / Communal garden or green space
- Private garden (soft/hard shown indicatively)
- Indicative play location

No.	Sub.	Date	Comment	Drawn	Checked
P05	S2	16-11-2025	Block A,B,D position moved, landscape amendments, road amendments	SC	NH
P04	S2	21-07-2025	Red line amendment	SC	NH
P03	S2	14-07-2025	Balcony position amended	SC	NH
P02	S2	20-05-2025	General Amendments	HL	SC
P01	S2	17-04-2025	First Issue	HL	SC

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Project

Hyde Park Hayes
Outline Masterplan
UB3 4AZ

Drawing Title

Illustrative Masterplan
Level 06

Drawn	Date	Scale @ A1
SC	11/20/24	1 : 500

Project	Originator	Volume	Level	Type	Role	Number	Suitability	Revision
A12440	TPB	ZZ	L06	DR	A	041001	S2	P05

BIM Model Ref: A12440-TPB-ZZ-ZZ-M3-A-00001

Page 415

Client Name

Structural Engineer Name

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Services Engineer Name

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Consultant Name

Key plan

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Key

- Site boundary for outline masterplan (See location plan for ownership boundary)
- 1 Bed 2P
- 2 Bed 3P
- 2 Bed 4P
- 3 Bed 5P
- Commercial
- Entrance / Internal Amenity
- Ancillary (Cycles/Refuse/Plant)
- Public / Communal garden or green space
- Private garden (soft/hard shown indicatively)
- Indicative play location

No.	Sub.	Date	Comment	Drawn	Checked
P04	S2	18-11-2025	Block A,B,D position moved, landscape amendments, road amendments	SC	NH
P03	S2	21-07-2025	Red line amendment	SC	NH
P02	S2	20-05-2025	General Amendments	HL	SC
P01	S2	17-04-2025	First Issue	HL	SC

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Project

Hyde Park Hayes
Outline Masterplan
UB3 4AZ

Drawing Title

Illustrative Masterplan
Level 07

Drawn	Date	Scale @ A1
SC	11/20/24	1 : 500

Project	Originator	Volume	Level	Type	Role	Number	Suitability	Revision
A12440	TPB	ZZ	L07	DR	A	041001	S2	P04

BIM Model Ref: A12440-TPB-ZZ-ZZ-M3-A-0001

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Client Name

Structural Engineer Name

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Services Engineer Name

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Consultant Name

Key plan

Notes:
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Key

- Site boundary for outline masterplan (See location plan for ownership boundary)
- 1 Bed 2P
- 2 Bed 3P
- 2 Bed 4P
- 3 Bed 5P
- Commercial
- Entrance / Internal Amenity
- Ancillary (Cycles/Refuse/Plant)
- Public / Communal garden or green space
- Private garden (soft/hard shown indicatively)
- Indicative play location

No.	Sub.	Date	Comment	Drawn	Checked
P04	S2	18-11-2025	Block A,B,D position moved, landscape amendments, road amendments	SC	NH
P03	S2	21-07-2025	Red line amendment	SC	NH
P02	S2	20-05-2025	General Amendments	HL	SC
P01	S2	17-04-2025	First Issue	HL	SC

Revs

Issue Purpose

Information

tp bennett
One America Street | London SE1 0NE UK +44 (0) 20 7208 2000
www.tpbennett.com

Project

Hyde Park Hayes
Outline Masterplan
UB3 4AZ

Drawing Title

Illustrative Masterplan
Level 08

Drawn	Date	Scale @ A1
SC	11/20/24	1 : 500

Project	Originator	Volume	Level	Type	Role	Number	Suitability	Revision
A12440	TPB	ZZ	L08	DR	A	041001	S2	P04

BIM Model Ref: A12440-TPB-ZZ-ZZ-M3-A-0001

Client Name

Structural Engineer Name

-

Services Engineer Name

-

Consultant Name

Key plan

Notes:
Do not scale. Figured dimensions only to be taken from this drawing. Check dimensions on site & report discrepancies to the architect.

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All areas have been measured from current drawings,They may vary because of (EG) survey, design development, construction tolerances, statutory requirements or re-definition of the areas to be measured.

Key

- Site boundary for outline masterplan (See location plan for ownership boundary)
- 1 Bed 2P
- 2 Bed 3P
- 2 Bed 4P
- 3 Bed 5P
- Commercial
- Entrance / Internal Amenity
- Ancillary (Cycles/Refuse/Plant)
- Public / Communal garden or green space
- Private garden (soft/hard shown indicatively)
- Indicative play location

No.	Sub.	Date	Comment	Drawn	Checked
P04	S2	18-11-2025	Block A,B,D position moved, landscape amendments, road amendments	SC	NH
P03	S2	21-07-2025	Redline amendment	SC	NH
P02	S2	20-05-2025	General Amendments	HL	SC
P01	S2	17-04-2025	First Issue	HL	SC

Revs

Issue Purpose

Information

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Project

Hyde Park Hayes
Outline Masterplan
UB3 4AZ

Drawing Title

Illustrative Masterplan
Level 09

Drawn	Date	Scale @ A1
SC	11/20/24	1 : 500

Project	Originator	Volume	Level	Type	Role	Number	Suitability	Revision
A12440	TPB	ZZ	L09	DR	A	041001	S2	P04

BIM Model Ref: A12440-TPB-ZZ-ZZ-M3-A-0001

Client Name

Structural Engineer Name

-

Services Engineer Name

-

Consultant Name

Key plan

Notes:
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Key

- Site boundary for outline masterplan (See location plan for ownership boundary)
- 1 Bed 2P
- 2 Bed 3P
- 2 Bed 4P
- 3 Bed 5P
- Commercial
- Entrance / Internal Amenity
- Ancillary (Cycles/Refuse/Plant)
- Public / Communal garden or green space
- Private garden (soft/hard shown indicatively)
- Indicative play location

No.	Sub.	Date	Comment	Drawn	Checked
P04	S2	18-11-2025	Block A,B,D position moved, landscape amendments, road amendments	SC	NH
P03	S2	21-07-2025	Red line amendment	SC	NH
P02	S2	20-05-2025	General Amendments	HL	SC
P01	S2	17-04-2025	First Issue	HL	SC

Issue Purpose

Information

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Project

Hyde Park Hayes
Outline Masterplan
UB3 4AZ

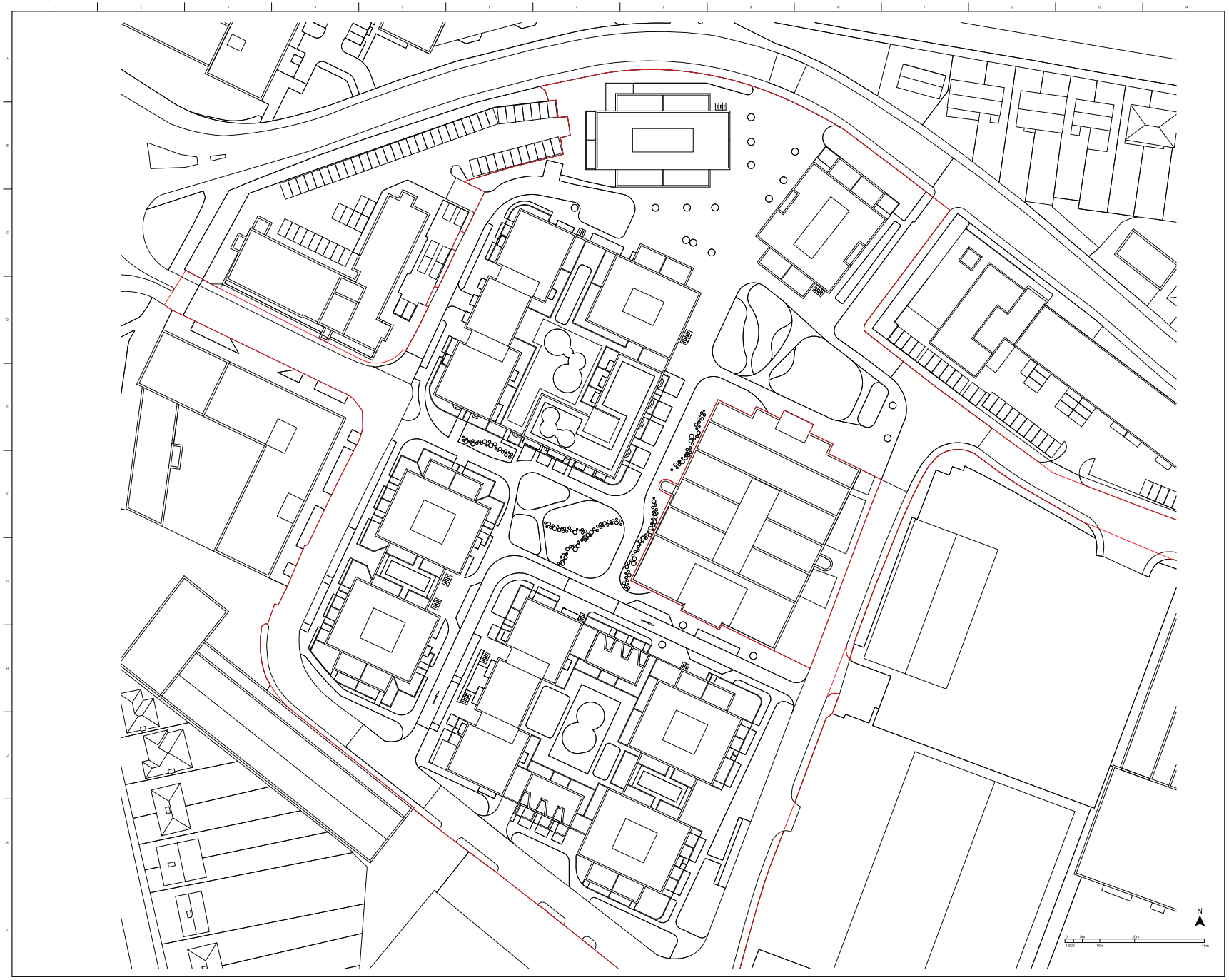
Drawing Title

Illustrative Materplan
Level 10

Drawn	Date	Scale @ A1
SC	11/21/24	1 : 500

Project	Originator	Volume	Level	Type	Role	Number	Suitability	Revision
A12440	TPB	ZZ	L10	DR	A	041001	S2	P04

BIM Model Ref: A12440-TPB-ZZ-ZZ-M3-A-0001



Client Name

Structural Engineer Name

-

Services Engineer Name

-

Consultant Name

Key plan

Notes:
Do not scale. Figured dimensions only to be taken from this drawing. Check dimensions on site & report discrepancies to the architect.

