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Hillingdon Planning Committee

Date: **TUESDAY, 21 APRIL 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 - 6

4 Matters that have been notified in advance or urgent

5 To confirm that the items of business marked Part I will be considered in Public and the items marked Part II will be considered in Private

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Applications with a Petition

6	Broadwater Lake 2382/APP/2023/2906	Ickenham & South Harefield	Redevelopment of the site to create the Hillingdon Watersports Facility and Activity Centre including demolition of existing Broadwater Lake Sailing Club (BSC) clubhouse at the north of the lake and erection of a building including changing facilities, meeting rooms, storage, Workshop and seasonal worker accommodation (sui generis), activity shelters; installation of pontoons and slipways; boat shed; equipment storage huts; boat parking and racking areas; camping area; outdoor activity areas; ecological enhancement throughout the site; new pedestrian routes through the peninsula; landscaping including new woodland, dense vegetation screens and boundary treatment; access road; localised dredging and land reclamation; relocation of existing sailing area and creation of floating reedbeds within the lake; coach drop off and turning area; vehicle parking; cycle parking; and associated works. [EIA Regulation 25 Re-Consultation: Further information is available in relation to the Environmental Statement which has already been provided. Please refer to document reference "ES Volume II Appendix 7.6 - Freshwater Ecology Surveys_Part 5 (Dated November 2025)", uploaded on 27-02-26. Representations should be made by 4th April 2026.] **Recommendations: Approve + Sec 106**	15 – 186 616 – 640
7	29 Clammas Way 77795/APP/2025/2979	Uxbridge	Erection of 2x two storey, 3 bed dwelling with associated parking, amenity space, cycle and refuse stores, following the demolition of existing bungalow **Recommendations: Approval**	187 – 230 641 – 651
8	38 Frays Avenue 58891/APP/2026/107	West Drayton	Conversion of loft space to habitable use to include raising ridge height, roof lights to front, rear and side, rear half-hipped loft window, and amendments to fenestration. **Recommendations: Approval**	231 – 258 652 – 673

Applications without a Petition

9	Rainbow and Kirby 38058/APP/2025/2613	Yiewsley	Demolition of existing structures and phased re-development of the site to provide nine plots ranging between three and 11 storeys in height (including ground level) to include residential uses (Use Class C3), flexible retail/cafe/restaurant floorspace (Class E (a,b,c)), light industrial floorspace (Class E (g)(iii)), associated hard and soft landscaping, car parking, cycling parking, servicing, refuse and plant areas, public realm improvements, highways works and other works associated with the development. **Recommendations: Approve + Sec 106**	259 – 362 674 – 712
10	Avondale Drive 76551/APP/2025/3242	Wood End	Reserved Matters Application (Access, Appearance, Landscaping, Layout and Scale) pursuant to Condition 1 of Application ref: 76551/APP/2025/2861 (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). **Recommendations: Approval**	363 – 420 713 – 748

11	1 & 1a Bath Road 35805/APP/2756	Heathrow Villages	Reserved Matters relating to Landscaping of outline planning permission ref: 35805/APP/2020/3289 dated 01-11-2022 for (Outline planning application for the demolition of existing buildings and erection of a six storey 237-bedroom hotel (Use Class C1) (landscaping reserved for subsequent approval). **Recommendation: Approval**	421 – 454 749 – 757
12	Highview Farm 12579/APP/2025/615	Ickenham & South Harefield	Construction of a replacement Waste Transfer Station Building (Amended Red Outline on Location and Site Plan) **Recommendation: Approval**	455 – 508 758 – 763
13	163 Eastcote Road 7881/APP/2025/2964	Ruislip	Demolition and rebuild of the front porch., single-storey wrap around side and rear extension with amendments to the fenestration **Recommendation: Approval**	509 – 528 764 – 770
14	9 Pastures Mead 43892/APP/2026/52	Hillingdon East	Erection of single storey rear extension, and conversion of detached garage to a habitable use to use as a gym with WC **Recommendation: Approval**	529 – 554 771 - 778

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Minutes

HILLINGDON PLANNING COMMITTEE

11 March 2026

Meeting held at Committee Room 5 - Civic Centre

	Committee Members Present: Councillors Henry Higgins (Chair), Adam Bennett (Vice-Chair), Elizabeth Garelick, Ekta Gohil, Jas Dhot, Shehryar Ahmad-Wallana (in place of Roy Chamdal) and Jagjit Singh (in place of Raju Sansarpuri) **Also Present**: Councillor Jan Sweeting (Ward Councillor for West Drayton) **LBH Officers Present**: Grace Liu (Area Planning Service Manager), Michael Briginshaw (Deputy Team Leader), Mike Kemp (Deputy Team Leader), Salleh Jobbi (Legal Advisor), Anisha Teji (Senior Democratic Services Officer), Richard Michalski (Highways Engineer)
134.	**APOLOGIES FOR ABSENCE** *(Agenda Item 1)* Apologies for absence were received from Councillor Roy Chamdal with Councillor Shehryar Ahmad – Wallana substituting and Councillor Raju Sansarpuri with Councillor Jagjit Singh substituting.
135.	**DECLARATIONS OF INTEREST IN MATTERS COMING BEFORE THIS MEETING** *(Agenda Item 2)* None.
136.	**TO RECEIVE THE MINUTES OF THE PREVIOUS MEETING** *(Agenda Item 3)* **RESOLVED: That the minutes of the meeting dated 11 February 2026 be agreed as an accurate record.**
137.	**MATTERS THAT HAVE BEEN NOTIFIED IN ADVANCE OR URGENT** *(Agenda Item 4)* None.
138.	**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.
139.	**4 NAPIER CLOSE - 64326/APP/2025/3020** *(Agenda Item 6)* **Erection of single storey wrap around extension to side and rear, and amendments to fenestrations.**

	Officers introduced the application, took Members through the plans and made a recommendation for approval. Representations received from the applicant's agent were summarised for the Committee. A petitioner addressed the Committee in objection to the application. Concerns were raised regarding loss of light, overshadowing, overbearing impact and enclosure, particularly given the quiet cul-de-sac location and the scale of the proposal. It was stated that the development would be out of character, with a large wrap-around extension altering the scale of the property and reducing natural daylight. Further concerns were raised in relation to parking pressures, increased vehicle movements and the alleged use of the property as a House in Multiple Occupation (HMO). Reference was also made to unauthorised structures and activities at the site. The strength of local opposition was highlighted through the number of objections and the petition and the Committee was urged to refuse the application. Councillor Jan Sweeting, Ward Councillor for West Drayton, addressed the Committee in support of the petitioners and asked that the planning reasons for refusal be taken into account. It was stated that the proposal would result in loss of light, overshadowing, an overbearing impact and increased parking pressures and was contrary to Policy DMHD1 due to the depth of the rear extension. Concern was raised that the proposal relied on previously unauthorised development that had become lawful only through the passage of time and that it would exacerbate parking issues in an already congested cul-de-sac. A site visit was requested. A question was raised as to whether Anti-Social Behaviour or Planning Enforcement had been made aware of residents' concerns regarding the alleged unauthorised HMO use of the property. It was stated that no enforcement action had been recorded to date and that residents were advised to continue reporting concerns directly to the Council. Clarification was sought on daylight impacts, parking provision and the status of the existing development. Officers explained that the existing structure, which had originally been unauthorised, had become lawful through the passage of time and represented a material fallback position. It was noted that the site provided off-street parking for two vehicles and that the north-facing orientation reduced the significance of any sunlight loss. Officers advised that the proposal was acceptable in terms of scale and bulk and that no statutory floor-area limits applied. Members were further advised that any future lawful HMO use would require a separate application and that enforcement action could be taken if licensing breaches were identified. Members considered the robustness of the officer report and were advised that any lawful HMO use would require a separate application. The officer's recommendation was moved and seconded and, when put to the vote, was approved with five votes in favour and two abstentions. **RESOLVED: That the application be approved as per officer recommendation.**
140.	**LAND AT HPH2, HPH5, AND MULTISTOREY CAR PARK - 79625/APP/2025/2128** *(Agenda Item 7)* **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. Officers introduced the application and took Members through the plans and addendum. A recommendation for approval was made. Members discussed the proposed development in the context of changing office use patterns and increasing residential intensity in the area. Clarification was sought on the Section 106 transport contributions, particularly the extent of Transport for London's discretion over how funds would be spent. It was explained that contributions would be transferred to TfL under a service level agreement, with monitoring requirements in place to ensure the mitigation benefited the local area and addressed impacts arising from the development. Heritage matters were considered, with Members noting the site's aviation and industrial history and seeking assurance that heritage-led public art would be delivered. Officers advised that the design code referenced the site's history and that public art was secured through existing conditions. Parking impacts were also discussed, particularly in relation to visitor parking and displacement onto nearby residential streets. Officers confirmed that the low-car scheme included limited on-site parking, permit restrictions, and a preference for family units, and that the site's public transport accessibility and secured transport contributions were considered sufficient mitigation. Members sought further reassurance regarding water efficiency and pollution prevention measures raised by consultees. Officers advised that these matters were addressed through proposed conditions and that no objection had been raised, subject to compliance. Clarification was also requested on the Section 106 contribution towards health infrastructure, with officers confirming that further detail would be provided at the reserved matters stage or secured by informative if necessary. The officers' recommendation was moved, seconded and, when put to the vote, was unanimously agreed. **RESOLVED: That the application be approved as per officer recommendation.**
141.	**LAND AT AVONDALE DRIVE - 76551/APP/2025/2861** *(Agenda Item 8)* **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.**

	Officers introduced the application, took Members through the plans and made a recommendation for approval. Members sought clarification on the proposed air quality contribution and whether the higher or lower sum would apply depending on the implementation of a parking management scheme. Officers explained that the contribution was proportionate, with a lower amount payable where a parking management scheme was introduced due to reduced anticipated vehicle movements and air quality impacts. It was clarified that the introduction of such a scheme would be subject to resident consultation and was not imposed by the Council. Concerns were raised to ensure that parking management decisions would be taken for appropriate planning reasons rather than financial considerations. Officers advised that the development's transport impacts had been assessed under both scenarios and were considered acceptable, and that the contribution was reasonable given the scale of the development and potential for parking displacement. Further clarification was provided that the removal of existing parking courts and any associated overspill parking impacts had been assessed by the highways authority and were not considered harmful to highway safety or residential amenity. The officers' recommendation, was moved, seconded, and when put to a vote, was unanimously agreed. **RESOLVED: That the application be approved as per officer recommendation.**
142.	**LAND AT AUSTIN ROAD - 76550/APP/2025/2864** *(Agenda Item 9)* **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.** Officers introduced the application, took Members through the plans and made a recommendation for approval. The officers' recommendation, was moved, seconded, and when put to a vote, was

	unanimously agreed. **RESOLVED: That the application be approved as per officer recommendation.**
	The meeting, which commenced at 7.00 pm, closed at 8.37 pm.

These are the minutes of the above meeting. For more information on any of the resolutions please contact Anisha Teji on ateji@hillingdon.gov.uk or 01895 277655. 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 Best Interests of a Child

1.4.1 Local authorities need to consider whether children's best interests are relevant to any planning issue under consideration. In doing so, they will want to ensure their approach is proportionate. They need to consider the case before them and need to be mindful that the best interests of a particular child will not always outweigh other considerations, including those that impact negatively on the environment or the wider community. This will include considering the scope to mitigate any potential harm through non-planning

measures, for example through intervention or extra support for the family through social, health and education services.

1.5 Development in Conservation Areas

1.5.1 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.

1.6 Development Affecting Listed Buildings

1.6.1 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 5-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 5-year rolling supply of sites, known as 5-year 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 (2024) presumption in favour of sustainable development - the so-called 'tilted balance' - is engaged. NPPF para. 11 (d) 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 strong 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 In April 2026, Hillingdon Council published a 5-year supply of deliverable housing sites for the period covering 2025/26 - 2029/30. As matters stand Hillingdon can demonstrate a 2.5 year supply of deliverable housing sites which is below the requirements for a 5-year housing supply set out in Para 78 of the NPPF. Therefore, the 'tilted balance' and the provisions of Para 11 (d) of the NPPF are 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.

2.2.3 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 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.

2.4.2 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.

2.4.3 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.

2.5.5 The Mayor's CIL (MCIL)

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

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

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

2.6 Environmental Impact Assessment

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

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

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

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

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

Case Officer: **Michael Briginshaw**	**2382/APP/2023/2906**

Date Application Valid:	**14.11.2023**	Statutory / Agreed Determination Deadline:	**30.04.2026**
Application Type:	**Full**	Ward:	**Ickenham & South Harefield**

Applicant:	**Hillingdon Council Capital Programme Works Service**
Site Address:	**Broadwater Lake, Moorhall Road, Harefield**
Proposal (Summarised):	**Redevelopment of the site to create the Hillingdon Watersports Facility and Activity Centre including demolition of existing Broadwater Lake Sailing Club (BSC) clubhouse at the north of the lake and erection of a building including changing facilities, meeting rooms, storage, Workshop and seasonal worker accommodation (sui generis), activity shelters; installation of pontoons and slipways; boat shed; equipment storage huts; boat parking and racking areas; camping area; outdoor activity areas; ecological enhancement throughout the site; new pedestrian routes through the peninsula; landscaping including new woodland, dense vegetation screens and boundary treatment; access road; localised dredging and land reclamation; relocation of existing sailing area and creation of floating reedbeds within the lake; coach drop off and turning area; vehicle 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.

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

It is recommended that delegated powers be given to the Director of Planning 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 application be referred to the Secretary of State under Article 12 of the Town and Country Planning (Consultation) (England) Direction 2024.

C) 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. Community Centre Delivery Plan: Planning obligation to prevent any development (including demolition) at the site until the Hillingdon Outdoor Activity Centre (HOAC) and Broadwater Sailing Club have entered into a lease for long term occupation of the development.
ii. Healthy Streets/Active Travel Zone Contribution: A financial contribution of £177,800 for healthy streets and active travel zone measures.
iii. Carbon Offset Contribution: A financial contribution of £42,821. The obligation shall include monitoring measures (be seen).
iv. Section 278 Agreement: A Section 278 agreement to implement the highways works on Moorhall Road.
v. Employment Strategy and Training Scheme: A financial contribution of £66,736 towards the delivery of an Employment Strategy and Training Scheme, secured in accordance with the Council's Planning Obligations SPD.
vi. Project Management & Monitoring Fee: A Project Management and Monitoring Fee, equalling 5% of the total financial contributions to be paid under this agreement.

D) 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.

E) 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.

F) 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 the Carbon Emissions, Highways Safety, and Employment). 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).'

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

1 Executive Summary

1.1 The former Hillingdon Outdoor Activity Centre (HOAC) site located on land owned by Hillingdon Council, at Dews Lane in South Harefield, sits on the direct route of the High Speed Two (HS2) Phase One train line connecting London and Birmingham. As the new line passes directly through the HOAC site, it has been subject to a Compulsory Purchase Order and has been closed since October 2020. Construction of the Colne Valley Viaduct required permanent safety buffer zones and ongoing HS2 access and maintenance rights through the site, while the viaduct itself makes the lake unsuitable for sailing, meaning that even after construction, the land and waterbody cannot function as an outdoor activity centre. Following a considered site selection process, Broadwater Lake was identified as the location for a replacement facility.

1.2 At the national level, Broadwater Lake was notified as part of the Mid Colne Valley Site of Special Scientific Interest (SSSI) under the Wildlife and Countryside Act (1981) in 1985. The site forms part of a functional flood plain and is designated as part of Flood Zones 2 and 3 by the Environment Agency (EA). At the local level, the site is designated under the Hillingdon Local Plan as Green Belt land.

1.3 The planning application proposes redevelopment of the site to create the Hillingdon Watersports Facility and Activity Centre, providing a replacement for the former Hillingdon Outdoor Activity Centre (HOAC), previously owned by Hillingdon Council and operated by the Colne Valley Youth & Community Association to support outdoor and environmental education for young people, particularly those who are disadvantaged or disabled. The scheme includes demolition of the existing Broadwater Lake Sailing Club clubhouse, construction

of new operational, safety and camp facilities with accessible amenities, activity and support spaces and seasonal accommodation, installation of pontoons and slipways, camping and outdoor activity areas, new access routes, parking and coach facilities, and the relocation of the sailing club to the south of the lake. It also delivers landscaping, woodland planting, ecological enhancements including floating reedbeds, safeguarded ecological land, and localised dredging and land reclamation.

1.4 Since the planning application was first submitted in October 2023, statutory consultees have provided comments, and the scheme has been redesigned in response. The development has been reduced in size, and all technical documents have been updated. The site boundary remains substantially the same, and the overall principle of development is consistent with the earlier scheme.

1.5 Hillingdon Council (the Applicant) undertook a comprehensive review of 71 lakes within a 20-kilometre radius of the former HOAC site to identify a deliverable location for the replacement outdoor activity and water sports facility. This assessment applied criteria, including lake size and depth, land availability, accessibility for schools and vulnerable users, environmental constraints, site security, and financial viability. Five sites were shortlisted, including Broadwater Lake, Ruislip Lido, Bury Lake, Aldenham Reservoir and Denham Quarry. The evaluation concluded that Broadwater Lake is the only site capable of accommodating the full range of required land and water-based activities, providing suitable sailing conditions, offering safe and secure access, and being deliverable within the £26.5 million HS2 funding agreement. All other sites were discounted due to constraints such as inadequate lake depth, public access that could not be secured, insufficient land, environmental designations, poor access, incompatible existing uses, or costs far exceeding the approved budget. The Alternative Sites Assessment concludes that no other reasonable or available alternative site exists, and that Broadwater Lake is the only viable and appropriate location for the proposed facility. Officers agree with the overall conclusion and can therefore confirm that the harm posed to the SSSI cannot be avoided entirely, although it is proposed to be avoided to a degree, mitigated and compensated for.

1.6 Alongside the National Planning Policy Framework (NPPF) (2024), local and regional planning policies require planning decisions to apply the biodiversity mitigation hierarchy, refuse development where significant harm cannot be avoided, mitigated or compensated, and generally resist development affecting Sites of Special Scientific Interest (SSSIs) unless the benefits clearly outweigh both site-specific and wider network impacts, while also supporting schemes that conserve or enhance biodiversity. Although the proposal lies within the Mid Colne Valley SSSI and would result in some harm, it has been designed to be ecologically and environmentally sensitive, following the mitigation hierarchy in full. Harm is avoided where possible by locating development on areas of existing hardstanding and concentrating activity within the less sensitive south-east of the site, alongside a significant expansion of the quiet-water refuge from approximately 3.42 ha to approximately 14.72 ha secured through buoyed no-sail limits. Harm is further mitigated through targeted access control and screening,

directional low-spill lighting, seasonal island vegetation management, and localised dredging limited to achieving safe sailing depths. Where impacts cannot be fully avoided or mitigated, compensation and enhancement measures are secured through re-profiling Island 02 to create two sheltered bays, removal of Island 07 to open the Eastern Channel, knotweed eradication on Island 06, wet-woodland infill along disused tracks, native grassland, scrub and tree planting (including reptile and invertebrate earth mounds), a new wildlife pond and sensory garden, tern rafts, bird and duck boxes, and underwater willow planters to define refuge edges while preserving sightlines. These measures are secured through conditions requiring a Mitigation, Enhancement & Management Plan (Condition 15), an Operational Management and Activities Plan (Condition 41), and a Monitoring, Reporting & Adaptive Management Plan (Condition 55), ensuring ongoing management and adaptive monitoring for the lifetime of the development in agreement with statutory stakeholders. Taken together, the scheme delivers a net ecological benefit, improves the long-term management of the SSSI, enhances inclusive access to nature, and provides significant social, educational and community benefits which clearly outweigh the identified harms, in accordance with the Development Plan.

1.7 It is important to compare the impacts of the proposed scheme to the “Do Nothing” scenario. If no development is undertaken, the former HOAC site will remain permanently closed with no viable replacement facility. This would result in the continued loss of outdoor activity provision for schools, Special educational needs (SEN) groups, PRUs, community clubs and families. The Broadwater Lake Site, part of the Mid Colne Valley SSSI, would also remain in an “unfavourable condition” (as confirmed by Natural England) without any management plan, meaning no biodiversity enhancements, habitat restoration, or ecological mitigation would occur, and existing issues such as invasive species and degraded habitat would persist. In this scenario, no improvements to accessibility, safety, landscape quality, flood resilience or community infrastructure would be delivered, and the significant social, educational and environmental benefits associated with the proposed development would not be realised.

1.8 The site is designated as Green Belt land and would not constitute Grey Belt. By virtue of the associated planning policy definitions, the development would constitute inappropriate development within the Green Belt. Accordingly, Very Special Circumstances are required and will not exist unless the potential harm to the Green Belt by reason of inappropriateness, and any other harm resulting from the proposal, is clearly outweighed by other considerations. As explained within the main body of the Committee Report, the development is considered to have significant social, community and public benefits, including economic and environmental benefits. More specifically, the proposal reinstates a much-valued facility used by schools, colleges, SEN groups, scouts, guides, cadets, families, Broadwater Sailing Club, and local emergency services. It provides year-round, accessible land and water-based activities, tailored support for disabled users, and dedicated provision for Pupil Referral Units (PRU) students and vulnerable young people. Evidence from Natural England, Defra and educational bodies demonstrates significant mental-health, physical-health, behavioural and educational benefits derived from outdoor learning and nature-based activity, all

of which the new facility is designed to maximise. It is therefore concluded that the harm to the Green Belt, and all other harms posed, are clearly outweighed by the benefits and as such, Very Special Circumstances are deemed to exist.

1.9 In terms of townscape and landscape visual impact, it is assessed and considered that the proposal would not significantly alter the skyline as perceived from surrounding areas. From a visual perspective, views of the development are contained, in the main, within the site itself. The design and elevational treatments are considered to be of sufficient high quality which soften its impact on the setting of the SSSI and Green Belt. Subject to securing further details by condition, the proposal is supported from a design perspective.

1.10 Planning obligations are proposed to be secured to ensure that the development is acceptable. Significantly, it is proposed that no development, including demolition, at the site shall occur until HOAC and Broadwater Sailing Club have entered a long term lease for occupation of the development. This is proposed to ensure that this specific site is, without doubt, required to replace the former HOAC facility, as set out within the Alternative Sites Assessment. It also ensures that significant community and social benefits are realised because of the development, and that existing community groups are not disadvantaged as a result of the development, namely HOAC and Broadwater Sailing Club.

1.11 Planning obligations are also proposed to secure net zero-carbon compliance, encourage more sustainable forms of transport through delivery of active travel zone measures and highways works, and deliver an employment and construction training scheme.

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

1.13 Due regard has been given to the comments received as part of the consultation process and it is concluded that the proposal complies with the Development Plan. Section 38(6) of the Planning and Compulsory Purchase Act 2004 states that planning applications should be determined in accordance with the development plan unless material considerations indicate otherwise. For the reasons outlined above and within the main body of the report, this application is considered to comply with the Development Plan and is recommended for approval, subject to securing the planning conditions set out in Appendix 1, securing the necessary planning obligations via an appropriate legal agreement, Stage 2 referral to the Greater London Authority and referral to the Secretary of State.

2 The Site and Locality

2.1 The former Hillingdon Outdoor Activity Centre (HOAC) site is located at Dews Lane in South Harefield, on a 22.2 ha site owned by Hillingdon Council. HOAC's location at Dews Lane, sits on the direct route of the High Speed Two (HS2) Phase One train line connecting London and Birmingham. As the new line passes directly

through the HOAC site, the land has been subject to a Compulsory Purchase Order and has been closed since October 2020. To date HS2 have permitted a decommissioned HOAC to remain at Dews Lane.

2.2 The HS2 route crosses the Mid Colne Valley Site of Special Scientific Interest (SSSI) to the west of the lake, on a viaduct bisecting the Herts and Middlesex Wildlife Trust's managed Broadwater Lake Nature Reserve.



Figure 1: View of Broadwater Lake from the Old Orchard Public House

2.3 Broadwater Lake (as shown in Figure 1 above) is the subject of this application and comprises a large area of land and water. The site forms part of the Colne Valley Regional Park, the Mid Colne Valley SSSI, the Denham Quarry and Pits Nature Conservation Site of Metropolitan Grade Importance (SINC) and Colne Valley Archaeological Priority Zone. The site also forms part of designated Green Belt land, a functional flood plain and Flood Zones 2 and 3.

2.4 There are a small number of residential properties located along the existing access to the site, which connects to Moorhall Road to the south. Further afield, neighbouring residents are located in South Harefield to the east (40m away at the closest point) and Denham Garden Village to the West (300m away at the closest point). The south-east corner of the site is made up of secondary woodland, beyond which is the Widewater Lock Conservation Area which encompasses part of the Grand Union Canal, Moorhall Road, the Widewater Place Business Park, Harefield Marina and the River Garden Public House. Only a small stretch of Moorhall Road forms part of the red line site boundary and would

form part of the Conservation Area designation. The Grand Union Canal runs north/south to the east of the site and is designated as part of a SINC. The Public Transport Accessibility Level (PTAL) is very low and sits between 0 and 1b.

2.5 The site is located on the western boundary of Hillingdon Borough, adjoining Buckinghamshire district to the west and Three Rivers District Council district to the north.



Figure 2: Location Plan (application site edged red)

2.6 More specifically, the site subject to the application measures circa 80 hectares in area and comprises a waterbody and two main land parcels, these being Broadwater Lake, the peninsula to the south of the lake and land to the north of

the lake occupied by Broadwater Sailing Club, located in South Harefield within the north of Hillingdon borough. Whilst these locations are where the main elements of development would be located, two secondary land parcels also form part of the site and are to be safeguarded as ecological sites, located off Moorhall Road to the south and Broadwater Lane to the east. Please refer to Figure 2 above which shows the site location plan and defines the application boundary.

3 Proposal



Figure 3: Operations Zone Entrance - Visualisation (please note – a larger version of the visualisation can be found on document ref. 1329-HAV-Z1-ZZ-DR-A-S2-2311 P01)

3.1 This planning application seeks permission for redevelopment of the site to create the Hillingdon Watersports Facility and Activity Centre. This includes:

- Demolition of the existing Broadwater Lake Sailing Club clubhouse.
- Construction of new buildings, including:
    - Operations Zone building
        - Changing rooms, WCs, showers, and accessible provisions
        - Accessible camping and support room
        - Ancillary reception space, office space and training rooms
        - Observation deck
        - Seasonal worker accommodation (sui generis)

    - Safety Zone building
        - Workshop and repairs area
        - Safety equipment store and boat store
        - Secure yard
        - Energy centre and plant room
        - Transformer and switch rooms
    - Camp zone building
        - Changing rooms, including accessible provisions
        - Food preparation area
        - Activity shelter
    - Two Angler's Huts (one to the north and one to the south of the lake)
        - Equipment and hand wash facilities
        - Tea point
        - Accessible WC
        - Store

- Installation of pontoons and slipways.

- Provision of camping areas and outdoor activity zones.

- Ecological enhancements across the site, including north of the lake in place of the Broadwater Sailing Club and including floating reedbeds.

- Safeguarding of land for ecology:
    - Land off Moorhall Road: Safeguarded ecological site measuring circa 1ha
    - Land off Broadwater Lane: Safeguarded ecological site measuring circa 0.8ha

- New pedestrian routes through the peninsula.

- Landscaping: new woodland, dense vegetation screening, and boundary treatments.

- Construction of an access road.

- Localised dredging and land reclamation.

- Relocation of the existing Broadwater Sailing Club from north of the lake to the south.

- Coach drop-off and turning area.

- Vehicle parking and cycle parking.

3.2 Please see Figure 4 overleaf which shows the overall site plan for the proposals. This shows the concentration of physical development on existing hardstanding within the southern peninsula and removal of the Broadwater Sailing Club

buildings from the north of the lake. Within the lake, Island 02 is proposed to be re-profiled to create two sheltered bays, Island 07 is proposed to be removed to open the Eastern Channel, and knotweed is to be eradicated on Island 06. Proposals also include wet-woodland infill on disused tracks, native grassland/scrub/tree planting (including reptile / invertebrate earth mounds), a new wildlife pond and sensory garden, tern rafts, bird/duck boxes, and underwater willow planters to define refuge edges while preserving sightlines.



Figure 4: Proposed Ecological Mitigation and Enhancement Plan (please note – a larger version of the plan can be found in the Committee Plan Pack)

Proposed Activities and User Groups:

3.3 As a replacement facility is required, the proposed development will support the following water based activities, all of which formed part of the operation at the former HOAC facility:

- Maintaining existing Broadwater Sailing Club uses;
- Dinghy sailing;
- Kayaking/canoeing;
- Two dragon boats;
- Stand up Paddleboarding;
- Raft building and use;
- Windsurfing; and
- Angling (this is also an existing use).

3.4 The proposed development will also support the following land based activities, all of which formed part of the operation of the former HOAC facility:

- Indoor fencing (in the Main Building);
- Activity shelter for outdoor team building activities;
- Bird watching;
- Camping; tents, sheltered camping (for disabled children / adults, underneath shelter on hard surface near to toilet facilities) and indoor camping (for disabled children / adults inside Main Building);
- Orchard and foraging;
- Pond dipping;
- Artificial above-ground caving system; and
- Environment training and education including bird watching.

3.5 The proposed development will provide land and water based activities and overnight accommodation facilities for a diverse range of user groups, but it will predominately serve children and young people. The proposed user groups are set out in Table 1 below.

Table 1. Proposed User Groups

User Group	Description of Needs
Schools	School groups, including children aged six and above with a wide range of physical, mental, social and educational needs, will use the facility for day visits and overnight stays. Because many groups are first-time visitors and may vary in size, age, ability, gender and religion, the site must be simple to navigate, while smaller PRU and SEN groups may use the facility more regularly.
Guides and Scouts	Guide and scout groups will use the facility, often in large numbers of up to 120 children, plus 12 adults, at one time. They may visit the facility for the day or for overnight stays. Their gender and age split may be mixed or one-sided.

Cadets	Sea cadets include children aged 10 and above and army and air cadets include children aged 12 and above.
Children, young people and adults with additional needs	Children, young people and adults with additional needs, including those with autism, multiple learning disabilities and / or physical impairments will use the facility. These users need to be able to use all the same facilities as the peers with no disability.
Families	Families will require frequent access and use of the facility throughout the year. Children may be accompanied by their parents or guardians who could have other children with them of different ages. Families will need to have the ability to change together, and consideration should be given to how the changing rooms are accessible and comfortable for different needs.
Ecologists	The proposed developments should have the option to operate as a Field Study Centre as part of the Field Studies Council national offering. This will allow those training as ecologists to study together.
Permanent Staff	Staff will be hired, so the facility should be an exemplar workplace in line with the employment law under the Equality Act 2010.
Seasonal live-in staff / those in training	Seasonal, overnight staff will form a large part of the operational staff at the proposed development during peak times. These positions are often taken up by young people training to become professional activity instructors. Staff will require basic accommodation, access to food preparation, private living space and their own shower facilities. Some of these users may be aged 16, where safeguarding will have to be considered.
Broadwater Sailing Club (BSC) Members	Formed in 1972, BSC is an inland sailing club which supports those who enjoy sailing, from young people learning the basics in Optimist and Topper boats, to experienced sailors. The club has approximately 240 family and junior members who use the lake for club sailing on a Wednesday and Sunday (in the evening in the summer months and the mornings in the winter months). Sailing regattas are held on Sundays throughout the year and an additional six are held on various Saturdays.
Anglers	Anglers are identified as a planned and managed user group with a defined need for controlled access to Broadwater Lake to undertake recreational fishing within a regulated framework. Angling is a permitted water-based activity and provides for it in specific, limited locations along the north-eastern and eastern

	shores of the lake and within the lagoon, reflecting the need for shoreline access while protecting sensitive habitats and bird refuge areas. Anglers' use is intended to be subject to clear rules, a defined code of conduct, and a dedicated angling biosecurity regime, ensuring that fishing activity is accommodated in a way that is compatible with statutory SSSI duties, lake management objectives and the overall operational management of the site.

Proposed Operation:

3.6 The proposed Hillingdon Watersports Facility and Activity Centre is centred around the Operations Zone building and Safety Zone building, supported by an ancillary activity shelter and angler huts. The Operations Zone building functions as the operational hub of the site and accommodates reception, administration, changing facilities, equipment storage, training and education spaces, welfare facilities, and limited seasonal accommodation for staff only. The sleeping accommodation is strictly for seasonal staff during the months of April to September each year and is integral to ensuring effective site supervision, safeguarding, and early-morning operational readiness. It is not visitor accommodation and is not available for hire or general overnight stays.

3.7 The site operates on a clearly defined and restricted basis. Land and water-based activities are limited to the period 1st April to 31st September, with activities taking place between 10:00 and 15:00, seven days a week. Staff may be present on site between 08:30 and 17:30 to allow for preparation, supervision and site management. Overnight use is tightly controlled. Camping is permitted only on Friday and Saturday nights and is limited to supervised youth and educational use, with defined maximum numbers and designated camping areas. The accommodation within the Operations Zone building for disabled users (indoor or sheltered camping) is ancillary to the functional operation of the centre and is not used independently of supervised activity programmes.