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Key

Site boundary for outline masterplan (See location plan for ownership boundary)

No.	Suit.	Date	Comment	Drawn	Checked
P05	S2	16-12-2025	Block A,B,D position moved, landscape amendments, road amendments	SC	NH
P05	S2	21-07-2025	Red line amendment	SC	NH
P04	S2	16-06-2025	General Amendments	HL	SC
P03	S2	20-05-2025	General Amendments	HL	SC
P02	S2	12-05-2025	Indicative landscape design amended	HL	NH
P01	S2	17-04-2025	First Issue	HL	SC

Revs

Issue Purpose

Information

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One America Street | London SE1 0NE UK +44 (0) 20 7208 2000
www.tpbennett.com

Project

Hyde Park Hayes
Outline Masterplan
UB3 4AZ

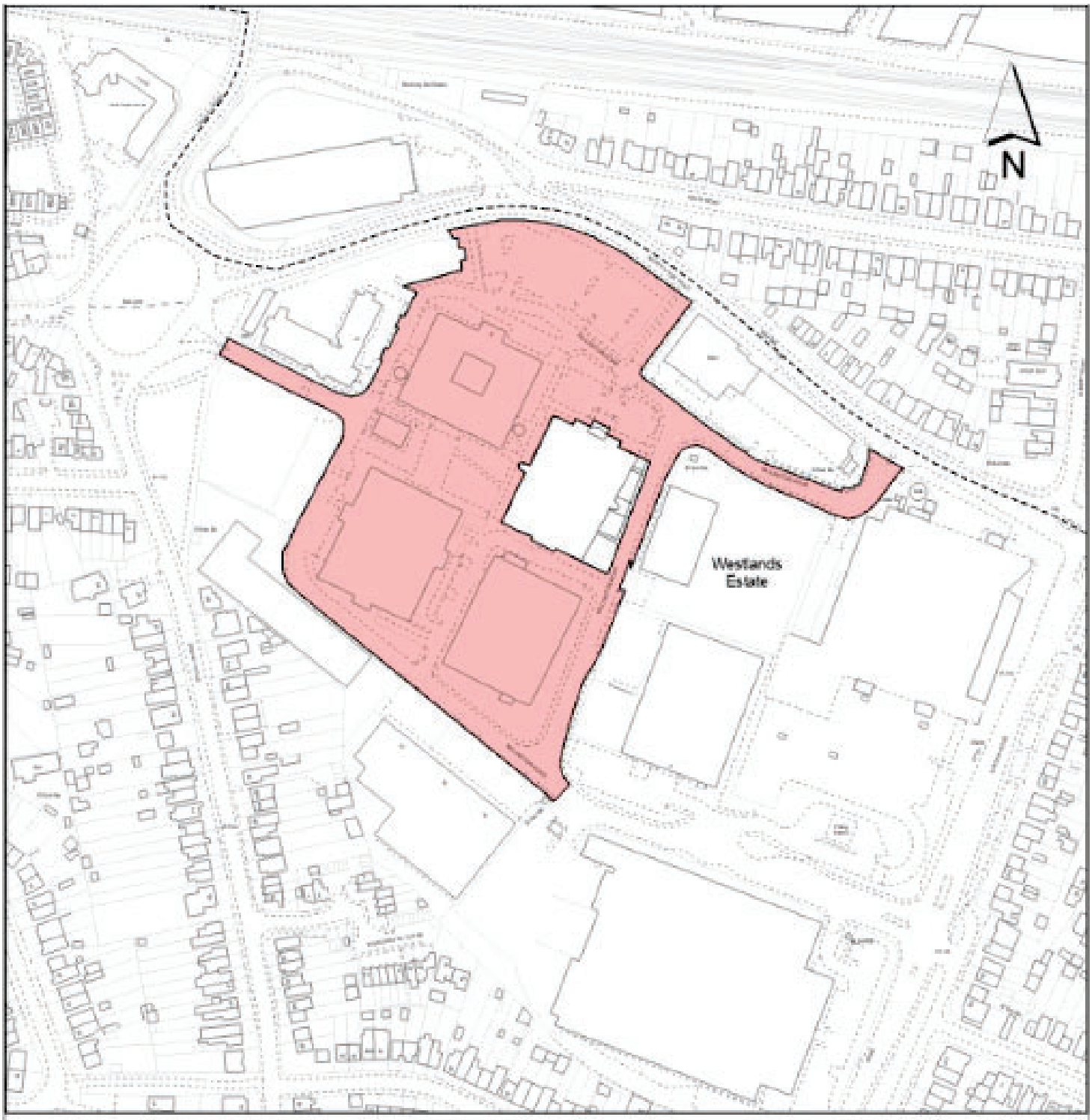
Drawing Title

Illustrative Masterplan
Roof

Drawn	Date	Scale @ A1
SC	11/21/24	1 : 500

Project	Originator	Volume	Level	Type	Role	Number	Suitability	Revision
A12440	TPB	ZZ	R01	DR	A	041001	S2	P06

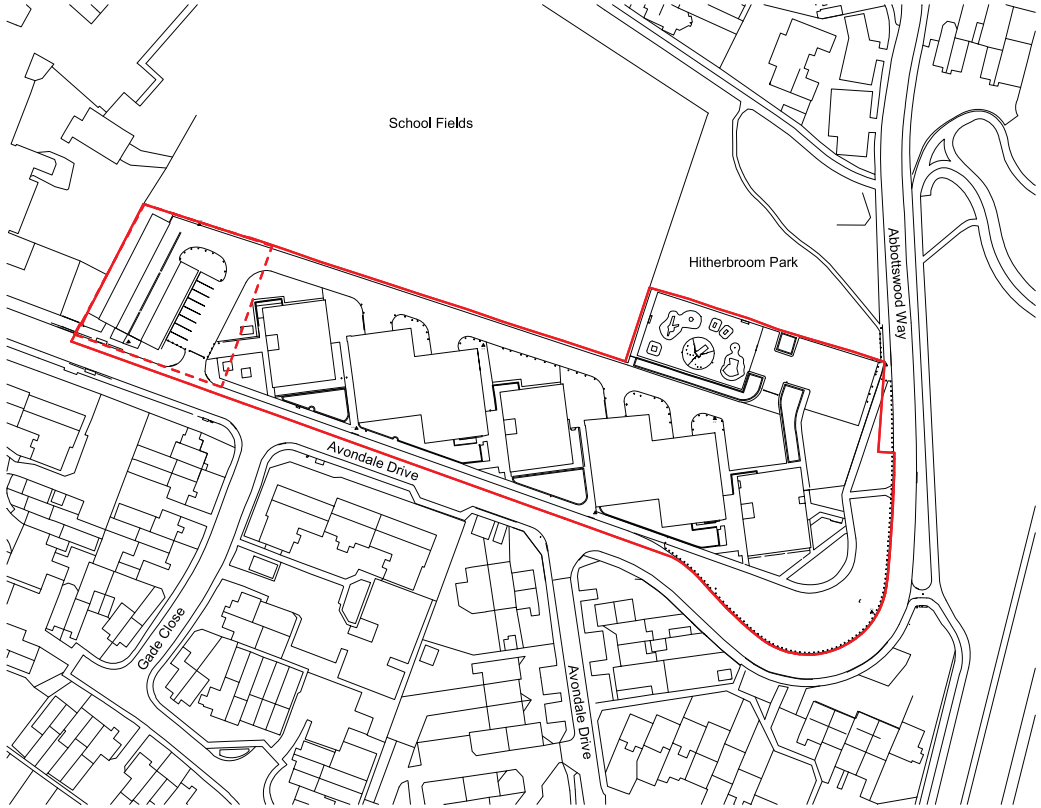
BIM Model Ref: A12440-TPB-ZZ-ZZ-M3-A-0001



KEY :	ADDRESS :	
Site Boundary	Land at HPH2, HPH5, and Multistorey Car Park, Hyde Park Hayes	LONDON BOROUGH OF HILLINGDON RESIDENTS SERVICES PLANNING SECTION CIVIC CENTRE, UXBRIDGE, UB8 1UW
DISCLAIMER : For identification purposes only. This copy has been made by or with the authority of the Head of Committee Services pursuant to section 47 of the Copyright, Designs and Patents Act 1988 (the Act). Unless the Act provides a relevant exception to copyright. © Crown copyright and database rights 2024 Ordnance Survey AC0000810857	PLANNING APPLICATION REFERENCE : 79625/APP/2025/2128	SCALE : 1:1,250
	PLANNING COMMITTEE :	DATE : March 2026