3.8 Operational management is governed by a detailed Operational Management Plan proposed to be secured by planning condition. This includes a robust code of conduct, defined activity zones, strict controls over noise, lighting, access to the lake and shoreline, safeguarding protocols, flood risk procedures, biosecurity measures, and pollution prevention. All users must sign in and out at the Operations Zone building, access is controlled by staff, and unauthorised activities, including amplified music, fireworks, drones, or unsupervised access, are expressly prohibited. The Operational Management Plan also establishes an adaptive management framework, overseen by a Site Manager and an advisory group involving statutory bodies, enabling operational practices to be reviewed and adjusted in response to monitoring or any emerging issues.

3.9 Importantly, the Operational Management Plan does not permit the unrestricted hiring out of facilities for events. Any future use of the buildings for group activities must remain consistent with the defined operational parameters, activity types,

hours of use and environmental protections. The buildings are intended to support structured outdoor education, water sports, and community activity only. Any departure from this, including commercial events, late-night use, or intensified hire, is not permitted and would require separate planning permission.

Acceptance of Amendments:

3.10 Legal advice was sought regarding whether the proposed changes to the planning application can be treated as amendments or whether it would require a new planning application. The key legal test, drawn from R (British Telecommunications plc) v Gloucester City Council [2002] 2 P&CR 33 and confirmed in R (Holborn Studios) v Hackney LBC [2018] PTSR 997, is whether the changes are so substantial that the development is no longer, in substance, what was originally applied for. This is a matter of planning judgment for the Local Planning Authority, subject to review only on grounds of unreasonableness. Case law demonstrates that even significant amendments can lawfully be accepted, provided this substantive threshold is not crossed and procedural fairness is maintained. If amendments are pursued, adequate re-consultation will be required to protect third-party rights, but this is not in itself a barrier. As explained within the main body of the report, and the application is materially similar in substance, and the proposed changes are not inherently impermissible, meaning that amendments were accepted and re-consulted on. Please see Section 6 of the report which sets out relevant detail on the consultation process.

3.11 The document titled 'Table Comparison of Original and Revised Development' helpfully summarises the differences between the original 2023 application submission and the amended 2025 application submission. In summary, the revised scheme is significantly reduced in scale and intensity, with reduction in land reclamation, dredging, building footprint, parking, boat storage, and water activity areas.

3.12 Specifically, the revised Description of Development removes explicit reference to HOAC and BSC occupying the new development in order to follow planning application best practice, rather than to preclude those user groups from occupying the development. The proposed activity range has been consolidated and outdoor structures and land reclamation have been substantially reduced. The two iterations of the scheme are compared by their built development features and operational characteristics in Tables 2 and 3 below.

Table 2. Comparison of Built Development by Scheme Iteration

Built Development	Original Scheme (2023)	Revised Scheme (2025)
Total Floorspace (GIA)	4,274 m²	3,474 m²
Total Floorspace (GEA)	4,644 m²	3,844 m²
Max Building Height	10.98 m ridge	10.5 m ridge
Activity Shelters	7	1
Angler's Hut	1	2
Dredging	47,356 m²	7,094 m²

Land Reclamation	16,114 m²	2,884 m²
Sailing Area	33.3 ha	29.46 ha
Water Activity Zones	Shared multi-use zone	Eastern channel only
Undisturbed Water	3.42 ha	14.72 ha
Peninsula Extension	16,151 m²	2,892 m²
Island Removal	2 islands (2,187 m²)	3 islands (3,608 m²)
New Islands Created	8 islands (4,308 m²)	0 islands
Net Increase in Open Water	0	716 m²
Floating Reedbeds	0	800 m²
Beach Launch Area	324 m²	382 m²
Car Parking Total	83	50
Standard Parking	62	36
Blue Badge Car	5	6
EV Active	4	6
EV Passive	4	0
Blue Badge Minibus	3	2
Brown Badge	3	0
Coach Spaces	2	0
Cycle Parking	42	42
Boat Parking	425	260

Table 3. Comparison of Operation by Scheme Iteration

Operation	Original Scheme (2023)	Revised Scheme (2025)
Land-Based Activities	Fencing, archery, pedal karting, caving, big swing, high/low ropes	No pedal karting; new indoor/sheltered camping; revised activity mix
Water-Based Activities	Sailing, kayaking, canoeing, rowing, stand up paddleboarding, dragon boating, raft building, windsurfing	Activities relocated to eastern channel, including dinghy sailing, kayaking / canoeing, stand-up paddleboarding, dragon boating, raft building, windsurfing, and angling
Maximum No. Users	200 children + 20 adults	120 children + 12 adults
On-Water Users	Up to 100 children	72 children + 8 adults
Sailing Use – Peak	12 children + 2 adults	12 children + 2 adults
Angling	Children only in late July/August	Children only in late July/August
Land-Based User Assumptions	Up to 100 indoor	Peak 60 children + 6 adults
Ecology/Education Users	Not specified	Included within total users
Camping	25–50 children	25–50 children (Fri–Sun)
Staffing	8 permanent, 14 seasonal, 10 volunteers	6 permanent, 14 seasonal, 10 volunteers

Opening Months	Apr–Sept (HOAC); BSC all year	Apr–Sept (HOAC); BSC all year
Hours of Operation	Mon–Fri 08:30–17:30; no weekends	10:00–15:00 daily; shorter weekday hours but now includes weekends

3.13 In summary, the revised 2025 scheme is smaller, more constrained, and more environmentally moderated than the 2023 proposal. The proposals have been amended to reduce ecological effects, operational intensity, and physical impact on Broadwater Lake. Key changes include reductions to:

- Physical footprint
- Dredging and lake modification
- User capacity
- Water activity areas
- Land-based structures and intensity
- Parking and boat storage

3.14 Furthermore, there are increased provision of:

- Undisturbed water area
- Environmental mitigation (e.g., floating reedbeds)
- Accessible / inclusive camping options

3.15 Plans are shown overleaf to demonstrate the concentration and distribution of activity and disturbance across the southern peninsula and wider waterbody.

3.16 Please see Figure 5 below for the land activity heat map. No access or activity is shown in green, low noise is shown in yellow, medium noise is shown in orange, and frequent noise is shown in pink.

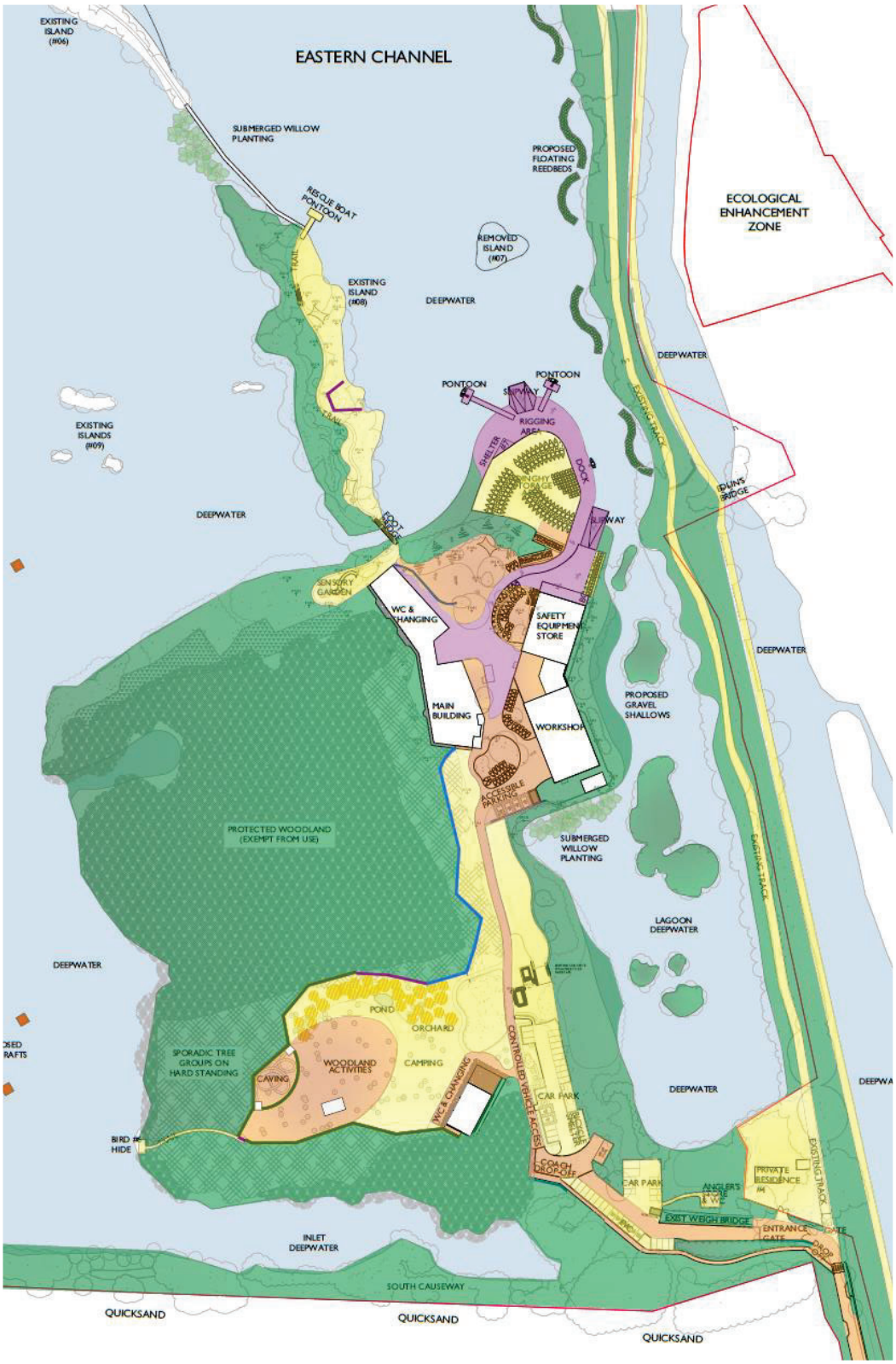


Figure 5. Land Activity Heat Map (please refer to document ref. HWSFAC-COL-XX-XX-DR-L-6190 Rev. 11).

3.17 Please see Figure 6 below for the water disturbance plan. Activity is concentrated in the less sensitive south-east of the site and the quiet-water refuge is expanded from c. 3.42 ha to c. 14.72 ha with buoyed no-sail limits.

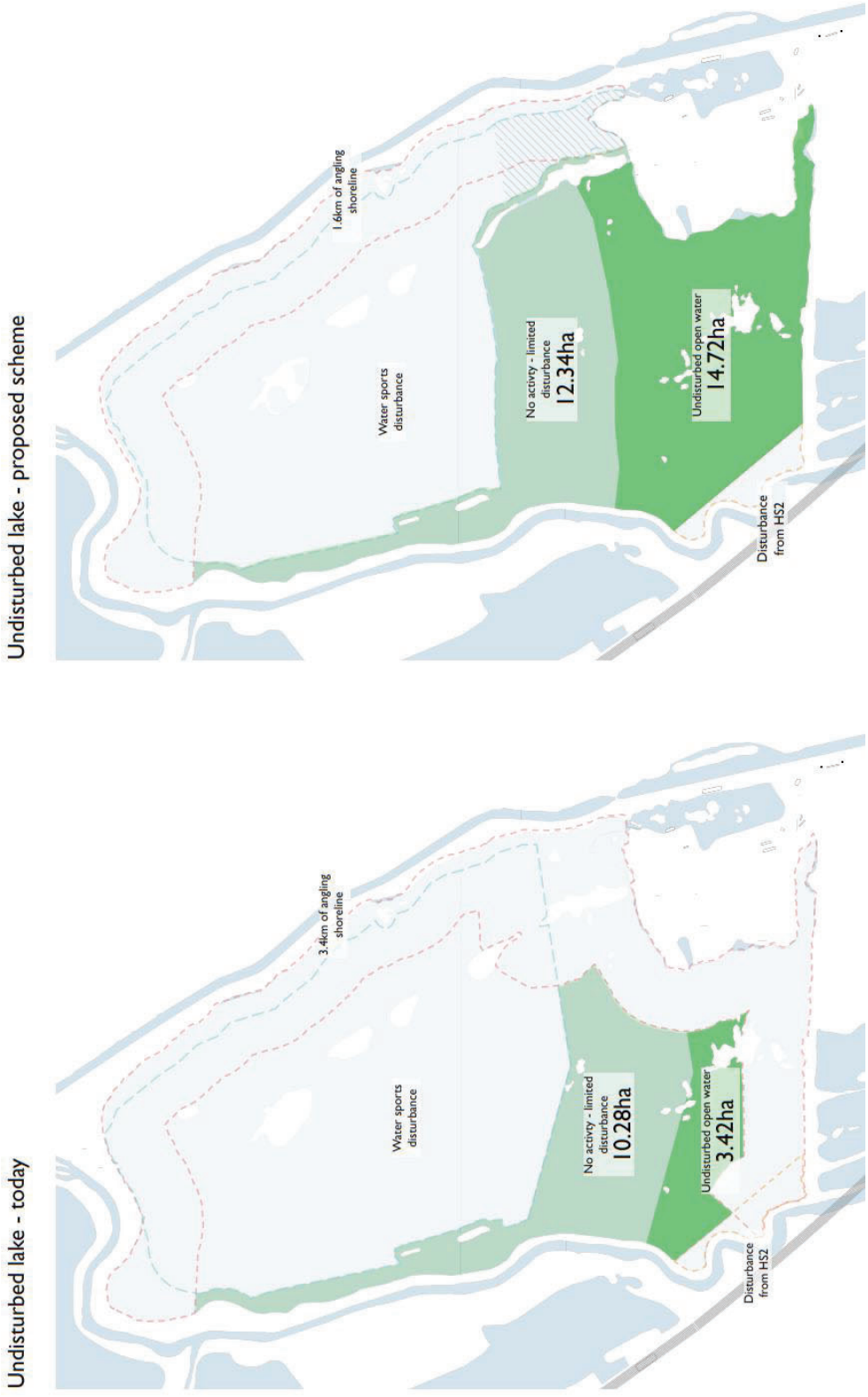


Figure 6. Water Disturbance Plan (please refer to HWSFAC-COL-XX-XX-DR-L-6189 Rev. 06)

4 Relevant Planning History

4.1 Broadwater Lake was originally created through extensive sand and gravel extraction carried out from the 1960s until the late 1990s, with the quarry formally decommissioned in 1992. The southern peninsula functioned as a gravel washing and processing plant containing silt lagoons, hardstanding and associated industrial structures, remnants of which still remain on site today. Following the cessation of mineral working, the former pits filled with water to form the present lake, which later became part of the Mid Colne Valley Site of Special Scientific Interest (SSSI) and has since been used primarily for recreational activities, including the Broadwater Sailing Club and angling. The site is therefore shaped by its quarrying legacy but long transitioned into a recreational and ecological landscape.

4.2 A list of the relevant planning history related to the property can be found in Appendix 2. In particular, the permissions referenced in Table 4 below are highlighted.

Table 4. Summary of Planning History

Planning Permission	Description
November 1986 Planning permission ref. 2382/X/85/739	Granted for the retention of planning permission (ref. 02382/820098(P)). This permission allowed the continued use of northern part of the lake for sailing. This application was subject to 6no. conditions.
November 1986 Planning permission ref. 2382Z/Y/86/1291	Granted for the relocation of sailing club shore facilities involving erection of clubhouse and dinghy enclosure with associated parking and access road at north end of Broadwater Lake. This application was subject to 5no. conditions.
May 1992 Planning permission ref. 2382/AL/92/0464	The wider Broadwater Lake area had been worked for sand and gravel extraction from the 1960s until the late 1990s, and the quarry was decommissioned in 1992. Planning permission ref. 2382/AL/92/0464 (dated May 1992) confirms that Hillingdon Council has registered and formally recognised the continued legal existence of a historic 1948 Interim Development Order (IDO) permission allowing the excavation of minerals by surface working at Broadwater Lake Quarry, Harefield. This registration does not allow quarrying or mineral extraction to resume. Before any extraction could have lawfully taken place, the operator was required to submit and obtain approval for a modern scheme of planning conditions, required under the Planning and

	Compensation Act 1991. There is no record of these conditions being submitted for approval.
June 1993 Planning permission ref. 2382/AK/92/0872	Granted for the renewal of planning permission ref. 2382/Y/86/739 for continued use of northern part of the lake for sailing.
August 1999 Planning permission ref. 2382/AM/98/2306	Granted for the erection of single storey extension to clubhouse.
October 1999 Planning permission ref. 2382/AN/99/0609	Granted for the renewal on a permanent basis of planning permission ref. 2382/AK/92/0872 for continued use of northern part of the lake for sailing.