Report of the Head of Development Management and Building Control

Address:	Land at Avondale Drive
Development:	Application submitted under Section 73 of the Town and Country Planning Act 1990 to vary Conditions 3 (Approved Plans); 4 (Approved Supporting Plans/Documents); 5 (Development Scope); 6 (Mix of Units); 7 (Phasing); 9 (Residential Density); 10 (Development Height); and 15 (Landscaping) of planning permission ref. 76551/APP/2021/4502 dated 28-09-2022. (Hybrid planning application seeking OUTLINE permission (with all matters reserved) for residential floorspace (Class C3) including demolition of all existing buildings and structures; erection of new buildings; new pedestrian and vehicular accesses; associated amenity space, open space, landscaping; car and cycle parking spaces; plant, refuse storage, servicing area and other works incidental to the proposed development; and FULL planning permission for Block A comprising 30 residential units (Class C3); new pedestrian access; associated amenity space and landscaping; cycle parking, refuse storage, and other associated infrastructure) to increase the number of homes, remove the existing parking court and increase podium size, revise the height strategy, removal of vehicle access and increase separation distances to create a new public square.
LBH Ref Nos:	76551/APP/2025/2861



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N

Red Line for Hybrid Planning Application

Phase 1A Definition Red Line as part of Hybrid Planning Application

rev	date	description	drawn	audited
C4	14.09.22	Planning Redline adjusted in north east corner of site	EB	LB
C3	13.12.21	PLANNING ISSUE	NG	LB

PLANNING

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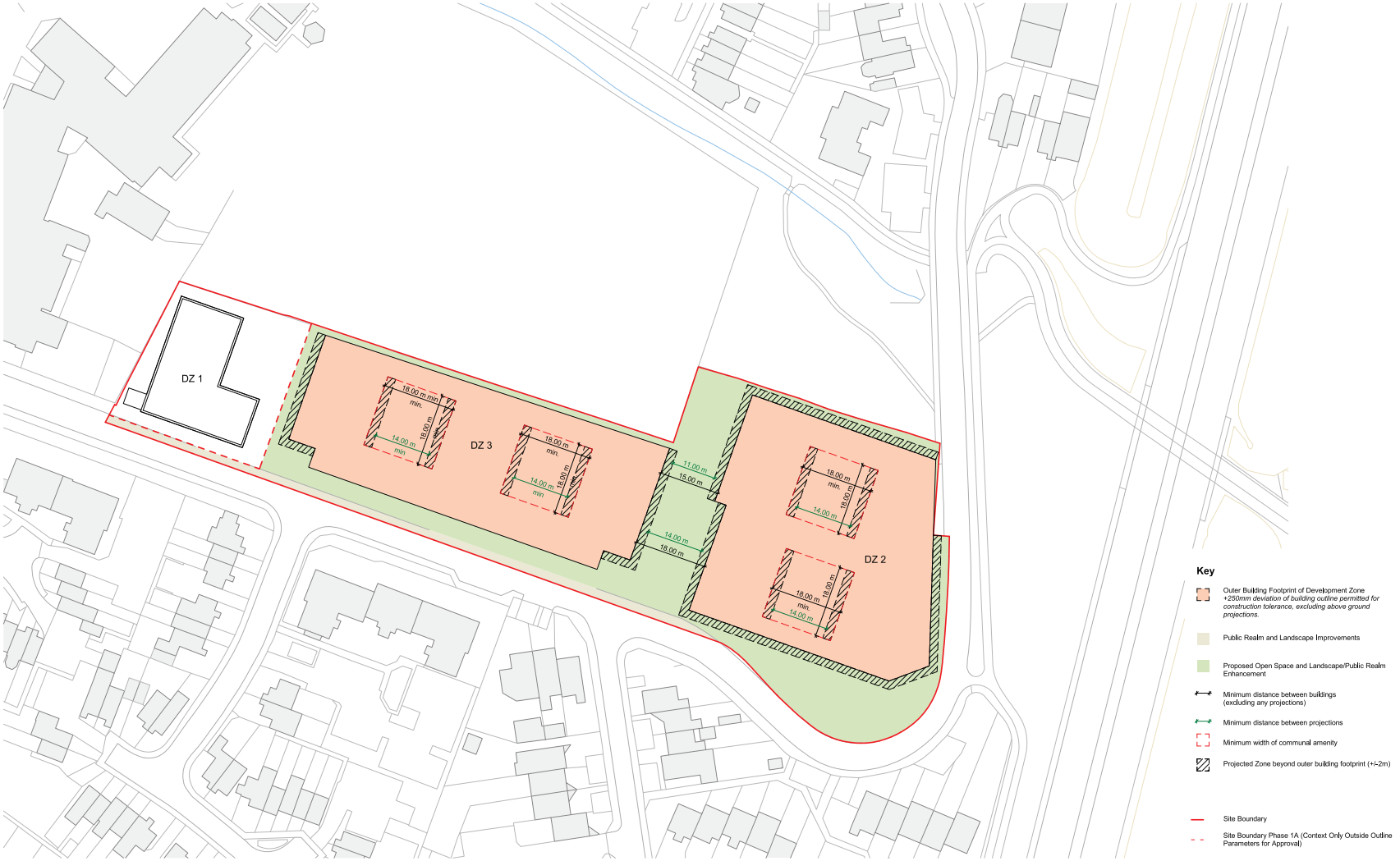
Pollard Thomas Edwards

project	job no.	drawn	scale	date created
Avondale Drive Estate	19-100	EB	1 : 1250@A3	Dec' 21

drawing title	drawing number	revision	suitability
Red Line Site Location Plan	**AVD- PTE- ZZ-XX-DR-A-10004**	**C4**	**S2**



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Designed with reference to the surveys, information and reports listed:
15873-21-316528WLS - Topographical Survey (Survey Solutions); C154569-01-01-RevB - Tree Survey Plan (Middlemarch Environmental); 12124_12125_001 - Utility Survey (ND Oliver & Co); Avondale Drive-Existing level survey of future development areas (MB Modebest)

Rev	Date	Description
P1	19-09-25	ISSUE FOR PLANNING

Dwn	Chkd
BC	IC

Drawn	BC
Checked	YW
Date	Sept 2025
Scale @ A1	1 : 500

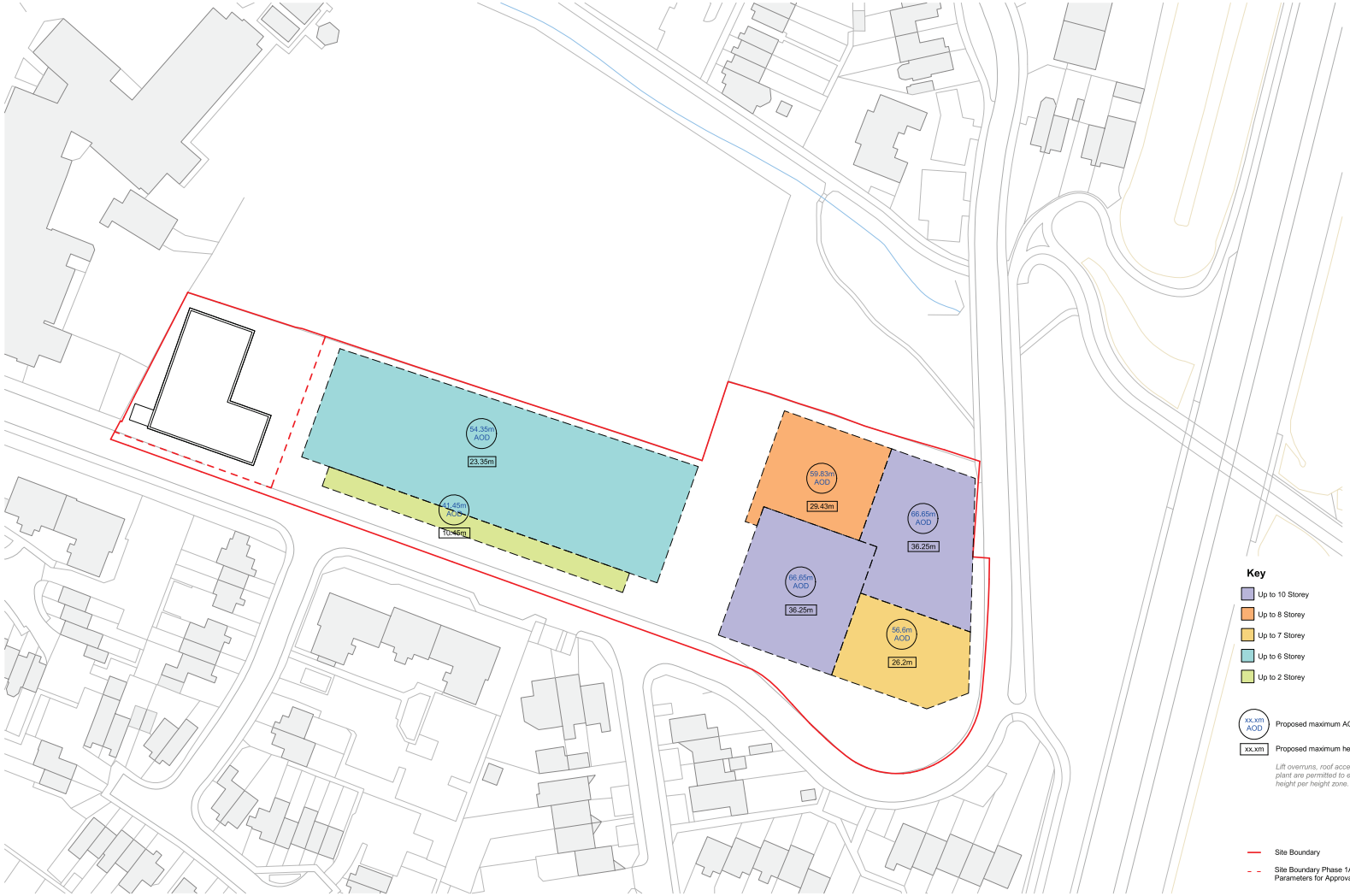
Avondale Drive

Parameters Plan 1
Development Zones

Project	Origin	Zone	Level	Type	Role	Number
AVD -	PRP -	ZZ -	ZZ -	DR -	A -	20053

Revision: P1 - STAGE ISSUE
Status: S4 - PLANNING

PRP



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Designed with reference to the surveys, information and reports listed:
15873-21-316528WLS - Topographical Survey (Survey Solutions); C154569-01-01-RevB - Tree Survey Plan (Middlemarch Environmental); 12124_12125_001 - Utility Survey (ND Oliver & Co); Avondale Drive-Existing level survey of future development areas (MB Modebest)

Rev	Date	Description
P1	19-09-25	ISSUE FOR PLANNING

Dwn	Chkd
BC	IC

Drawn	BC
Checked	YW
Date	Sept 2025
Scale @ A1	1 : 500

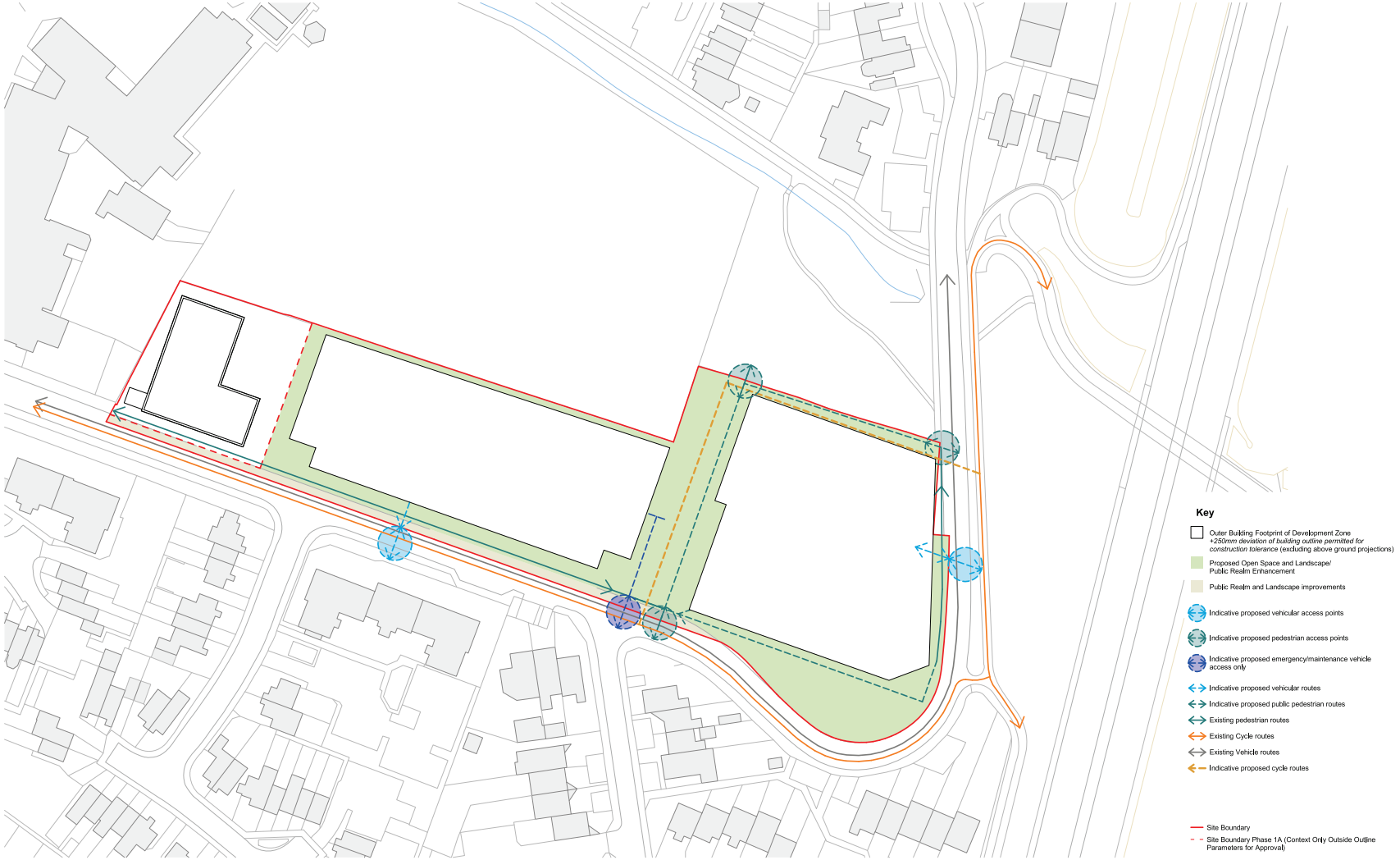
Avondale Drive

Parameters Plan 2
Building Heights

Project	Origin	Zone	Level	Type	Role	Number
AVD -	PRP -	ZZ -	ZZ -	DR -	A -	20054

Revision: P1 - STAGE ISSUE
Status: S4 - PLANNING

PRP



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Designed with reference to the surveys, information and reports listed:
15873-21-31652BWLS - Topographical Survey (Survey Solutions); C154569-01-01-RevB - Tree Survey Plan (Middlemarch Environmental); 12124_12125_001 - Utility Survey (ND Oliver & Co); Avondale Drive-Existing level survey of future development areas (MB Modebest)

Rev	Date	Description
P1	19-09-25	ISSUE FOR PLANNING

Dwn	Chkd
BC	IC

Drawn	BC
Checked	YW
Date	Sept 2025
Scale @ A1	1 : 500

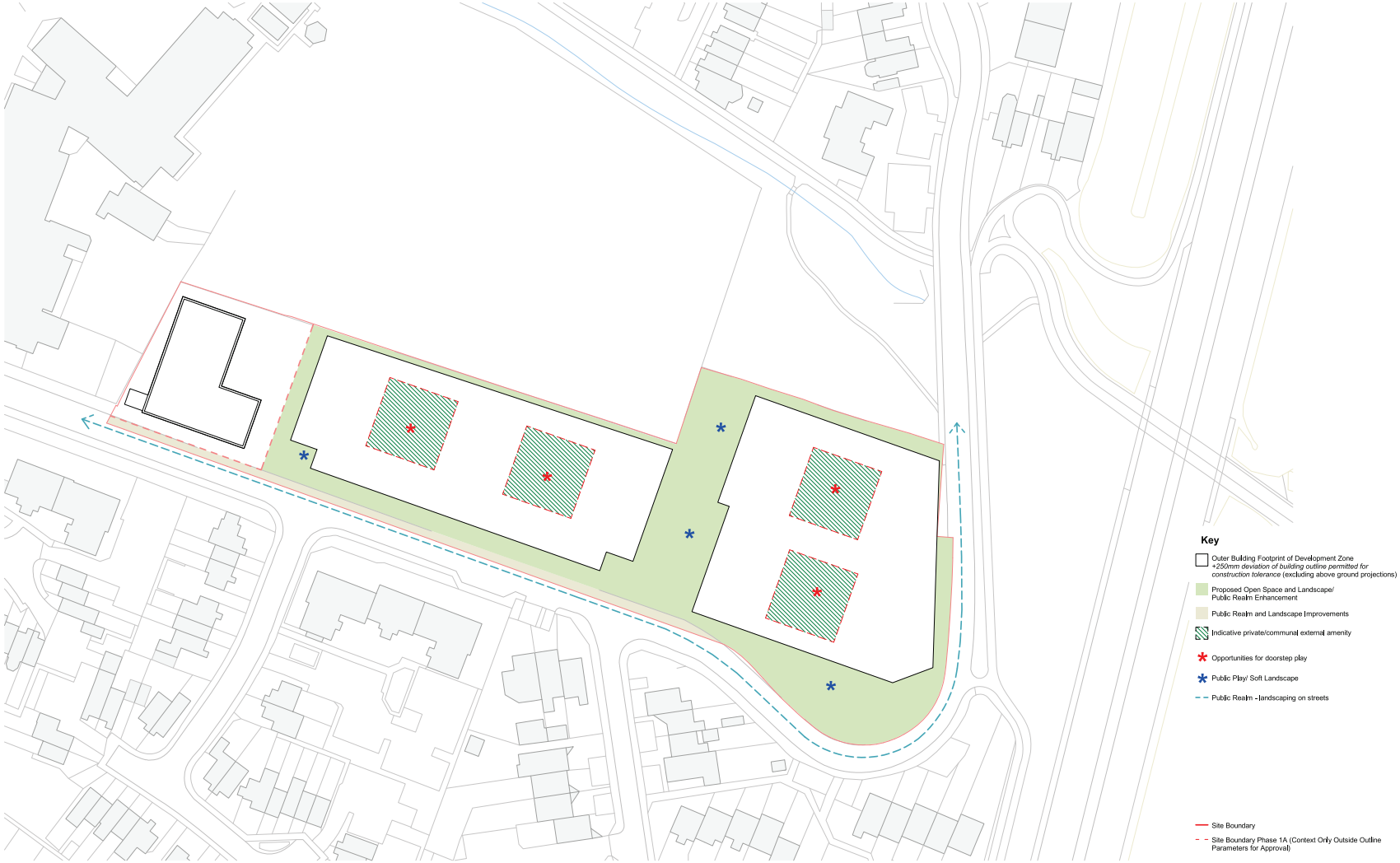
Avondale Drive

Parameters Plan 3
Access & Movement

Project	Origin	Zone	Level	Type	Role	Number
AVD -	PRP -	ZZ -	ZZ -	DR -	A -	20055

Revision	Status
P1 - STAGE ISSUE	S4 - PLANNING

PRP



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Designed with reference to the surveys, information and reports listed: 15873-21-31652BWLS - Topographical Survey (Survey Solutions); C154569-01-01-RevB - Tree Survey Plan (Middlemarch Environmental); 12124_12125_001 - Utility Survey (ND Oliver & Co); Avondale Drive-Existing level survey of future development areas (MB Modebest)