5 Planning Policy

Development Plan

5.1 Planning law requires that applications for planning permission be determined in accordance with the development plan, unless material considerations indicate otherwise. The statutory development plan for the London Borough of Hillingdon comprises the following documents:

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

5.2 In accordance with national policy, due weight is to be given to development plan policies according to their degree of consistency with the National Planning Policy Framework (NPPF), with reduced weight being afforded where inconsistency is identified, within the statutory framework established by Section 38(6) of the Planning and Compulsory Purchase Act 2004.

Material Considerations

5.3 The NPPF (2024) is a significant material consideration in the determination of planning applications and must be taken into account alongside the development plan. This is particularly relevant where elements of the development plan are

out-of-date or inconsistent with national policy, although national policy remains relevant in all cases. In such circumstances, proposals are assessed having regard to the most up-to-date national policy position, alongside all other relevant material considerations, including supplementary planning documents and guidance.

5.4 The NPPF (2024) provides updated national policy on Green Belt land, including the identification of Grey Belt land and circumstances in which development may be considered appropriate. These provisions do not alter the fundamental purposes of the Green Belt or the substantial weight that must continue to be afforded to Green Belt harm. The development plan remains the statutory starting point for decision-making, however, where relevant local policies pre-date or do not reflect the Grey Belt framework, the NPPF constitutes a material consideration that informs the assessment of proposals. The statutory and national protections afforded to Sites of Special Scientific Interest remain fully applicable and are unaffected by the age of the development plan.

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

6 Consultations and Representations

6.1 As the planning application is subject to an Environmental Impact Assessment, the consultation requirements for the application are set out under both the Town and Country Planning (Development Management Procedure) (England) Order 2015 and the Town and Country Planning (Environmental Impact Assessment) Regulations 2017. This requires that consultation is carried out for a period no less than 30 days. For robustness of approach, Officers determined that the application should be consulted on by letters, site notice and advertisement in the local paper for a period exceeding 30 days to account for overlap with public holidays. The approach is detailed in the report below.

6.2 Two formal rounds of consultation were carried out during the application process to account for the original planning application being submitted in November 2023 and the amended application being submitted in November 2025.

6.3 During the first round of consultation, a total of 3,357 consultation notifications were issued on 15th November 2023. This figure includes hard-copy letters sent to Harefield residents and emails sent to statutory and internal consultees. Site notices were also displayed on public roads surrounding the site, and an advert was published in the local newspaper. All forms of consultation expired on 20th December 2023, totalling 36 days of consultation.

6.4 During the second round of consultation, a total of 5,630 consultation notifications were issued on 26th November 2025. This figure includes hard-copy letters sent to Harefield residents and emails sent to statutory consultees, internal consultees and consultees who had previously commented on the application. Site notices were also displayed on public roads surrounding the site, and an advert was

published in the local newspaper. All forms of consultation expired on 9th January 2026, totalling 45 days of consultation.

6.5 More than 3,000 comments were received across both consultation periods, and a comprehensive exercise was undertaken to review and categorise the comments received. Any duplicate comments submitted were discounted to provide an accurate representation of the number of comments received on both the first and second rounds of consultation. For clarity, duplicate comments were considered and discounted as follows:

- Multiple comments submitted by the same individual were counted as one comment. For example, 5 comments received from an individual in the November 2023 consultation were counted as 1 comment.
- If an individual submitted one comment in the November 2023 consultation and one comment in the November 2025 consultation, it was counted as one comment in each consultation period.
- If comments were submitted by two individuals of the same household, it was counted as two comments. This accounts for members of a household that have differing views.

6.7 During the first round of consultation commencing in November 2023, a total of 578 no. comments in support and 1,092 objections were received. A petition in objection was also received with 50 valid signatures.

6.8 During the second round of consultation commencing in November 2025, a total of 41 no. comments in support and 484 objections were received. A petition in objection was also received with 121 valid signatures.

6.9 During the application process, it was confirmed that a freshwater ecology survey was omitted from the amended Environmental Statement submitted in November 2025. This related to biodiversity and water resources which are matters scoped into the Environmental Impact Assessment. As a result, it was deemed necessary to advertise the “further information” submitted as per Regulation 25 of the Town and Country Planning (Environmental Impact Assessment) Regulations 2017. The further information was advertised in the local paper on 4th March 2026 and the consultation period expired on 4th April 2026. During this period, two further comments in objection to the scheme were received, expressing concern for the impact on the environment and wildlife.

6.10 Representations received in response to the public consultation exercise are summarised in Table 5 (below). The statutory and internal consultee responses received are summarised in Table 6 (below). Full copies of the responses have also separately been made available to Members.

Table 5. Summary of Public Consultation Responses

Representations	Summary of Issues Raised	Planning Officer Response
Comments in Support		
First Consultation (November 2023): 578 no. letters of support received. **Second Consultation (November 2025):** 41 no. letters of support received. **Third Consultation – Newspaper only (March 2026):** No comments received in support.	**Individual Comments in Support:** The comments of support are summarised below. 1) The development will have social, community and educational benefits and will allow residents to experience nature. 2) The former HOAC was lost to HS2. 3) The development will provide better facilities than that at the former HOAC. 4) The development will be accessible and inclusive. 5) The development will meet the need for sport and recreational provision. 6) The development will benefit the health of residents. 7) The development will be to the benefit of ecology/biodiversity/SSSI.	All comments raised in support of the development are taken into consideration as part of the assessment. Please refer to paras 7.12 to 7.51 of the report for consideration of the social, community and public benefits of the scheme, including ecological and economic benefits.
Comments in Objection		
First Consultation (November 2023): 1,092 no. letters of objection received. Petition in objection received	**Individual Objections:** The individual objections raised are summarised below. 1) Harm and insufficient mitigation of harm to ecology/biodiversity/SSSI	All comments raised in objection to the development are taken into consideration as part of the assessment. Each point is addressed in turn below:

with 50 valid signatures. **Second Consultation (November 2025):** 484 no. letters of objection received. Petition in objection received with 121 valid signatures. **Third Consultation – Newspaper only (March 2026):** Two comments received in objection.	during construction and operation. 2) Broadwater Lake is not the right site for the replacement HOAC facility. 3) The development sets the wrong precedent of development in a SSSI. 4) The development is for profit. 5) The development will cause traffic. **First Petition:** The petition in objection received under the first consultation is summarised below: 6) Birds: Broadwater Lake is one of only two lakes in the Colne Valley where wildlife is a priority user and is a key contributor to the area's SSSI designation. The lake provides important habitat for nationally significant wintering bird populations. Dredging and winter construction works would cause unacceptable disturbance to resident and migrating birds. 7) Eels: The lake supports a uniquely large and long-established population of European eels, a Critically Endangered species. Eels migrate to breed at sea, and Broadwater Lake's connection to the River Colne makes it a valuable	1) Please refer to paras 7.21 to 7.51 of the report for the assessment of impact to the SSSI and biodiversity. 2) Please refer to paras 7.5 to 7.11 of the report for the assessment of alternative sites. 3) Please refer to the main body of the report for consideration of the scheme as a whole. 4) The development is proposed to replace the former HOAC facilities lost as a result of HS2. The facility was previously operated by the Colne Valley Youth & Community Association which is a youth charity prioritising outdoor and environmental education for young people, especially those who are disadvantaged or disabled. 5) Please refer to paras 7.168 to 7.188 of the report for consideration of transport impacts. 6) Please refer to paras 7.21 to 7.51 of the report for the assessment of impact to the SSSI and biodiversity. Conditions 15, 16, 41 and 55 are proposed to secure a Mitigation, Enhancement & Management Plan (MEMP), Construction

	source of breeding-age eels. Dredging is likely to damage or destroy essential eel feeding, resting and hibernation habitat, threatening the species' survival. 8) Algal blooms: Dredging may also release stored nutrients that could worsen severe blue-green algal blooms, posing risks to human health and causing prolonged lake closures. **Second Petition:** The petition in objection received under the second consultation is summarised below: 9) The petition requests that Broadwater Sailing Club (BSC) remain in its current northern location rather than being relocated to the new facility at the southern end of Broadwater Lake. 10) Safety concerns: The proposed new facility lacks clear visibility of the sailing area from the clubhouse and shoreline. 11) Difficult launch conditions: Trees in the Eastern Channel mask wind directions and create narrow access to open water, making sailing in/out unsafe. 12) Reduced sailing and racing area due to willow tree growth shading the southern end of the lake (up	Environmental Management Plan, Operational Management and Activities Plan and a Monitoring, Reporting & Adaptive Management Plan. 7) Whilst the original 2023 scheme proposed 47,356 m² of dredging, this was substantially reduced to 7,094 m² as part of the amended 2025 scheme. The amended submission addresses concerns regarding dredging and habitat loss, confirming that impacts are limited and will be offset through measures that increase shallow, structurally diverse, and refuge-rich habitat, alongside long-term protection and monitoring secured through the MEMP and OMAP. It is concluded that the survey evidence is robust, mitigation is secured, and the proposed development will not harm water vole or European eels. 8) Regarding algal blooms, the Environmental Statement assesses potential nutrient release during dredging and concludes that, with mitigation, significant adverse effects on algal bloom formation are unlikely. This is

	to ten times higher than existing trees). 13) Reduced boat park and rigging space, along with insufficient car parking at peak times. 14) Significant loss of BSC facilities, including a major reduction in clubhouse/crew room floor area (from 50m² to 32m²) and no BSC-only changing rooms. 15) No BSC safety boat or equipment storage is provided in the proposed relocation. 16) Moving BSC southwards increases disturbance (activity and noise) within the SSSI and bird sanctuary, harming local wildlife. 17) Financial implications: Leaving BSC in place avoids the costs of demolition, clearing the current BSC site, and constructing replacement facilities.	proposed to be secured by condition for the final and detailed Groundworks and Dredging Methodology (Condition 18), Construction Environmental Management Plan (Condition 16), and the Monitoring, Reporting & Adaptive Management Plan (Condition 55). 9) to 17) A representation has been received from Trustees and Main Committee of the Broadwater Sailing Club. The comments acknowledge that Natural England will not allow the Hillingdon Water Sports Facility and Activity Centre and BSC to operate together on the north and south of the lake due to the disturbance to wildlife. The comments also confirm that Broadwater Sailing Club support the application and intend to occupy the development should permission be granted. As such, whilst there may be some concerns by some members of Broadwater Sailing Club, it is understood that the facilities proposed are fit-for-purpose and safe, subject to necessary controls and management practices.

		It is also understood that Broadwater Sailing Club currently have no long term right to occupy the existing premises and that the best way to secure the long term use of the site by Broadwater Sailing Club is through the proposed development, which has to be sensitive to constraints on the site including its SSSI status. UU HoT i is proposed to ensure that no development occurs until HOAC and Broadwater Saling Club enter into lease to occupy the development. In summary, it is considered that the proposal successfully balances both the operational needs of Broadwater Sailing Club with the ecological sensitivities of the site. The proposal is deemed to be fit-for-purpose and will be occupied by Broadwater Sailing Club.

Table 6. Summary of Statutory and Internal Consultee Responses

Consultee and Summary of Comments	Planning Officer Response
Statutory Consultees	
Affinity Water (Dated December 2023): Site lies within Source Protection Zone 1 (SPZ1) for public water supply boreholes. Planning conditions are required to prevent	The Affinity Water comments are noted and taken into consideration as part of the planning assessment.

contamination during excavation, piling, and dredging. **Affinity Water (Dated December 2025):** Confirmation that their response remains unchanged.	Please refer to Conditions 16, 18, 19, 20, and 21.
British Rowing (Dated December 2023): British Rowing supported the original proposal, noting the inclusion of rowing which aligns with its strategic plan for West London. **British Rowing (Dated January 2026):** British Rowing expressed disappointment that rowing is not included as part of the amended proposal. British Rowing encouraged HOAC to promote health and wellbeing in Hillingdon, which should include rowing.	The British Rowing comments are noted and taken into consideration as part of the planning assessment. It is noted that rowing no longer forms part of the proposal. Formal rowing lanes were removed from the planning application due to the length required for a rowing lane (750 metres - 1 kilometre). Such a proposal would have extended into the ecologically sensitive part of the lake to the south west and would not have been acceptable. The reduction in size of the boatsheds, required to reduce green belt and ecology impacts, was also a consideration as rowing boats are longer in length than dinghies used for sailing.
Broadwater Sailing Club (BSC) (Dated January 2026): The original proposal from October 2023 was supported because it aimed to create a world-class water sports activity centre, but the revised version from November 2025 is viewed as a significantly diluted plan that no longer delivers on that ambition. There is concern that BSC has been largely omitted from the updated planning documents, with unclear definitions of its access rights and the space it would be allocated. Further worries	The Broadwater Sailing Club comments are noted and taken into consideration as part of the planning assessment. Whilst Broadwater Sailing Club's original comments regarding the safety and feasibility are noted, their follow-up set of comments acknowledge the site constraints and sensitivities.

relate to safety, restricted sight lines, deterioration of the usable sailing area, inadequate boat storage for club members, difficult access to both the water and the sailing zone, and the overall reduction in the area available for sailing. **Broadwater Sailing Club (Dated March 2026):** Broadwater Sailing Club clarifies that its earlier letter was intended as a comment, not an objection. After meeting with the Applicant, the club understands the ecological constraints shaping the new facility and why both HOAC and BSC cannot operate on opposite sides of the lake as Natural England will not permit both to operate simultaneously due to potential wildlife disturbance. The club will be involved in developing the required Operational Management Plan, and although it viewed Dews Lane as an option, this has been ruled out by HS2 and the Council because of noise and safety concerns for children and vulnerable users. BSC supports the principle of the relocation, intends to occupy if permission is granted, and looks forward to contributing to the detailed design while continuing its long-standing sailing community on Broadwater Lake.	Unilateral Undertaking HoT i (Community Centre Delivery Plan) is proposed to secure HOAC and Broadwater Saling Club as occupiers of the development. Whilst the proposal may be constrained, Broadwater Saling Club have agreed to occupy and operate from the proposed facility. Please refer to the following conditions: Condition 15 - Mitigation, Enhancement and Management Plan Condition 40 - Steering Group Establishment & Function Condition 41 - Operational Management and Activities Plan Condition 55 - Monitoring, Reporting & Adaptive Management
Buckinghamshire County Council: No comments received.	N/A
Buglife (Dated January 2026): Buglife objected and state that the proposed redevelopment would cause significant harm to important invertebrate habitats within the Thames Basin Heath & Woodland Important Invertebrate Area, noting surveys that recorded rich assemblages, including Nationally Scarce species, and identifying Priority Habitats such as wet woodland and open water that would be lost or degraded through increased watersports activity, wave action, visitor pressure and artificial lighting. It highlights that these effects would also	The Bug Life comments are noted and taken into consideration as part of the planning assessment. Please refer to paras 7.21 to 7.51 for consideration of the impacts to the SSSI and Biodiversity. Please refer to paras 7.5 to 7.11 for consideration of the Alternative Sites Assessment.

negatively impact the Mid Colne Valley SSSI and the Broadwater Lake Metropolitan Site of Importance for Nature Conservation, both of which form part of key ecological networks. Buglife concludes that the development conflicts with the National Planning Policy Framework and Hillingdon Local Plan policies requiring protection of SSSIs and Sites of Importance for Nature Conservation, and therefore planning permission should not be granted.	The Applicant has responded to the Buglife objection and states that the ecological concerns raised are unfounded because all assessments were carried out by qualified ecologists, independently reviewed, and endorsed by Natural England, which raised no objections. They state that the scheme does not remove open water or priority habitats, as development mainly occurs on existing concrete, and that new shrub planting, shoreline restoration, floating habitats, and improved bank profiles will increase habitat diversity and invertebrate resources rather than harm them. The applicant also notes that the lake edge is already artificial and steep-sided, meaning wave-action effects are minimal, while a sensitive 0-lux lighting strategy will protect nocturnal species. Buglife's claims reflect a difference of opinion rather than evidence, and that the Environmental Statement provides a robust, evidence-based and policy-compliant assessment supported by the statutory nature conservation body.
Butterfly Conservation – Herts and Middlesex (December 2023): The objection to the original proposal centres on the risk of significant harm to the SSSI and its biodiversity, particularly butterfly and moth species. The entomology report highlights	The Butterfly Conservation – Herts and Middlesex comments are noted and taken into consideration as part of the planning assessment.