Rev	Date	Description
P1	19-09-25	ISSUE FOR PLANNING

Dwn	Chkd
BC	IC

Drawn	BC
Checked	YW
Date	Sept 2025
Scale @ A1	1 : 500

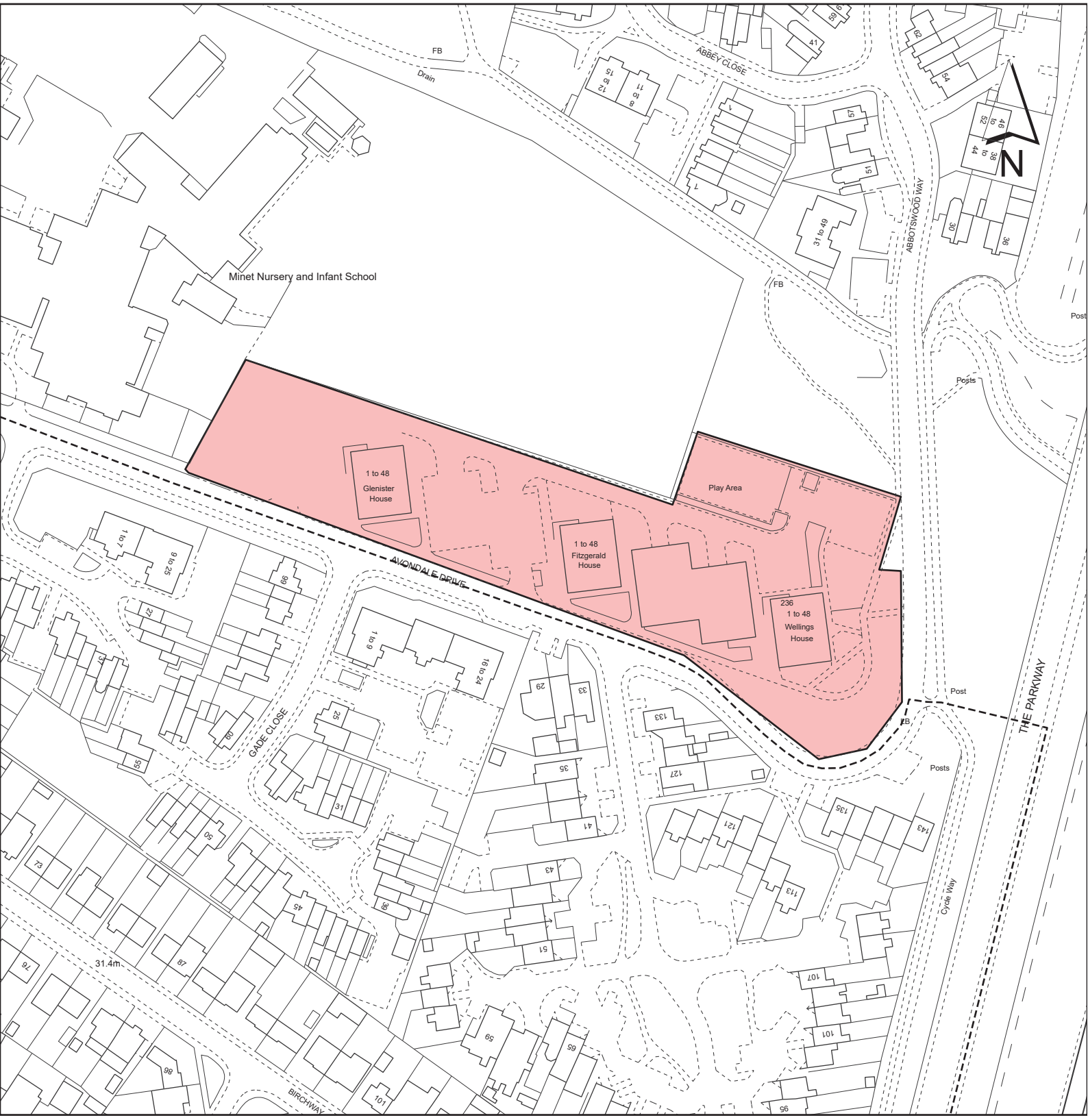
Avondale Drive

Parameters Plan 4
Hard & Soft Landscape

Project	Origin	Zone	Level	Type	Role	Number
AVD -	PRP -	ZZ -	ZZ -	DR -	A -	20056

Revision: P1 - STAGE ISSUE
Status: S4 - PLANNING

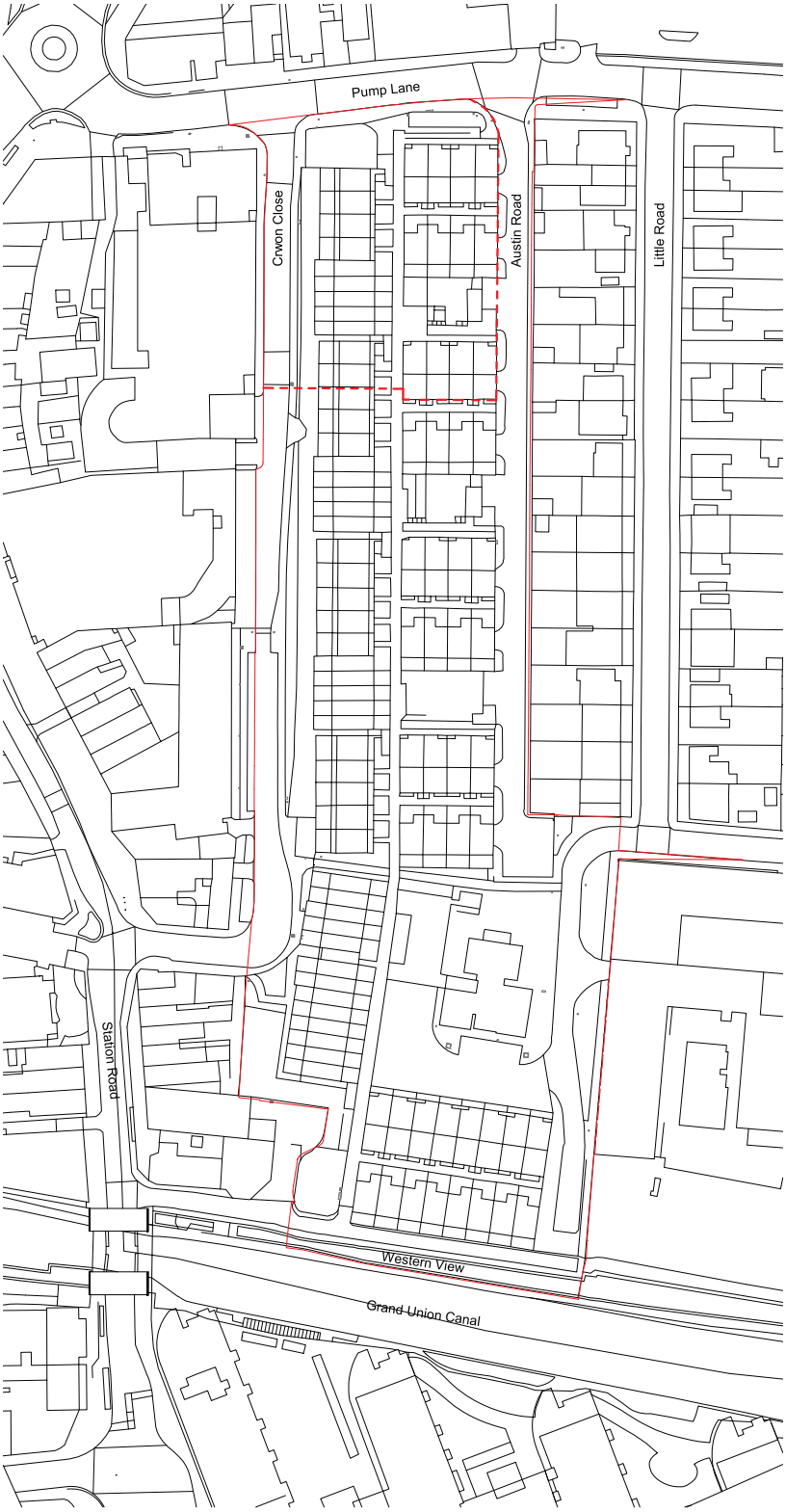
PRP



KEY : Site Boundary	ADDRESS : LAND AT AVONDALE DRIVE	**LONDON BOROUGH OF HILLINGDON** **RESIDENTS SERVICES PLANNING SECTION** **CIVIC CENTRE, UXBRIDGE, UB8 1UW**
DISCLAIIMER : For identification purposes only This copy has been made by or with the authority of the Head of Committee Services pursuant to section 47 of the Copyright, Designs and Patents Act 1988 (the Act). Unless the Act provides a relevant exception to copyright **© Crown copyright and database rights 2024 Ordnance Survey AC0000810857**	PLANNING APPLICATION REFERENCE : 76551/APP/2025/2861 SCALE : 1:1,250	
	PLANNING COMMITTEE : DATE : MARCH 2026	HILLINGDON LONDON