several noteworthy species that could be put at risk, and because the survey omitted the key flight period from mid-June to mid-August, it likely under-recorded important populations. With the UK committed to protecting 30% of land for nature by 2030 but currently safeguarding only 8.5%, developing within an existing SSSI is seen as counterproductive and a harmful precedent. On this basis, it is argued that alternative locations should be considered. **No comments have been received regarding the 2025 amended proposal.**	Please refer to paras 7.21 to 7.51 for consideration of the impacts to the SSSI and Biodiversity. Please refer to paras 7.5 to 7.11 for consideration of the Alternative Sites Assessment. The Environmental Statement states that the terrestrial invertebrate survey results recorded that 39 moth species were present, all of which are classed as "Local" status, meaning they are not rare or of national conservation concern. The report explains that the Peninsula is generally species-poor for invertebrates, with limited floral diversity and extensive buddleia reducing habitat quality, and while two invertebrate assemblages (scrub edge and rich-flower resource) are in favourable condition, there is no evidence of significant butterfly populations recorded on site. It is concluded that terrestrial invertebrates, including butterflies and moths, are of Local importance, with no species of high conservation concern identified.
Cadent Gas Ltd (November 2023): No objection raised to the original proposal. **No comments have been received regarding the 2025 amended proposal.**	The Cadent Gas Ltd comments are noted and taken into consideration as part of the planning assessment.
Canal Locks Conservation Panel:	N/A

No comments received.	
Canal & River Trust (CRT) (Dated December 2023) The CRT raised no objection but highlight concerns about the proposed bridge crossing, the treatment of the canal boundary and towpath access, possible effects on water quality, and general accessibility. It advised that planning conditions should require full details of the bridge design, including heritage and bat-roost assessments, lighting, construction methods, and long-term maintenance, as well as specifications for boundary treatments, landscaping and their upkeep, and a Construction and Environmental Management Plan. **Canal & River Trust (CRT) (Dated December 2025)** The amended proposal does not significantly affect the CRT's areas of interest, but their previous comments remain largely relevant. The CRT require three planning conditions: (1) Bridge-crossing and utilities-crossing details, (2) Canal-edge boundary treatment details, and (3) A Construction & Environmental Management Plan (CEMP) A financial contribution towards the Trust's Moorhall Road to Black Jacks Lock towpath project (1.8km) is requested. These works have not recently been costed though they are likely to be in the region of £775k to provide a sealed surface. Whilst some funding has already been secured there is a current shortfall of £504k.	The Canal & River Trust comments are noted and taken into consideration as part of the planning assessment. Please refer to the following conditions: Condition 16 - Construction & Environmental Management Plan Condition 26 - Bridge 179 Condition 34 - Landscape Scheme As the proposal is for a replacement of HOAC formerly located at Dews Lane, it is pertinent to note that the trips generated by the development are existing trips which have been suspended following the displacement of the former HOAC facility. The proposal would most intensively be used in the Summer. Existing users include members of Broadwater Sailing Club, and the Angling Society. As these are existing users, the number of additional users is not expected to be significant. New users of the site include educational groups including children who would mostly travel in large groups by coach from one starting destination such as a school or college. The use

	profile of the development does not therefore result in significant use of the canal towpath, meaning that it would not meet the relevant tests to require that the development funds to the shortfall identified by the Canal and River Trust. It does, however, meet the tests for the development to cover a proportion of the towpath works. It is concluded that a £140,000 contribution shall be made towards towpath works. This is proposed to be secured under UU HoT ii and the sum is amalgamated to total £177,800 as a contribution towards Healthy Streets and Active Travel Zone measures.
Colne Catchment Action Network (CAN) (Dated December 2023): CAN object to the relocation of HOAC to Broadwater Lake on the basis that it would cause major, irreversible damage to the Mid-Colne Valley SSSI. The proposal is seen as conflicting with both national and local policy, posing severe ecological harm and creating unacceptable disturbance risks. Mitigation measures are viewed as inadequate, and it is argued that a different location should be sought—one that better balances recreational needs with the protection of nature. **No comments have been received regarding the 2025 amended proposal.**	The Colne Catchment Action Network comments are noted and taken into consideration as part of the planning assessment. Please refer to paras 7.21 to 7.51 for consideration of the impacts to the SSSI and Biodiversity. Please refer to paras 7.5 to 7.11 for consideration of the Alternative Sites Assessment.
Colne Valley Regional Park / Colne Valley Park Trust (Dated December 2023): Colne Valley Regional Park / Colne Valley Park Trust object despite general support for relocating HOAC. Broadwater Lake is	The Colne Valley Regional Park / Colne Valley Park Trust comments are noted and taken into consideration as part of the planning assessment.

regarded as a nationally protected and highly sensitive site where the development could cause ecological harm, and it is considered to conflict with national planning policy set out in the NPPF. Concerns are also raised about the robustness and conclusions of the Alternative Sites Assessment. **Colne Valley Regional Park / Colne Valley Park Trust (Dated January 2026):** Although the revised application shows some improvement, the core concern persists. The development would still negatively affect the SSSI and remain in conflict with both national and local planning policies as well as the objectives of the Colne Valley Regional Park. Broadwater Lake is viewed as an unsuitable location for this scale and type of development, and it is argued that alternative sites must be properly explored.	Please refer to paras 7.21 to 7.51 for consideration of the impacts to the SSSI and Biodiversity. Please refer to paras 7.5 to 7.11 for consideration of the Alternative Sites Assessment.
Campaign to Protect Rural England (CPRE) (Dated January 2026): The development is opposed because it would be built within a SSSI and cause harm to the Green Belt, without any valid exceptional circumstances to justify it. The view is that intensive water-sports activity cannot operate alongside the conservation needs of such a highly protected site. It is argued that other locations exist, and that relocating activities across two or more nearby sites would avoid these impacts while still meeting the project's aims.	The CPRE comments are noted and taken into consideration as part of the planning assessment. Please refer to paras 7.21 to 7.51 for consideration of the impacts to the SSSI and Biodiversity. Please refer to paras 7.5 to 7.11 for consideration of the Alternative Sites Assessment. Please refer to paras 7.52 to 7.81 for consideration of the Green Belt.
Denham Airport Safeguarding (Dated December 2025): No objection raised to the revised proposal.	The Denham Airport Safeguarding comments are noted and taken into consideration as part of the planning assessment.
Denham Parish Council (Dated December 2023):	The Denham Parish Council comments are noted and

Denham Parish Council object on the grounds of potential harm to wildlife within a site of special scientific interest (SSSI). **Denham Parish Council (Dated December 2025/January 2026):** Denham Parish Council object and would like to support Colne Valley Regional Park recommendations that have been submitted. Their suggestion of using Troy Lake for sailing that they use in the summer and the original location needs to be explored further. The water ski club condition of use should remain, as previously determined by Bucks Council. Where development is proposed it is defined as SSSI, in a Floodplain area, which is excluded from the definition of Grey Belt. We should be improving biodiversity net gain, not destroying the area with intensification of use.	taken into consideration as part of the planning assessment. HOAC is operating only a highly reduced, temporary programme from Troy Lake during the 2025 Easter and Summer school holidays, consisting solely of kayaking and dinghy sailing for around 20 children per day, with no term-time activities and no services for schools, colleges, youth organisations, adults or community groups, a drastic reduction compared with historic activity levels at the former HOAC site. This temporary arrangement is permitted by Rickmansworth Sailing Club to keep HOAC's two remaining staff employed while a permanent site is sought. Troy Lake cannot support full operations due to its small site area (under two hectares), insufficient facilities (only two toilets, one shower, limited storage, no camping space) and the need to share space with RSC, meaning it is not viable as a medium- or long-term home for HOAC. Please refer to paras 7.21 to 7.51 for consideration of the impacts to the SSSI and Biodiversity. Please refer to paras 7.131 to 7.139 for consideration of Biodiversity Net Gain requirements.

	Please refer to paras 7.5 to 7.11 for consideration of the Alternative Sites Assessment. Please refer to paras 7.52 to 7.81 for consideration of the Green Belt. Please refer to paras 7.82 to 7.86 for consideration of Flood Risk and Sequential Test. Please refer to paras 7.140 to 7.150 for consideration of Flood Risk and Drainage.
Environment Agency (Dated January 2026): The objection is based on four major concerns, arguing that permission should be refused unless the applicant submits substantial new evidence on flood-risk modelling, pollution controls and permitting, compliance with the Water Framework Directive, and adequate protection and mitigation measures for water voles and eels. It is also noted that if the Local Planning Authority decides to approve the application despite the Environment Agency's objections, the case must be referred to the Secretary of State under the 2024 Consultation Direction. **Environment Agency (Dated April 2026):** Following review of the updated environmental information, including flood risk, drainage, groundwater, contamination and Water Framework Directive (WFD) assessments, the Environment Agency confirmed that it removes its previous objection to the scheme, subject to the imposition of planning conditions. These conditions are required to ensure no increased flood risk, protect groundwater within a highly sensitive principal aquifer and Source Protection Zone 1, manage	The Environment Agency comments are noted and taken into consideration as part of the planning assessment. Please refer to the following sections of the report for consideration of each EA objection: Paras 7.146 to 7.148 - EA Objection 1 regarding Flood Risk Paras 7.155 to 7.157 - EA Objection 2 regarding Pollution Control & Waste/Permit Requirements Paras 7.29 to 7.31 – EA Objection 3 regarding impacts on Waterbodies (WFD) Paras 7.29 to 7.31 – EA Objection 4 regarding Protected / Priority Species In summary, the Applicant has submitted sufficient

contamination, and secure compliance with national policy and the Hillingdon Local Plan. Without these conditions, the Environment Agency would object to the development. The recommended conditions cover flood risk mitigation and compensatory storage, detailed land contamination investigation and remediation, groundwater monitoring, controls over piling, drilling and foul drainage infrastructure, and a comprehensive suite of biodiversity and WFD measures. These include detailed mitigation, construction and operational management plans, a lake restoration strategy, and specific protection plans for legally protected European eel and water vole. The Environment Agency emphasises that the site's ecological sensitivity and SSSI status require robust long-term management and monitoring to prevent environmental deterioration. It also advises that separate environmental permits may be required and confirms that planning permission does not guarantee permitting consent.	information to resolve the objections. Subject to planning conditions, the EA have confirmed no objection. Please refer to the following conditions: Condition 15 - Mitigation, Enhancement & Management Plan (MEMP) Condition 16 - Construction & Environmental Management Plan (CEMP) Condition 18 - Groundworks, Excavations, Piling and Dredging Condition 19 - Contaminated Land, Remediation Strategy and Unexpected Contamination Condition 20 - Surface Water Drainage Scheme Condition 21 - Broadwater Sailing Club Area (Contamination) Condition 22 - Lake Restoration Strategy Condition 23 - Legally Protected Species - European Eel Condition 24 - Legally Protected Species - Water Vole Condition 36 - Flood Risk Management Details

	Condition 40 - Steering Group Establishment & Function Condition 41 - Operational Management & Activities Plan (OMAP) Condition 55 - Monitoring, Reporting & Adaptive Management Plan
Friends of Stockers Lake (Dated December 2023): Objection citing the conclusions of a Parliamentary Select Committee, along with Hillingdon Council, HS2 and HOAC, that Broadwater Lake was not a suitable relocation site due to its ecological importance. Supportive of the HOAC in principle but not of this site being used for this purpose. **No comments have been received regarding the 2025 amended proposal.**	The Friends of Stockers Lake comments are noted and taken into consideration as part of the planning assessment. It is understood that the Parliamentary Select Committee did not issue a formal ruling preventing Broadwater Lake from being used but there was a general agreement at that time in 2015, that the SSSI designation was considered to make relocation to this site inappropriate when considered from a high level perspective. This did not consider the impacts of a proposal as the current application does. Please refer to paras 7.21 to 7.51 for consideration of the impacts to the SSSI and Biodiversity. Please refer to paras 7.5 to 7.11 for consideration of the Alternative Sites Assessment.
Gerrards Cross and Uxbridge District Angling Society: No comments received.	N/A

Greater London Archaeological Advisory Service (Dated December 2023): The planning application site is not within an Archaeological Priority Area. No further archaeological assessment or planning conditions are required. **Greater London Archaeological Advisory Service (Dated December 2025):** No further comments regarding the amended proposal.	The Greater London Archaeological Advisory Service comments are noted and taken into consideration as part of the planning assessment.
Greater London Authority (GLA) - Stage 1 (Dated April 2024): Land Use Principles: Whilst the proposed co-located and enhanced water sports facility and activity centre is supported in principle, further local assessment of need, alternative sites, and views is required to demonstrate that there would be Very Special Circumstances alongside secured public benefits to outweigh impact on the openness of the Green Belt. Furthermore, given the limited public transport accessibility of the site, the applicant and the Council must ensure that the identified transport issues are appropriately addressed. Urban design: Non-permeable surfacing should be limited and reduced where possible. A fire statement is required. Transport: The proposed access should be designed in line with the Mayor's Healthy Streets approach. Further detail is required on the submitted daytime Active Travel Zone assessment, how the access road and footpath would comply with the Mayor's Vision Zero approach, and on the proposed signage and wayfinding strategy. Car parking should be reduced and further details of cycle parking provided. A shuttle service should be considered.	The Greater London Authority comments are noted and taken into consideration as part of the planning assessment. Please refer to the sections referenced below for consideration of the points raised. Land use principles: paragraphs 7.1 to 7.89 Urban design: paragraphs 7.91 to 7.105 Fire safety: paragraphs 7.104 to 7.105 Inclusive design: paragraphs 7.100 to 7.101 Transport: paragraphs 7.168 to 7.188 Sustainability: paragraphs 7.189 to 7.202 Energy: paragraphs 7.191 to 7.193

Other issues on sustainable development, and environmental issues also require resolution prior to the Mayor's decision making stage. **Greater London Authority - Stage 1 Addendum (Dated March 2026):** A previous Stage 1 report was issued for a similar scheme, but the proposal has since been significantly redesigned with reduced massing and footprint. Land use principles: The new submission provides further evidence regarding the alternative sites assessment, user-group benefits (schools, SEND users, scouts/guides, emergency services, etc.), and a views assessment. With these, it is likely VSC can be demonstrated, though final judgement rests with the Mayor at Stage 2. The applicant has also argued the site meets the NPPF's new Grey Belt criteria; the Council must assess this carefully given the site is an SSSI (relevant under NPPF footnote 7). Urban design: The revised design is considered contextual and sensitive to the Green Belt setting. Massing, building forms and landscaping respond well to topography and limit visual impact. The materials and architecture are supported, with Council oversight recommended to secure design quality. Fire safety: A Gateway One Fire Statement Form has been provided, but a full fire statement is still required in line with the Mayor's draft Fire Safety London Plan Guidance. This must be submitted before the Mayor makes his decision. Inclusive design:	Biodiversity (including SSSI and SINC considerations): paragraphs 7.21 to 7.51 Drainage: paragraphs 7.140 to 7.150 Circular-economy: paragraphs 7.197 to 7.200

The design includes inclusive sanitary provision, accessible camping, quiet spaces and clear wayfinding. The Council should secure M4(2) and M4(3) accessibility requirements via condition. Transport: Some issues have been addressed, but outstanding matters remain on ATZ, lighting, parking, modal shift, cycle parking and deliveries. Sustainability: Additional reports highlight outstanding requirements on: Energy: Compliance with policy requirements should be secured through condition and legal agreement. Other environmental matters: Effects on the SINC, biodiversity, sustainable drainage and circular-economy requirements need further evidence and conditions.	
Groundwork Thames Valley: No comments received.	N/A
Harrow Angling Society (Dated December 2023): Concerns raised over the proposal to encourage Otters to use Broadwater Lake, and the threat this would pose to fish stocks in Colne Valley. **No comments have been received regarding the amended proposal.**	The Harrow Angling Society comments are noted and taken into consideration as part of the planning assessment.
Heathrow Airport Safeguarding (Dated November 2025):	The Heathrow Airport Safeguarding comments are noted and taken into

No safeguarding objections to the proposed development.	consideration as part of the planning assessment.
Hertfordshire County Council - Planning (Dated November 2023): Not in a position to formally object but highlights that during the HS2 Bill process it is understood that the relocation of HOAC to this location was not deemed appropriate and expects Hillingdon Council to take into account the potential impacts upon the SSSI. **Hertfordshire County Council – Highways Authority (Dated November 2023):** No objection to the proposed development and does not wish to restrict planning permission. **No comments have been received regarding the amended proposal.**	The Hertfordshire County Council comments are noted and taken into consideration as part of the planning assessment. Please refer to paras 7.21 to 7.51 for consideration of the impacts to the SSSI and Biodiversity. Please refer to paras 7.131 to 7.139 for consideration of Biodiversity Net Gain requirements. Please refer to paras 7.5 to 7.11 for consideration of the Alternative Sites Assessment.
Herts and Middlesex Wildlife Trust (Dated December 2023): The Herts and Middlesex Wildlife Trust object as the proposal would cause significant harm to biodiversity within the Mid Colne Valley SSSI, with disturbance expected to breeding, moulting and wintering waterbirds, including nationally important populations of Shoveler. It raises further concern over negative impacts on bats, ten species are present, including rare Barbastelle and Nathusius' pipistrelle, as well as critically endangered European eels and overall water quality. Dredging and increased activity will diminish insect prey and degrade aquatic ecosystems. They state that the proposal fails to comply with national, regional and local planning policy and does not meet statutory Biodiversity Net Gain requirements under the Environment Act 2021. They also consider the environmental statement inadequate for such a sensitive ecological site. The view is that intensive water sports are incompatible with nature conservation on a lake of this scale, that the	The Herts and Middlesex Wildlife Trust comments are noted. Please refer to paras 7.21 to 7.51 for consideration of the impacts to the SSSI and Biodiversity. Please refer to paras 7.131 to 7.139 for consideration of Biodiversity Net Gain requirements. Please refer to paras 7.5 to 7.11 for consideration of the Alternative Sites Assessment. The Applicant Team submitted a response document to the Herts and Middlesex Wildlife Trust and emphasised that all ecological assessments

Alternative Sites Assessment is flawed, and that Broadwater Lake has previously been ruled out by official reviews. Finally, they state that consultation was both late and insufficient. **Herts and Middlesex Wildlife Trust (Dated January 2026):** The Herts and Middlesex Wildlife Trust object to the amended proposal. The objection focuses on ecological harm, inadequate mitigation, and conflicts with policy, with concerns raised in the previous objection not being adequately addressed from their point of view. They conclude Hillingdon Council would breach its statutory duty to conserve and enhance biodiversity if permission is granted.	were carried out by suitably qualified ecologists in line with best practice. The Applicant maintained that the Environmental Statement is robust, proportionate and evidence-based, supported by extensive surveys, reasonable worst-case assumptions, and a management and monitoring framework enabling adaptive measures if required. Officers also note that the application has been independently reviewed by Arup on behalf of the Council, the Environment Agency (the statutory body responsible for protecting and regulating the environment) and Natural England (the statutory body responsible for nature conservation). Critically, the Environment Agency and Natural England have confirmed no objection subject to securing all necessary mitigation, enhancement, monitoring and long-term management measures. Please refer to the following conditions: Condition 15 - Mitigation, Enhancement and Management Plan Condition 41 - Operational Management and Activities Plan

	Condition 40 - Steering Group Establishment & Function Condition 55 - Monitoring, Reporting & Adaptive Management
Herts and Middlesex Bat Group (Dated July 2024): The Herts and Middlesex Bat Group object and state that the proposal would cause substantial harm to biodiversity and lead to the deterioration of SSSI features, particularly through adverse impacts on bat species that rely on the site. Concerns include the loss of established roosting locations, both within the canal bridge structure and in surrounding trees, as well as the destruction of feeding and commuting habitat resulting from dredging, tree removal and island clearance. It is also argued that intensifying water-based activities would diminish water quality and reduce insect prey availability, thereby compromising essential bat foraging resources. Additional concern is raised over the proposed lighting design, which could disrupt light-sensitive species and alter natural movement patterns. The objector believes that, taken together, these impacts place the scheme in breach of the Conservation of Habitats and Species Regulations 2017 and the Wildlife and Countryside Act 1981, and that the proposal also fails to satisfy the statutory biodiversity duty set out under the Environment Act 2021. **No comments have been received regarding the 2025 amended proposal.**	The Herts and Middlesex Bat Group comments are noted and taken into consideration as part of the planning assessment. Please refer to paras 7.21 to 7.51 for consideration of the impacts to the SSSI and Biodiversity. Please refer to paras 7.131 to 7.139 for consideration of Biodiversity Net Gain requirements. Please refer to paras 7.5 to 7.11 for consideration of the Alternative Sites Assessment. Broadwater Lake supports a moderately diverse bat assemblage of at least ten species. Detailed tree-climb, emergence, building and thermal-drone surveys in 2023–2025 identified no bat roosts within areas affected by the development. Although HS2 radio-tracking data indicated historical roosts elsewhere on site, these were approximate and none fall within the construction footprint. With embedded mitigation, including a best-practice dark-corridor lighting strategy (≤0.4 lux on vegetation), retention of

	woodland habitats, pollution and noise controls, and operational management to prevent disturbance, impacts to both foraging and roosting bats will be negligible to minor and not significant, with potential minor positive effects arising from habitat enhancements such as improved woodland structure, increased invertebrate resources and new bat boxes. Conditions 13, 15, 16, 34, 41 and 46 (securing the final acceptable details for CEMP, Lighting Strategy, MEMP, and OMAP) shall ensure that any impact is mitigated.
Hillingdon Friends of the Earth (Dated January 2024): Hillingdon Friends of the Earth object as the proposal would cause harm to wildlife, natural habitats and local water resources, with particular concern for the critically endangered European eel, which is known to inhabit Broadwater Lake. As a priority species under Section 41 of the Natural Environment and Rural Communities (NERC) Act 2006 and protected by the Eels Regulations 2009, any deterioration of its habitat is considered unacceptable. The objector questions the reliability of the applicant's ecological appraisal and argues that dredging would damage eel habitat, reduce water quality and threaten compliance with the Council's legal biodiversity duties under Section 40 of the NERC Act and NPPF 174(a), which require the protection of habitats of principal importance. They also highlight that the lake lies within an Inner Source Protection Zone for drinking water, meaning dredging should not proceed without formal engagement with Affinity Water. The objection suggests that the	The Hillingdon Friends of the Earth comments are noted and taken into consideration as part of the planning assessment. Affinity Water have been consulted and have confirmed no objection subject to Conditions 16, 18, 19, 20, and 21. The dredging proposals have been significantly reduced as part of the revised proposals. The impact on European Eels has been raised by the Environment Agency and they have confirmed no objection subject to the securement of Conditions 15, 16, 18, 19, 20, 21, 22, 23, 24, 36, 40, 41, and 55.

Council should reconsider using Pit 3, the existing HOAC lake, as an alternative relocation site, potentially combined with limited sailing activity at the northern end of Broadwater. It further argues that nearby HS2 biodiversity mitigation areas should be assessed and enhanced, and that rebuilding the centre at its former location could help restore degraded habitats. **No comments have been received regarding the 2025 amended proposal.**	Natural England have also confirmed no objection subject to Conditions 14, 15, 16, 40, 41, and 55. Please refer to paras 7.21 to 7.51 for consideration of the impacts to the SSSI and Biodiversity. Please refer to paras 7.131 to 7.139 for consideration of Biodiversity Net Gain requirements. Please refer to paras 7.5 to 7.11 for consideration of the Alternative Sites Assessment.
Hillingdon Junior Canoe Club (Dated December 2023): This club supports junior canoeing athletes in Hillingdon and helped to champion GB canoeing worldwide. The HOAC is a facility that should be re-established as soon as possible. **No comments have been received regarding the 2025 amended proposal.**	The Hillingdon Junior Canoe Club comments are noted and taken into consideration as part of the planning assessment.
Hillingdon Narrow Boat Association (Dated January 2026): Hillingdon Narrowboats Association strongly supports the Broadwater Lake development, seeing it as a valuable and positive replacement for the lost HOAC facilities and a long-term benefit to the community, particularly young people, disabled users and future generations. They believe ecological harm would be minimal and outweighed by gains such as managing non-native species, and they emphasise their long-standing involvement in the area, including a detailed 2025 site visit. While they respect objections from environmental organisations, they argue	The Hillingdon Narrow Boat Association comments are noted and taken into consideration as part of the planning assessment.

these groups offer no viable alternatives and overlook the risk of the site deteriorating if left undeveloped. HNA maintains that activities on waterways promote health, wellbeing and a deeper connection with nature, and they look forward to collaborating with those delivering the Broadwater Lake project.	
Hillingdon Outdoor Activity Centre (HOAC) (Dated January 2026): HOAC express support for the principle of relocating HOAC, with emphasis on the urgent need to restore the community, educational and youth-development programmes that were lost when HS2 displaced the former centre. However, concerns remain regarding the limited consultation and lack of constructive dialogue between key parties, with calls for more meaningful cooperation on environmental management and the practical safety features of the proposed site. There is particular worry that the constraints currently proposed, especially restrictions on water-user numbers and operational hours, mean the new facility would not meet HS2's funding requirement that any replacement must be "*fit for purpose*" and *"substantially the same*" as the former HOAC site, placing the project's viability at risk. To ensure the scheme properly serves its intended purpose, it is argued that planning approval should include conditions that legally secure the site for HOAC and Broadwater Sailing Club as primary users, establish a Joint Operational Management Plan between LBH, HOAC and Natural England to balance educational access with SSSI conservation, and require outcome-based capacity and zoning reviews informed by real-world environmental monitoring rather than modelling alone. It is also requested that HOAC have oversight and final sign-off on infrastructure design, covering water-access points, launch areas, buildings and land-based activity zones, to guarantee the site is operationally safe and suitable for delivering its full range of activities.	The Hillingdon Outdoor Activity Centre comments are noted and taken into consideration as part of the planning assessment. Whilst HOAC's original comments regarding the operational restrictions are noted, their follow-up set of comments acknowledge the site constraints and sensitivities of the site. Unilateral Undertaking HoT i (Community Centre Delivery Plan) is proposed to secure HOAC and Broadwater Saling Club as occupiers of the development. Whilst the proposal may be constrained, HOAC have agreed to occupy and operate from the proposed facility. Please refer to the following conditions: Condition 15 - Mitigation, Enhancement and Management Plan Condition 41 - Operational Management and Activities Plan Condition 40 - Steering Group Establishment & Function

Hillingdon Outdoor Activity Centre (HOAC) (Dated February 2026): HOAC have reiterated support the scheme. Following further meetings with the Applicant team, they wish for the application to be approved so that the centre can relocate to Broadwater Lake. They explain that although earlier design comments were not fully reflected in the plans, they now understand this was due to ecological constraints and the need for high safeguarding standards for children and vulnerable users. They also acknowledge that the ecological mitigation strategy is highly complex and dictated by planning legislation, meaning the design had limited flexibility. The Applicant has agreed to the planning conditions HOAC previously requested, and both parties accept that outstanding operational concerns can be addressed through a joint Operational Management Plan in which HOAC will play an active role. HOAC confirms it has no objection to the principle of the development, supports the application, and will submit a separate undertaking committing to occupy the facility should permission be granted.	Condition 55 - Monitoring, Reporting & Adaptive Management
HS2 Safeguarding (Dated January 2024): HS2 reviewed the original submission against the authorised HS2 ecological mitigation works at Broadwater Lake and raised concerns that the applicant proposed relocating HS2-consented gravel nesting islands, requiring further assessment to ensure continued compliance with HS2's Environmental Minimum Requirements (EMRs). HS2 advised that it could not yet establish whether the applicant's scheme and HS2's legally required mitigation could coexist without conflict, pending additional information. The further details requested included: how visitors and dogs would be controlled to prevent disturbance to sensitive areas; whether fencing would be used to enforce restrictions; confirmation that sailing would not occur near islands 32 and 45; and	The HS2 Safeguarding comments are noted and taken into consideration as part of the planning assessment. Please refer to paras 8.1 to 8.3 for consideration of the HS2 safeguarding matters. The following Conditions are proposed to be secured: Condition 16 - Construction Environmental Management Plan Condition 17 - Construction Logistics Plan

clarification on whether screening trees east of island 32 would be retained. **HS2 Safeguarding (Dated December 2025):** HS2 confirmed that many earlier concerns had been resolved and therefore raised no objection subject to safeguarding conditions but highlighted several matters still requiring correction or clarification. HS2 noted inaccuracies in the application relating to the positions of the floating gravel islands, which did not match HS2's Schedule 17-approved locations and were shown further north, and requested consistent use of HS2's terminology while emphasising that the gravel islands form part of HS2's statutory ecological mitigation rather than applicant-led enhancements. HS2 also disputed the Environmental Statement's claim that HS2 construction was complete, clarified that commissioning and IAMC strategy work remained ongoing, and flagged that the applicant's information about a proposed Steering Group did not align with HS2's experience of having received no formal invitation. It further raised concern that recent 2023–2024 bat survey data collected by Align may not have been incorporated. To protect the HS2 programme and assets, HS2 requested the imposition of planning conditions requiring a Construction Environmental Management Plan and Construction Logistics Plan and reminded the Council that failure to impose these would necessitate referral to the Department for Transport's High Speed Rail Property Team under 2018 Safeguarding Directions.	Condition 34 - Landscape Scheme Condition 40 - Steering Group
Ickenham Residents' Association (Dated December 2023): Ickenham Residents' Association express support for relocating HOAC but also recognise concerns about possible impacts on wildlife and the surrounding SSSI. They note	The Ickenham Residents' Association comments are noted and taken into consideration as part of the planning assessment.

that the proposal currently achieves only a 3% biodiversity net gain and recommend increasing this to at least 10% through a planning condition, in line with national policy expectations.	Please refer to paras 7.21 to 7.51 for consideration of the impacts to the SSSI and Biodiversity. Please refer to paras 7.131 to 7.139 for consideration of Biodiversity Net Gain requirements. The BNG Addendum submitted confirms that the scheme delivers a 9.72% area-based biodiversity gain, which is less than the 10% gain ordinarily required through statutory Biodiversity Net Gain. However, as the planning application was originally submitted prior to 12 February 2024, it falls under transitional provisions of the Environment Act and is not legally required to achieve the mandatory 10% BNG threshold. Nevertheless, the Applicant commits to meaningful ecological enhancement, secured through the long-term Management and Enhancement Management Plan (MEMP).
London Fire Brigade (LFB) (Dated December 2023): The Gateway One Fire Statement for the proposed redevelopment of Broadwater Lake. LFB wishes to highlight fire risks associated with poorly installed PV systems and green roofs and advises the applicant to follow all relevant regulations and guidance. **No comments have been received regarding the 2025 amended proposal.**	The London Fire Brigade comments are noted and taken into consideration as part of the planning assessment. A final detailed Fire Statement is proposed to be secured under Condition 45.

London Wildlife Trust (Dated December 2023): Objection on the grounds the original proposal would have major adverse impacts on the SSSI, the Mid-Colne Valley Site of Metropolitan Importance (SMINC), and broader biodiversity. The scheme would result in the permanent loss of open water and woodland habitats, which cannot be effectively replaced, along with the loss of essential bird roosting, nesting and feeding areas, including refuge islands crucial for wintering and breeding species. The objection also expresses low confidence in the reliability of the ecological reports submitted in support of the proposal. Additionally, it states that the Alternative Sites Assessment applied its criteria inconsistently across different locations, and that consultation was inadequate, with London Wildlife Trust not being involved despite claims to the contrary in the Statement of Community Involvement. **No comments have been received regarding the 2025 amended proposal.**	The London Wildlife Trust comments are noted and taken into consideration as part of the planning assessment. Please refer to paras 7.21 to 7.51 for consideration of the impacts to the SSSI and Biodiversity. Please refer to paras 7.131 to 7.139 for consideration of Biodiversity Net Gain requirements. Please refer to paras 7.5 to 7.11 for consideration of the Alternative Sites Assessment. The Applicant Team has emphasised that all ecological assessments were carried out by suitably qualified ecologists in line with best practice. The Applicant maintained that the Environmental Statement is robust, proportionate and evidence-based, supported by extensive surveys, reasonable worst-case assumptions, and a management and monitoring framework enabling adaptive measures if required. Officers also note that the application has been independently reviewed by Arup on behalf of the Council, the Environment Agency (the statutory body responsible for protecting and regulating the environment) and Natural

	England (the statutory body responsible for nature conservation). Critically, the Environment Agency and Natural England have confirmed no objection subject to securing all necessary mitigation, enhancement, monitoring and long-term management measures. Please refer to the following conditions: Condition 15 - Mitigation, Enhancement and Management Plan Condition 41 - Operational Management and Activities Plan Condition 40 - Steering Group Establishment & Function Condition 55 - Monitoring, Reporting & Adaptive Management
Metropolitan Police (Secured by Design): No comments received.	N/A
Ministry of Defence (Dated February 2024): No safeguarding objections to the proposal.	The Ministry of Defence comments are noted and taken into consideration as part of the planning assessment.
National Air Traffic Services (Dated November 2023): No safeguarding objections to the proposal.	The National Air Traffic Services comments are noted and taken into consideration as part of the planning assessment.
National Highways (Dated December 2023):	The National Highways comments are noted and