Report of the Head of Development Management and Building Control

Address:	Land at Austin Road
Development:	Section 73 application to vary Conditions 3 (Approved Plans); 4 (Supporting Plans/Documents); 5 (Land Uses and Development Scope); 6 (Housing Mix); 7 (Phasing Plan); 9 (Residential Density); 10 (Building Heights); 19 (Landscaping); 22 (Parking Allocation and Management); and 50 (Wind Effects Assessment) of application reference 76550/APP/2023/2931 dated 01-05-2024. Section 73 application to vary Condition 3 of application reference 76550/APP/2021/4499 dated 28-09-22 (Hybrid planning application seeking OUTLINE permission (with all matters reserved) for residential floorspace (Class C3) including demolition of all existing buildings and structures; erection of new buildings; provision of a community centre (Use Class F2(b) floorspace); new pedestrian and vehicular access; associated amenity space, open space, landscaping; car and cycle parking spaces; plant, refuse storage, servicing area and other works incidental to the proposed development; and FULL planning permission for Blocks A and B comprising 80 residential units (Class C3); new pedestrian and vehicular access; associated amenity space and landscaping; car and cycle parking; refuse storage, servicing area, and other associated infrastructure to include temporary highways and landscaping works) to increase the parapet height by 50cm in the Detailed First Phase. Variation to increase the number of homes, to join blocks in phases 2 and 3, a reduction of parking to create green spaces, amendment to scale of street and relocation of community facility.
LBH Ref Nos:	76550/APP/2025/2864



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N

Red Line for Hybrid Planning Application

Phase 1 Definition Red Line as part of Hybrid Planning Application

rev	date	description	drawn	audited
C2	09.12.21	PLANNING ISSUE	MR	LB

PLANNING

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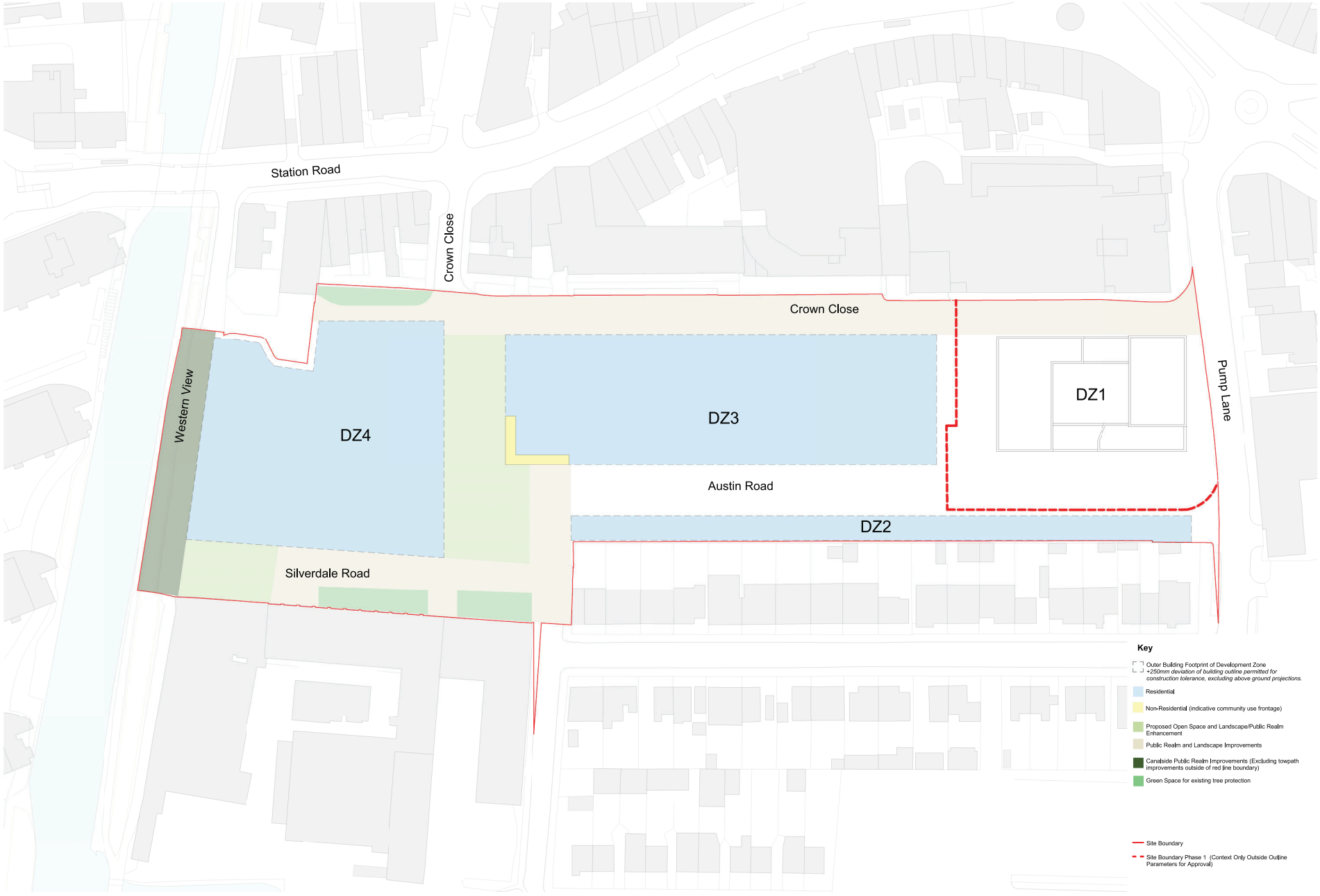
Pollard Thomas Edwards

project	job no.	drawn	scale	date created
Hayes Town Centre Estate	19-100	EB	1 : 1250@A3	Dec' 21

drawing title	drawing number	revision	suitability
Red Line Site Location Plan	**HTC-PTE-ZZ-XX-DR-A-10004**	**C2**	**S2**



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Designed with reference to the surveys, information and reports listed:
15865-21-31651-PLS-01REV - Topographical Survey (Survey Solutions);
C154568-01-01-RevD - Tree Survey Plan (Middlemarch Environmental);
07890-SYN-XX-00-DR-MEP-0001 - Existing Utility Overlay (Synergy)

Rev	Date	Description
P01	15-09-25	ISSUE FOR PLANNING

Dwn	Chd
IC	YW

Drawn	IC
Checked	YW
Date	Sept 2025
Scale @ A1	1 : 500

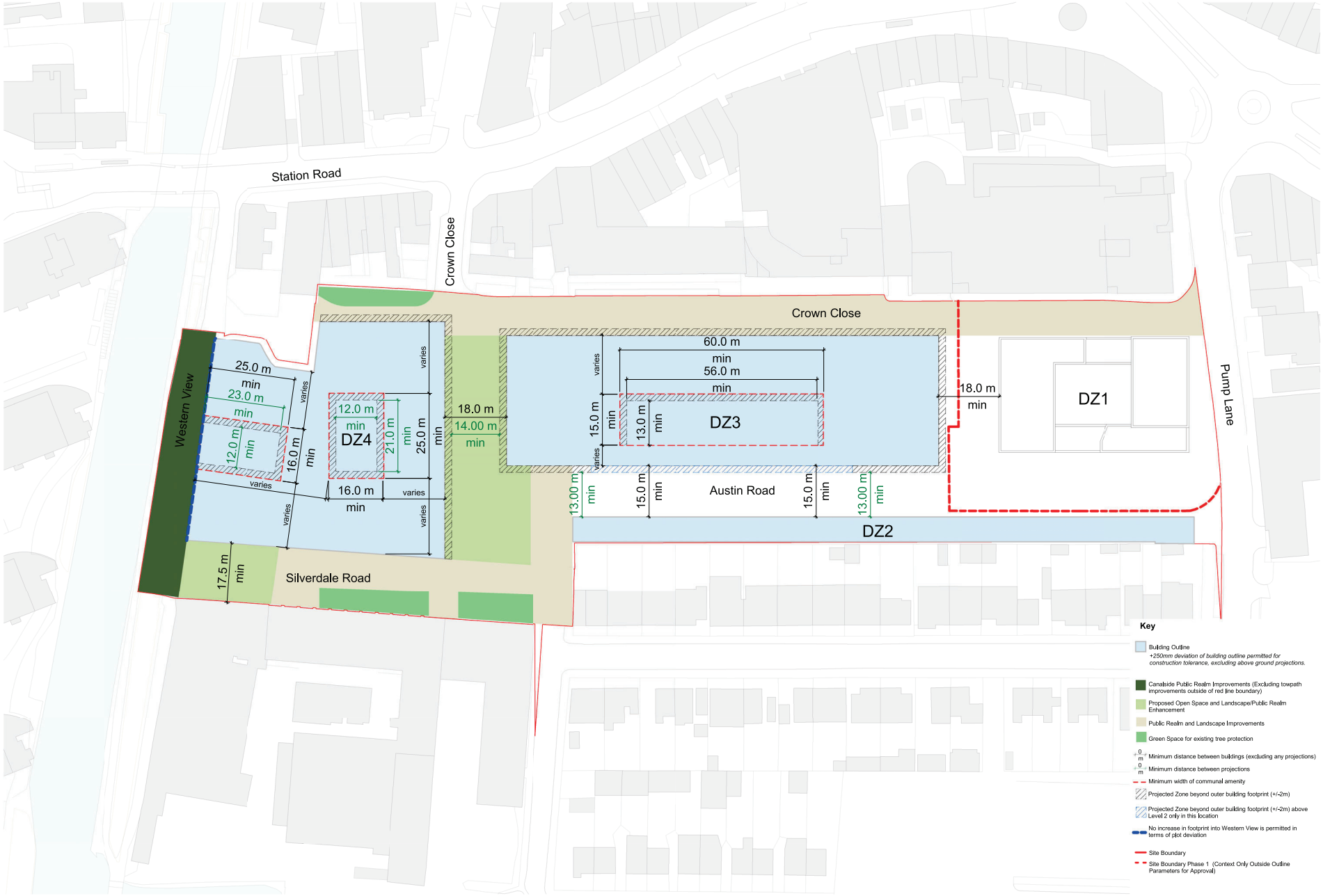
Hayes Town Centre

Parameter Plan 1
Land Uses

Project	Origin	Zone	Level	Type	Role	Number
HTC -	PRP -	ZZ -	ZZ -	DR -	A -	20053

Revision: P01 - STAGE ISSUE
Status: S4 - PLANNING

PRP



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Designed with reference to the surveys, information and reports listed:
15865-21-31651PLS-01REV - Topographical Survey (Survey Solutions);
C154568-01-01-RevD - Tree Survey Plan (Middlemarch Environmental);
07890-SYN-XX-00-DR-MEP-0001 - Existing Utility Overlay (Synergy)