There is no objection to the original proposal, as the development is expected to have no material impact on the Strategic Road Network because it relocates an existing facility and most vehicle movements are already taking place in the area. The approach to travel planning is viewed positively, particularly the emphasis on shared transport and reducing reliance on private cars through the site's proposed travel plan. Overall, the scheme is considered consistent with the National Planning Policy Framework objective of encouraging a shift toward more sustainable modes of transport. **National Highways (Dated November 2025):** Confirmation of no further comment regarding the amended proposal.	taken into consideration as part of the planning assessment.
Natural England (Dated December 2023): Natural England objected to the original proposal as it was considered to damage or destroy the designated features of the Mid Colne Valley SSSI, of which Broadwater Lake is an essential part. The proposal would cause the permanent and irreversible loss of SSSI habitats that cannot be mitigated, along with harm to breeding bird areas and winter roosting sites. There were also concerns about disturbance to wildlife and the wider natural environment during both construction and operation. Natural England further noted that the Assessment of Alternative Sites was insufficient and that the mitigation hierarchy had not been properly followed, with proposed enhancement measures unable to compensate for the direct loss of habitat within a protected site. **Natural England (Dated January 2026):** Natural England confirmed no objection to the amended scheme provided that appropriate mitigation is secured, noting that this does not mean the development is free from significant environmental impacts. They consider the	The Natural England comments are noted and taken into consideration as part of the planning assessment. Please refer to paras 7.21 to 7.51 for consideration of the impacts to the SSSI and Biodiversity. Please refer to paras 7.131 to 7.139 for consideration of Biodiversity Net Gain requirements. Please refer to paras 7.5 to 7.11 for consideration of the Alternative Sites Assessment. Please refer to the following conditions: Condition 15 - Mitigation, Enhancement and Management Plan

revised proposal capable of proceeding without causing unacceptable harm to the SSSI, acknowledging major design changes such as a reduced building footprint focused on existing hardstanding, a larger refuge and buffer area for birds, and updated ecological mitigation and long-term monitoring measures, all of which help lower the risk of lasting disturbance to SSSI features. Key issues remain, including ongoing harm to breeding bird sites and winter roosting areas, with Natural England advising that construction activities such as demolition and piling should be restricted to October–December rather than starting in September. They also require a more detailed Construction Environmental Management Plan and Monitoring & Management Plan. For land-based activities, they note inconsistencies in the submitted documents but welcome the removal of high-impact activities such as the zip line and big swing.	Condition 41 - Operational Management and Activities Plan Condition 40 - Steering Group Establishment & Function Condition 55 - Monitoring, Reporting & Adaptive Management
Royal Society for the Protection of Birds (RSPB) (Dated December 2023): RSPB objected to the original proposal as it was considered to cause significant harm to the Mid Colne Valley SSSI through the loss of important habitats and increased disturbance to sensitive bird species. The SSSI is designated for its wintering bird populations, diverse breeding bird assemblages across habitats such as open water, fen, damp grassland, scrub and woodland, and its areas of lowland calcareous grassland. The development would lead to the permanent loss of woodland, scrub and parts of the open water through land reclamation. It would also introduce greater levels of sailing, water sports and land based activities during the key April–September period, increasing disturbance to breeding birds as well as wintering and refuge dependent species that rely on Broadwater Lake's open water and islands. Survey data from 2023 shows that birds are already affected by existing sailing activity, and Broadwater Lake functions as an essential refuge within the wider Colne Valley.	The RSPB comments are noted and taken into consideration as part of the planning assessment. Please refer to paras 7.21 to 7.51 for consideration of the impacts to the SSSI and Biodiversity. Please refer to paras 7.131 to 7.139 for consideration of Biodiversity Net Gain requirements. Please refer to paras 7.5 to 7.11 for consideration of the Alternative Sites Assessment.

The proposal is therefore considered to conflict with NPPF paragraph 193 (a), which requires refusal where significant biodiversity harm cannot be avoided, mitigated or compensated. The objector also notes that Broadwater Lake was previously ruled out during the HS2 examination due to ecological sensitivity, and the new scheme does not alter the basis for that conclusion. **No comments have been received regarding the 2025 amended proposal.**	
Royal Yachting Association (RYA) (Dated January 2026): RYA are supportive of the proposal in principle as it would provide a boating facility within Hillingdon. However, the conditions set out would limit the facilities ability to become a large-scale water sports centre, with proposed limitations on launching boats and restrictive views from the facility of the lake impacting safety. The operational viability and financial sustainability of the proposed conditions need to be reviewed. **Royal Yachting Association (RYA) (Dated February 2026):** The RYA has submitted a supplementary statement expressing its overall support for the proposal. The RYA notes that while it previously raised concerns regarding operational restrictions proposed for HOAC, subsequent engagement with the Applicant has provided reassurance that the operational framework has flexibility. The RYA emphasises that for the centre to function successfully, it must be able to operate in a way that is financially sustainable, adaptable to community demand, and compatible with long-term educational and recreational delivery, while ensuring that environmental protections remain proportionate and workable.	The Royal Yachting Association comments are noted and taken into consideration as part of the planning assessment. Please refer to paras 7.21 to 7.51 for consideration of the impacts to the SSSI and Biodiversity. Please refer to paras 7.5 to 7.51 for consideration of the operation and community benefits. Please refer to the following conditions: Condition 15 - Mitigation, Enhancement and Management Plan Condition 41 - Operational Management and Activities Plan Condition 40 - Steering Group Establishment & Function Condition 55 - Monitoring, Reporting & Adaptive Management

Sport England (Dated December 2023): Sport England raises no objection to the original proposal, considering it compatible with their Planning for Sport Principles. The scheme is viewed as protecting and supporting existing opportunities for sport and physical activity, and it aligns with national policy that allows appropriate outdoor sport facilities within the Green Belt. Sport England understands that the new Water Sports and Activity Centre would serve the needs of BSC, HOAC and potentially Broadwater Rowing Club. They advise that a planning condition should be included to secure a continuity plan so that both BSC and the Rowing Club can continue operating throughout the construction period. **Sport England (Dated December 2025):** Sport England raised no objection is raised to the amended application. Although the scheme has been reduced in scale in response to comments from other statutory consultees, leading to disappointment that some of its intended recreational and wellbeing benefits have been diminished, it is still considered capable of meeting the Planning for Sport Principles. Sport England again advises that a planning condition should be applied to safeguard the continuity of sailing and rowing activities throughout the construction period.	The Sport England comments are noted and taken into consideration as part of the planning assessment. Please refer to Condition 25 which secures the continuity of sports during construction.
Thames Water (Dated January 2026): There is no objection to the amended proposal, on the basis that the developer follows the sequential drainage hierarchy for managing surface water and complies with London Plan Policy SI 13 on sustainable drainage. It is confirmed that both the wastewater network and the sewage treatment works have adequate capacity to accommodate the development. However, the site lies within a Source Protection Zone, meaning the groundwater environment is	The Thames Water comments are noted and taken into consideration as part of the planning assessment. Managing surface water and compliance with London Plan Policy SI 13 is secured under Conditions 37 and 39.

particularly vulnerable, and the applicant is advised to follow the Environment Agency's groundwater protection guidance and obtain specialist environmental advice, as some site activities may require regulatory control. Water supply to the development will be provided by Affinity Water, whose comments should also be taken into account.	
Three Rivers District Council (Dated January 2024): Three Rivers District Council raised concerns regarding impact on the SSSI, and they trust Hillingdon Council will take these impacts into account when determining this application **Three Rivers District Council (Dated December 2025):** No change from previous comments.	The Three Rivers District Council comments are noted and taken into consideration as part of the planning assessment. Please refer to paras 7.21 to 7.51 for consideration of the impacts to the SSSI and Biodiversity. Please refer to paras 7.131 to 7.139 for consideration of Biodiversity Net Gain requirements. Please refer to paras 7.5 to 7.11 for consideration of the Alternative Sites Assessment.
Transport for London (TfL) (Dated March 2026): TfL's 2026 review acknowledges positive revisions, such as improved footway provision, a reduction to 42 parking spaces, six blue-badge bays, EV charging points, and clearer access arrangements, but raises outstanding issues. TfL emphasises that the Active Travel Zone (ATZ) assessment remains incomplete, as it still does not assess links to the Grand Union Canal, nearby public footpaths, or night-time movements, all of which are required to meet London Plan policy T1. Concerns also remain regarding lighting, wayfinding, overspill parking risks, the safety and surveillance of cycle parking, and the lack of a dedicated servicing bay. TfL notes that the updated trip generation still relies heavily	The Transport for London comments are noted and taken into consideration as part of the planning assessment. Please refer to paragraphs 7.168 to 7.188 for consideration of Transport. Specifically, the Highways Authority have carried out an assessment of active travel and have costed a contribution towards delivery of Healthy Streets and Active Travel Zone enhancements. The Canal and River Trust have also identified a project for

on car travel and does not demonstrate progress toward the Mayor's mode-shift targets, with no clear consideration of a shuttle service. Finally, TfL identifies gaps in the Travel Plan, most importantly, the absence of SMART targets or clear strategies to reduce car use and promote active travel, meaning further work is required before the scheme can be considered fully compliant with strategic transport policy.	towpath enhancements and a proportionate contribution has been agreed. A £177,800 contribution towards such measures is proposed to be secured under UU HoT ii. The Moorhall Road highway works will be secured via a S278 highways agreement as per UU HoT iv. Final details of the lighting strategy are proposed to be secured under Conditions 46. A wayfinding strategy is proposed to be secured by Condition 47. Concerns regarding parking are proposed to be addressed through the final details to be secured under Condition 48 for a Parking Design and Management Plan. Condition 31 (Ancillary Structures and Public Realm Details) is proposed to secure a dedicated servicing bay, including re-locating the cycle store closer to the main buildings. A final comprehensive Travel Plan is proposed to be secured by Condition 50.
Internal Consultation	
Access Officer (Dated December 2025): The revised application has addressed most previous accessibility concerns, but approval must include conditions ensuring the scheme provides safe and inclusive access and	The Access Officer comments are noted and taken into consideration as part of the planning assessment.

evacuation for all users, including those unable to use stairs. Conditions required to secure acceptable detail of the accessible entrances and the fire evacuation lifts.	Please refer to paras 7.100 to 7.101 for consideration of inclusive access provisions. Please refer to Condition 33 which secures final details of inclusive access provisions.
Air Quality Officer (Dated November 2025): There are no constraints identified. The application site is outside the LBH AQMA and outside the catchment area of any identified Focus Area. Given the trip generation reported in the TA, the proposed development is Air Quality Neutral and no further mitigation is deemed necessary during the operation of the site, other than the effective implementation of the proposed Travel Plan. During the construction phase, the appropriate risk mitigation measures for a Low Risk site during demolition, construction and track out, and for a Medium Risk during earthworks, must be deployed in line with GLA's SPG on The Control of Dust and Emissions During Construction and Demolition (GLA, 2014). These measures should be written into a Dust Management Plan (DMP).	The Air Quality Officer comments are noted and taken into consideration as part of the planning assessment. Please refer to paras 7.122 to 7.123 for consideration of air quality. Please refer to Conditions 8 and 16.
Arup (Third Party Environmental Impact Assessment Consultants): The Environmental Statement (ES) submitted in support of the revised 2025 scheme for the Hillingdon Water Sports Facility and Activity Centre at Broadwater Lake has undergone a comprehensive independent review. The review concludes that the updated ES is substantially improved, technically robust, and generally compliant with the requirements of the Environmental Impact Assessment Regulations. Ecology remains the most sensitive and critical topic area due to the site's location within the Mid Colne Valley SSSI. The Applicant has provided substantial new survey	Arup comments are noted and taken into consideration as part of the planning assessment. Please refer to the following sections of the report: Water Resources at paras 7.154 to 7.160 Flood Risk at paras 7.82 to 7.86 and 7.140 to 7.150 Land Contamination at paras 7.161 to 7.164

data (2022–2025), resulting in a much more robust baseline and impact assessment. The scaled-back scheme reduces potential effects, and Natural England has indicated that it no longer maintains fundamental objections, provided a strong monitoring and adaptive management regime is secured. Key issues requiring planning conditions include: - A long-term, flexible Ecological Management & Monitoring Plan, with clear adaptive measures. - Ongoing coordination with HS2 to ensure alignment of ecological mitigation and monitoring. The Biodiversity Net Gain (BNG) assessment is generally well-founded but may slightly overstate habitat gains, and recalculation may bring the gain below 10%, triggering a need for additional compensation. A Biodiversity Gain Plan will therefore be essential. Water Resources & Flood Risk: The 2025 ES greatly improves the description of baseline hydrology and drainage. The reduced dredging and land reclamation strategy means no loss of lake storage, although updated flood modelling using the October 2025 Upper Colne model is expected to be required to satisfy the Environment Agency. Surface water drainage and lake-related construction impacts will need to be controlled through a detailed CEMP and drainage strategy secured by condition. Ground Conditions & Contamination: Additional investigations have strengthened the contamination baseline; however, further intrusive ground investigation and an updated ground gas risk assessment will be required post-permission. These matters can be fully addressed through standard planning conditions requiring a remediation strategy	Landscape and Visual Impact at paras 7.91 to 7.99 Sustainability at paras 7.189 to 7.202 Conditions are proposed for the following: Condition 35 – Biodiversity Net Gain Condition 43 - Energy strategy, including monitoring, recording and reporting plans. Conditions 37, 38 and 39 are proposed to secure further details on the water cycle and drainage strategy. UU HoT iii is proposed to secure a carbon offset contribution and be seen monitoring requirements.

and verification reporting. Residual risks are manageable. Landscape & Visual Impact: The updated Landscape and Visual Impact Assessment (LVIA) is now methodologically sound and aligned with GLVIA3, following significant clarifications. The assessment demonstrates that, once planting matures, the scheme will result in negligible to minor beneficial landscape effects, with some moderate long-term benefits. Short-term visual effects are localised and reduce over time, with no significant residual impacts. Energy & Climate Requirements: The Energy Statement demonstrates compliance with Part L (2021) and London Plan SI policies, with CO_2 savings above the 35% threshold and fully modelled overheating and operational energy performance. The carbon offset requirement (£42,821) has been confirmed, and the mandatory GLA energy reporting spreadsheet has been submitted. Overall Conclusion: The 2025 ES provides the Council with a robust evidence base on which to assess the application. While some detailed designs and investigations must be secured through conditions, particularly for biodiversity, flood risk, ground gas, and drainage, the review finds no outstanding environmental constraints that would prevent the scheme from being approved, provided appropriate conditions and monitoring mechanisms are attached. The scheme is therefore capable of being supported in environmental terms, subject to the successful securing of the required mitigation, monitoring, and compliance controls.	
Contaminated Land Officer (Dated January 2026):	The Contaminated Land Officer comments are noted

No objection to the application. A planning condition is recommended given the need for further investigation as stated in the submitted Phase II Geotechnical and Geo – Environmental Report September 2023.	and taken into consideration as part of the planning assessment. Condition 19 is proposed to be secured.
Economic Development Officer: A construction training scheme contribution should be secured as per the requirements of the Planning Obligations SPD. The payment in lieu equals £66,736.	The Economic Development Officer comments are noted. Please refer to UU HoT v.
Flood and Water Management Specialist (Metis): No objection subject to conditions requiring final details of the drainage scheme.	The Flood and Water Management Specialist comments are noted and taken into consideration as part of the planning assessment. Conditions 37, 38 and 39 are proposed to secure further details on the water cycle and drainage strategy.
Highways Authority (Dated January 2024): The Highway Authority raises no objections to the proposed Hillingdon Watersports Facility and Activity Centre, subject to required conditions and legal agreements. The development replaces HOAC, with most users arriving by coach or minibus, resulting in low peak-hour traffic impacts. Access will continue from Moorhall Road, with the Boyers Pit junction remodelled to improve safety and accommodate larger vehicles. The site layout provides compliant parking, EV charging and blue-badge spaces, though full details must be secured through a Parking Design and Management Plan. Swept-path analysis confirms safe manoeuvring for coaches, refuse trucks and emergency vehicles. An Active Travel contribution of £37,800 is required for dropped kerbs, tactile paving and	The Highways Authority comments are noted and taken into consideration as part of the planning assessment. Please refer to 7.168 to 7.188 for consideration of transport matters. The detail of cycle parking is proposed to be secured under Conditions 31 and 34. A Delivery & Servicing Plan is to be secured for each phase, under Condition 49. A Construction Logistics Plan is to be secured under Condition 17.

benches to support pedestrian access. A Construction Logistics Plan, Delivery and Servicing Plan, Travel Plan, and Section 278 works must be secured by condition and legal agreement. Subject to these measures, the proposal is considered acceptable in transport and highway terms.	A Parking Design and Management Plan is to be secured under Condition 48. A travel plan is to be secured under Condition 50. The Moorhall Road highway works will be secured via a S278 highways agreement as per UU HoT iv. A contribution towards active travel zone measures and healthy streets is also proposed to be secured under UU HoT ii.
Noise Specialist (Dated November 2023): Outdoor sports and leisure activity may cause disturbance, but regulating such noise through planning conditions is difficult. If conditions are imposed, they should relate to operating hours. Any future noise complaints can be investigated under the Environmental Protection Act 1990. Demolition and construction may disturb nearby occupiers. The Council should use its Section 60 powers (Control of Pollution Act 1974) and refer to BS5228 to control noise and vibration impacts. Noise from existing and future sources (including HS2 trains) is unlikely to significantly impact users of the development. **Noise Specialist (Dated December 2025):** Based on the information provided I consider it unlikely that an adverse noise impact would be caused by the operation of the proposed development. I would recommend that a construction environmental management plan is submitted to the council for approval prior to construction, including an updated assessment of construction noise and	The Noise Specialist comments are noted and taken into consideration as part of the planning assessment. Matters relating to noise are addressed in paras 7.119 to 7.121 of the report. Please also refer to Conditions 6, 14 and 16.