Rev	Date	Description
P01	15-09-25	ISSUE FOR PLANNING

Dwn	Chd
IC	YW

Drawn	IC
Checked	YW
Date	Sept 2025
Scale @ A1	1 : 500

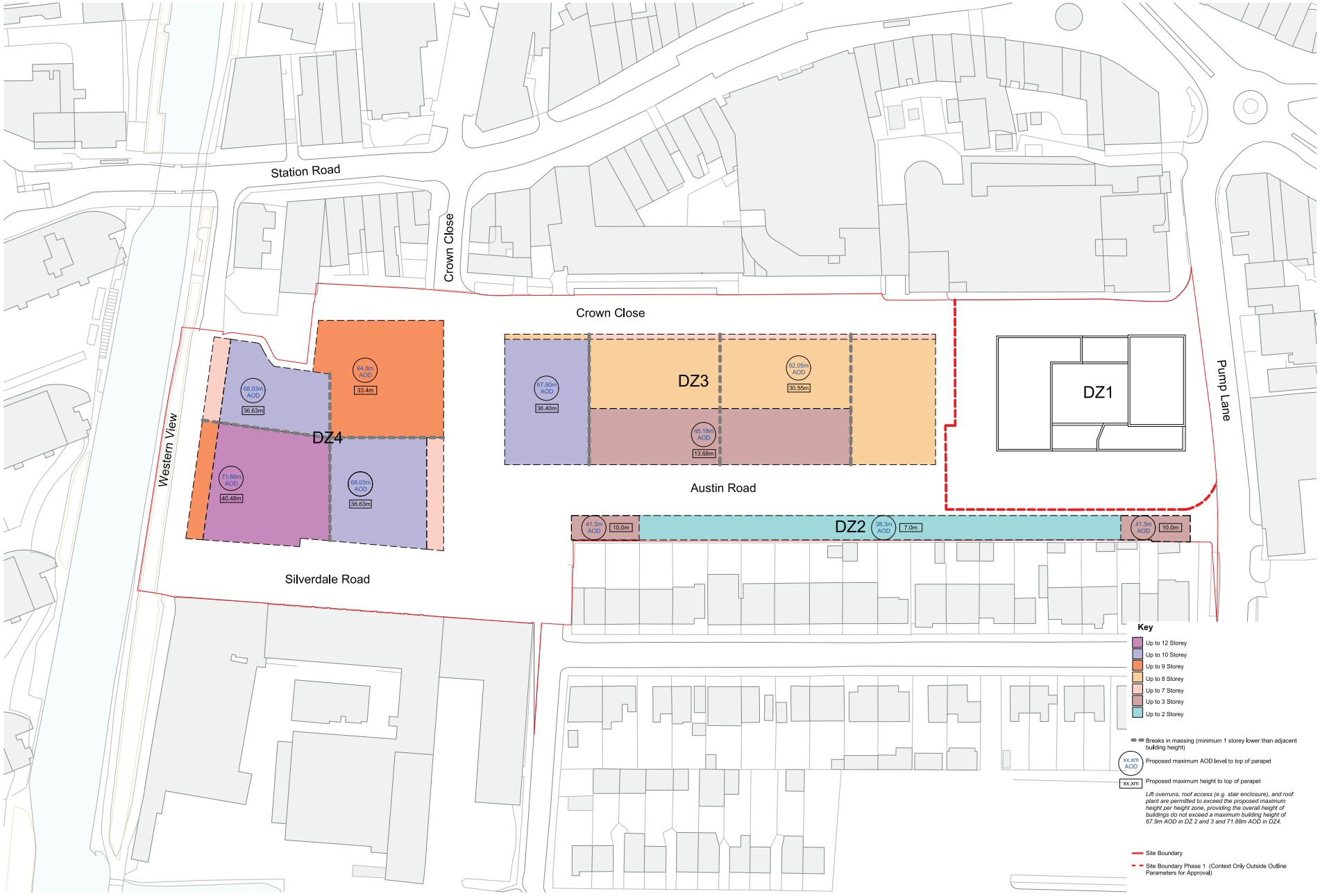
Hayes Town Centre

Parameter Plan 2
Development Zones

Project	Origin	Zone	Level	Type	Role	Number
HTC -	PRP -	ZZ -	ZZ -	DR -	A -	20054

Revision	Status
P01 - STAGE ISSUE	S4 - PLANNING

PRP



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Designed with reference to the surveys, information and reports listed:
15865-21-31651#PLS-01REV - Topographical Survey (Survey Solutions);
C154568-01-01-RevD - Tree Survey Plan (Middlemarch Environmental);
07890-SYN-XX-00-DR-MEP-0001 - Existing Utility Overlay (Synergy)

Rev	Date	Description
P01	19-09-25	ISSUE FOR PLANNING
P02	18-02-26	Amended building heights for DZ3 and 4.

Dwn	Ckd
IC	YW
IC	BC

Drawn	IC
Checked	YW
Date	Sept 2025
Scale @ A1	1 : 500

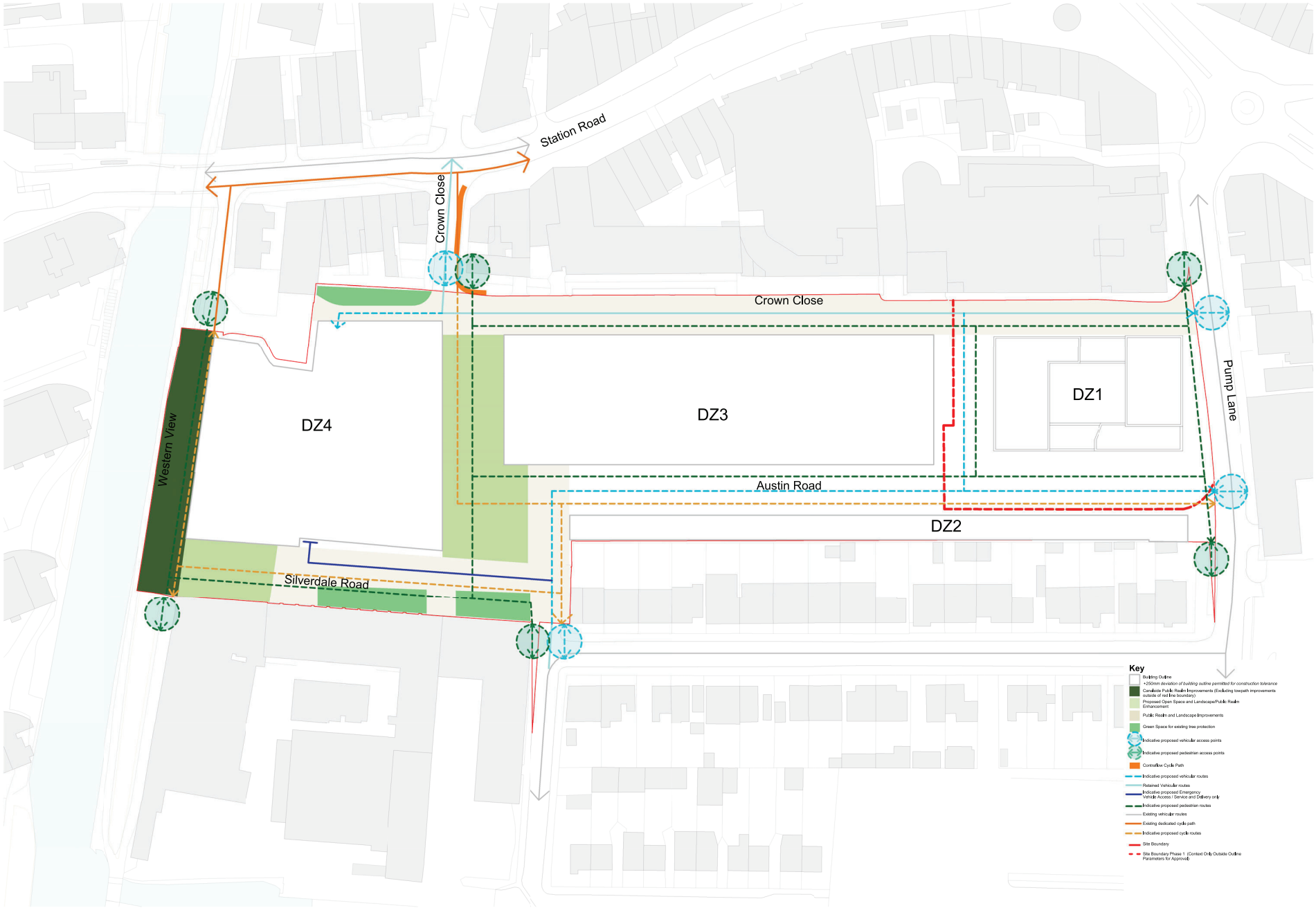
Hayes Town Centre

Parameter Plan 3
Building Heights

Project	Origin	Zone	Level	Type	Role	Number
HTC -	PRP -	ZZ -	ZZ -	DR -	A -	20055

Revision: P02 - STAGE ISSUE
Status: S4 - PLANNING

PRP



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Designed with reference to the surveys, information and reports listed:
15865-21-31651PLS-01REV - Topographical Survey (Survey Solutions);
C154568-01-01-RevD - Tree Survey Plan (Middlemarch Environmental);
07890-SYN-XX-00-DR-MEP-0001 - Existing Utility Overlay (Synergy)

Rev	Date	Description
P01	15-09-25	ISSUE FOR PLANNING

Dwn	Ckd
IC	YW

Drawn	IC
Checked	YW
Date	Sept 2025
Scale @ A1	1 : 500

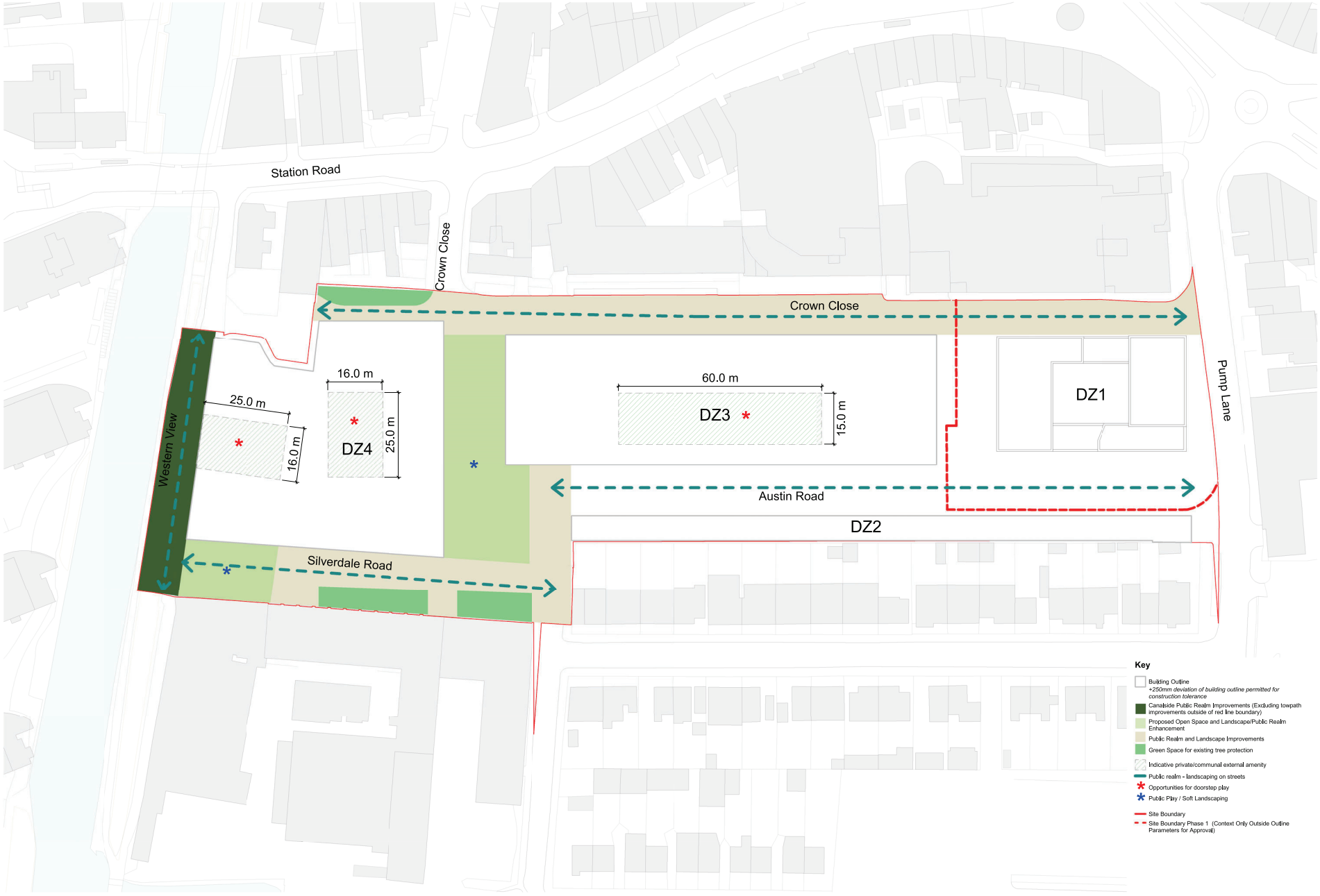
Hayes Town Centre

Parameter Plan 4
Access and Movement

Project	Origin	Zone	Level	Type	Role	Number
HTC -	PRP -	ZZ -	ZZ -	DR -	A -	20056

Revision: P01 - STAGE ISSUE
Status: S4 - PLANNING

PRP



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Designed with reference to the surveys, information and reports listed:
15865-21-31651PLS-01REV - Topographical Survey (Survey Solutions);
C154568-01-01-RevD - Tree Survey Plan (Middlemarch Environmental);
07890-SYN-XX-00-DR-MEP-0001 - Existing Utility Overlay (Synergy)

Rev	Date	Description
P01	15-09-25	ISSUE FOR PLANNING

Dwn	Chkd
IC	YW

Drawn	IC
Checked	YW
Date	Sept 2025
Scale @ A1	1 : 500

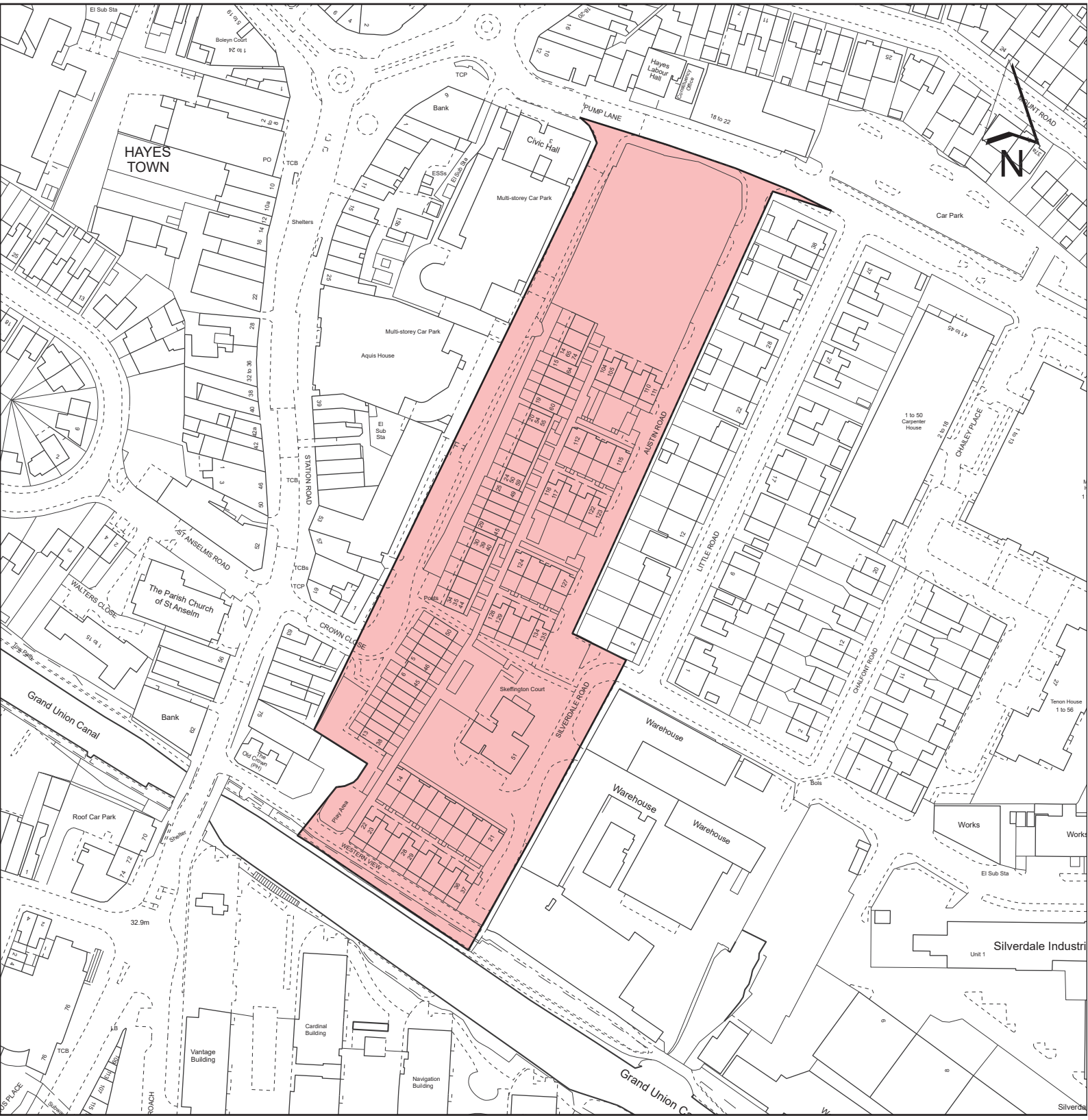
Hayes Town Centre

Parameter Plan 5
Hard and Soft Landscape

Project	Origin	Zone	Level	Type	Role	Number
HTC -	PRP -	ZZ -	ZZ -	DR -	A -	20057

Revision: P01 - STAGE ISSUE
Status: S4 - PLANNING

PRP



KEY : Site Boundary	ADDRESS : LAND AT AUSTIN ROAD	**LONDON BOROUGH OF HILLINGDON** **RESIDENTS SERVICES PLANNING SECTION** **CIVIC CENTRE, UXBRIDGE, UB8 1UW**
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	PLANNING COMMITTEE : DATE : MARCH 2026	HILLINGDON LONDON

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