vibration including details of mitigation to be used.	
Planning Policy Officer (Dated February 2024): The proposal is considered to be excessive in scale for a relocation scheme, with the need for two storey buildings not justified among other concerns. The openness of the Green Belt would be harmed, with current justification not demonstrating that harm is outweighed or that there are Very Special Circumstances for the proposal. SSSI protection policies set a high bar, with the requirement to avoid significant harm, not just mitigate. The Alternative Sites Assessment (ASA) raises some doubts. The potential to split the land and water activities onto separate sites should be explored. The Seasonal worker accommodation would need to be conditioned to seasonal use only. **Planning Policy Officer (Dated January 2026):** The Broadwater Lake proposals sit within a highly constrained policy context, including Green Belt, the Mid Colne Valley SSSI and SINC, and the Colne Valley Regional Park. The applicant argues the site qualifies as 'grey belt', but officers note that the land does not meet the NPPF definition of previously developed land, and that its SSSI and flood-risk designations trigger Footnote 7 constraints, weakening the grey-belt case. The application requires Very Special Circumstances. The Planning Statement presents a strong social benefits case, especially improved access to outdoor recreation for young people and people with	The Planning Policy Officers comments are noted and taken into consideration as part of the planning assessment. Please refer to paras 7.21 to 7.51 for consideration of the impacts to the SSSI and Biodiversity. Please refer to paras 7.5 to 7.11 for consideration of the Alternative Sites Assessment. Please refer to paras 7.52 to 7.81 for consideration of Green Belt. On the basis that HOAC occupies the proposed development, as proposed to be secured under UU HoT i, Officers do not dispute the conclusion of the ASA. Subject to a suitably worded legal agreement, it is accepted that Broadwater Lake is the only available, suitable and deliverable site, and that no suitable alternative site exists with fewer environmental impacts.

disabilities, though economic and environmental benefits remain limited. The updated Alternative Sites Assessment reaffirms the applicant's view that no feasible alternative exists; however, officers identify issues with the scoring system and a lack of explicit consideration of ecological and landscape impacts at Broadwater Lake. Additional clarity, including viability evidence for Denham Quarry, is recommended. While the site's constraints are significant, officers recognise that the social benefits could outweigh harm if evidenced robustly, but further justification is needed before concluding that the proposal fully satisfies national and local policy requirements.	
Urban Design Officer Comments (Dated December 2025): The Broadwater Lake site is a high-sensitivity Green Belt and SSSI location, requiring careful control of visual, spatial and ecological impacts. While the proposal generally respects the landscape by concentrating development on existing hardstanding and minimising tree loss, several aspects of the scheme still require refinement to reduce harm to openness. The increased built footprint is justified by modern accessibility and regulatory needs, but some buildings, particularly the Operations Building roof form, Camping Zone structure, and Anglers' huts, remain overly bulky. Officers recommend exploring reduced massing and flat/green roofs to better integrate the scheme into the rural setting. Materials also need improvement: the use of standing-seam cladding on walls creates a commercial appearance inconsistent with the site context. A more rural palette such as flint, timber or clay tiles is advised, with consistent treatment for smaller ancillary buildings.	The Urban Design Officers comments are noted and taken into consideration as part of the planning assessment. Matters relating to design are addressed in paras 7.91 to 7.105 of the report. The final design details of development, including materials and landscape scheme details, are proposed to be secured by Conditions 27, 28, 29, 30, 31, and 34.

The layout is generally strong, with pedestrian-focused spaces and activities kept to the north. Minor adjustments are recommended to the coach arrival area, Anglers' store location, and hard surfacing around the Camping Zone. Further detail is required on landscape elements, boundary treatments, and lighting to ensure ecological sensitivity is maintained. Overall, the scheme is progressing positively but needs targeted reductions in massing, refined materials, and additional technical details to be fully supported on urban design and landscape grounds.	
Waste Strategy Officer (Dated February 2024): Need to ensure adequate waste capacity with an even 50/50 split between residual waste & recycling. Accessibility needs to be demonstrated. **Waste Strategy Officer (Dated November 2025):** No comments/objections to the amended proposal.	The Waste Strategy Officer comments are noted and taken into consideration as part of the planning assessment.

7 Planning Assessment

Land Use Principles

Background

7.1 The former HOAC facility at Dews Lane, owned by Hillingdon Council, lies directly on the HS2 route and was compulsorily acquired under the High-Speed Rail (London–West Midlands) Act 2017. As a result, the centre closed in October 2020, with HS2 Ltd taking full possession of the site. Construction of the Colne Valley Viaduct requires both temporary and permanent safety buffer zones, alongside long-term HS2 access and maintenance rights. The viaduct structure itself also compromises the lake's suitability for sailing. These permanent physical, operational and safety constraints mean that the land and waterbody cannot return to use as an outdoor activity centre, regardless of the eventual hand-back of part of the site.

7.2 A legal agreement was therefore entered into in August 2017 between HS2 Ltd, the Secretary of State for Transport and the London Borough of Hillingdon, requiring the Council to use reasonable endeavours to relocate the HOAC facility within an agreed funding cap of £26.5 million. While New Denham Quarry was initially identified as a potentially suitable location, the cost of redevelopment would far exceed the agreed funding limit, ruling it out and necessitating the continued search for an alternative site.

7.3 Although the former HOAC buildings were outdated and did not meet modern standards or accessibility requirements, this was not the driving factor behind the loss of the facility. The determining issue is the permanent impact of HS2, particularly the safety zones, operational requirements, long-term access rights and loss of tranquillity essential to HOAC's work with children and SEN users. This position has been accepted by HS2 Ltd, LB Hillingdon and Parliament, underpinning the commitment to relocation rather than any attempt to reuse the Dews Lane site.

7.4 A summary timeline of events is set out below:

2013–2014: HS2 route announced; HOAC at risk

- Nov 2013 – HS2 Bill is published. The route bisects the HOAC site, and the HS2 Environmental Statement predicts major visual and noise impacts, making continued operation unlikely during the 5-year construction period.
- Apr–May 2014 – HOAC formally petitions Parliament, stating the facility cannot operate under HS2 construction and requesting relocation, identifying Broadwater Lake as the only suitable site.

2015–2016: Parliamentary review & Denham Quarry option

- Mar 2015 – Commons Select Committee supports finding a compromise to allow HOAC to continue elsewhere.
- Feb–Mar 2016 – Denham Quarry (Summerleaze Lake) identified as a potential relocation site. HS2 acknowledges community importance but insists on cost control.
- Jun 2016 – Planning application submitted to Buckinghamshire for HOAC relocation to Denham Quarry.
- Oct 2016 – Relocation becomes unviable due to £55m cost, far exceeding the agreed £26.5m cap. Funding complications arise if HOAC leaves Hillingdon.

2016–2017: Funding agreement and legal framework

- Dec 2016 – House of Lords confirms HS2 will contribute £26.5m toward HOAC's relocation or mitigation.
- Feb 2017 – HS2 Act receives Royal Assent.
- Aug 2017 – Formal legal agreement signed between HS2 Ltd, Secretary of State, and LB Hillingdon, requiring relocation within 3 years (later extended) and capping funding at £26.5m.

2017–2020: Planning and closure

- Mar 2017 – Denham Quarry relocation approved by Buckinghamshire Council, deemed suitable in planning terms.
- Sep–Dec 2017 – Costs rise again; LBH allocates funds (£250k) to explore relocation.
- Oct 2020 – Former HOAC facility closes due to HS2 construction and safety zone requirements.

2022–2024: Broadwater Lake selected; planning application progresses

- Jun 2022 – LBH Cabinet approves Broadwater Lake as the new site and authorises land purchase; other sites ruled out as unfeasible.
- Oct 2023 – Full planning application submitted for the new Hillingdon Water Sports and Activity Centre (ref. 2382/APP/2023/2906).
- Apr 2024 – HS2 legal agreement is extended to Jan 2026 to give more time for relocation.
- Apr 2024 onward – Revised scheme prepared, reducing scale following statutory consultee feedback.
- Nov 2025 – Revised application plans and documents formally submitted.

Alternative Sites Assessment

7.5 The Alternative Sites Assessment (ASA) confirms that a comprehensive search for a replacement HOAC facility was undertaken within a 20-kilometre radius of the former Dews Lane site, reflecting the catchment of existing users and the operational needs of schools, SEN groups and youth organisations. Sites were tested against staged criteria covering minimum lake and land area, accessibility, safeguarding and security, environmental constraints, and deliverability. Five sites were shortlisted: Broadwater Lake, Ruislip Lido, Bury Lake, Aldenham Reservoir and Denham Quarry (Summerleaze Lake). The assessment of these sites is summarised in Table 7 below.

Table 7. Summary of Shortlisted Alternative Sites

Site	Assessment
Ruislip Lido	- Publicly accessible and cannot be fully secured, creating safeguarding risks; - Insufficient and inconsistent lake depth for sailing; - Water-quality issues including parasites that prevent swimming; - Flood risk; - Presence of public rights of way around the lake; - Contamination and historic structures within the waterbody; and - Requires extensive engineering works and still fail operational requirements.
Bury Lake	- Public access and rights of way prevent secure operation; - Asbestos contamination in surrounding land poses unacceptable risk to land-based activities and groundworks; - Competing existing water-sport users; and - Safeguarding and deliverability issues.
Aldenham Reservoir	- Lake depth insufficient for sailing, noting that sailing use has already ceased due to low water levels; - Publicly accessible with multiple rights of way preventing safeguarding; - Uncertainty over future water levels and dam repairs.
Denham Quarry (Summerleaze Lake)	- Physically suitable and previously approved for relocation, but delivery cost would significantly exceed the £26.5 million HS2 funding cap; - No additional funding available, rendering the site financially undeliverable.
Broadwater Lake	- Only site that meets minimum land and water requirements; - Can be secured and safeguarded, - Deliverable within funding constraints,

	- Can operate with mitigation within the SSSI; - No less harmful or viable alternative identified.

7.6 The ASA concludes that Ruislip Lido, Bury Lake and Aldenham Reservoir are unsuitable due to combinations of inadequate lake depth for sailing, public access and safeguarding constraints, contamination and water-quality risks, flood risk and the presence of public rights of way. Denham Quarry was found to be physically suitable and previously approved but was discounted as unviable because the cost of delivery would significantly exceed the £26.5 million funding cap set by the HS2 legal agreement. The Assessment therefore concludes that Broadwater Lake is the only available, suitable and deliverable site, and that no suitable alternative site exists with fewer environmental impacts.

7.7 The ASA has been consulted on, robustly scrutinised by members of the public, statutory consultees, internal consultees and has been amended and clarified in response to comments received. The updated ASA maintains that all land-based and water-based activities must remain together on a single site and rules out disaggregation. It is explained that a single-site replacement facility is the only safe, inclusive, operationally viable and financially deliverable option. Multi-site alternatives cannot meet safeguarding, accessibility, operational, or environmental requirements. This means the shortlist of alternative locations remains unchanged.

7.8 The updated ASA scoring methodology has been explained, noting that Section 8 of the ASA sets out the scoring methodology using a Red, Amber, Green (RAG) framework. This system assesses the degree of difficulty in overcoming site constraints through mitigation or design, rather than ranking constraints against each other. The ASA states that this criterion requires that development will not have a significant impact on the SSSI. Broadwater Lake scored '0' under this criterion because ecological specialists had previously advised that the development would not result in significant impacts on the SSSI or sensitive ecological areas, particularly if disturbance is focused within the south-east corner of the Site. This conclusion has since been substantiated in the submitted Environmental Statement and Natural England's formal confirmation of no objection, subject to appropriate mitigation being secured.

7.9 Regarding the viability of Denham Quarry as an alternative site, it has been demonstrated why the site is not financially viable. This is evidenced in a publicly available report prepared by HS2 (and submitted as part of the Response to the Hillingdon Council's Planning Policy comments) which confirms that the estimated relocation cost of the former HOAC facility to New Denham Quarry would cost £55.1 million. The report includes a letter from the Secretary of State (dated October 2016) confirming the decision not to pursue the relocation of the former HOAC facility to New Denham Quarry. The letter states:

"…the expected cost of the Denham Quarry site, including optimism bias, is now £55.1m. This means there is a very real prospect of a significant expenditure of

public money on relocation that will result in HOAC facing severe operating difficulties or failing to operate.

…For these reasons I have with regret decided we cannot pursue the Denham Quarry option further…".

Temporary Operation at Troy Lake:

7.10 HOAC is operating only a highly reduced, temporary programme from Troy Lake during the 2025 Easter and Summer school holidays, consisting solely of kayaking and dinghy sailing for around 20 children per day, with no term-time activities and no services for schools, colleges, youth organisations, adults or community groups, a drastic reduction compared with historic activity levels at the former HOAC site. This temporary arrangement is permitted by Rickmansworth Sailing Club to keep HOAC's two remaining staff employed while a permanent site is sought. Troy Lake cannot support full operations due to its small site area (under two hectares), insufficient facilities (only two toilets, one shower, limited storage, no camping space) and the need to share space with RSC, meaning it is not viable as a medium- or long-term home for HOAC.

Alternative Sites Assessment Conclusion:

7.11 On the basis that HOAC occupies the proposed development, as proposed to be secured under Unilateral Undertaking (UU) HoT i, Officers do not dispute the conclusion of the ASA. Subject to a suitably worded legal agreement, it is accepted that Broadwater Lake is the only available, suitable and deliverable site, and that no suitable alternative site exists with fewer environmental impacts.

Visitor, Community, Recreation and Sport Facility

7.12 National and local planning policy places strong emphasis on delivering healthy, inclusive, safe and well-connected communities, with planning decisions expected to promote social interaction, community cohesion, and access to high-quality facilities that support physical and mental wellbeing. The NPPF (2024) requires development to provide safe, accessible environments that encourage everyday activity, reduce health inequalities, and safeguard valued community, recreational and cultural facilities while supporting their modernisation and continued use. It also recognises the importance of high-quality open spaces and opportunities for sport and physical activity in improving health, supporting nature and contributing to climate-change objectives.

7.13 These principles are reinforced by policies GG1-GG3, S1, S5, D1-D5, G4 and G6 of the London Plan (2021), which defines good growth as inclusive growth and seeks access to well-designed community spaces, with sports and recreation facilities expected to be accessible, well-connected, capable of multiple and shared use, and supportive of extended participation where impacts can be appropriately managed.

7.14 At borough level, Policies DMCI 1 and DMCI 2 of the Hillingdon Local Plan: Part 2 (2020) prioritise the retention, enhancement and replacement of community infrastructure, resisting unnecessary loss, encouraging multi-purpose and co-located facilities, and requiring new provision to be inclusive, flexible, accessible and located within the communities they serve, ensuring community access and no net loss of social infrastructure.

7.15 Policy DME 4 of the Hillingdon Local Plan: Part 2 (2020) supports proposals that enhance the Borough's visitor attractions, including heritage and other recreational sites, provided they do not negatively affect neighbouring land uses. This includes avoiding harm from noise, traffic, congestion, visual intrusion, safety risks, or loss of privacy and amenity. Developments must also ensure sustainable transport access with adequate on-site parking, improve the site's environmental qualities, and deliver high-quality design. Proposals should respect local architectural character, enhance environmental, historic or cultural features, and ensure inclusive access for all users.

7.16 The development is considered to have significant social, community and public benefits. More specifically, the proposal reinstates a much-valued facility used by schools, colleges, SEN groups, scouts, guides, cadets, families, Broadwater Sailing Club, and local emergency services. It provides year-round, accessible land and water-based activities, tailored support for disabled users, and dedicated provision for Pupil Referral Units (PRU) students and vulnerable young people. Evidence from Natural England, Defra and educational bodies demonstrates significant mental-health, physical-health, behavioural and educational benefits derived from outdoor learning and nature-based activity, all of which the new facility is designed to maximise.

7.17 Whilst the scheme has been reduced in scale in response to comments from other statutory consultees, leading to some disappointment that some of its intended recreational and wellbeing benefits have been diminished, it is still considered capable of meeting the Planning for Sport Principles. As per the comments received from Sport England, Condition 25 is proposed to safeguard the continuity of sailing and rowing activities throughout the construction period.

7.18 It is clear from the application submission that the development has been designed so that Hillingdon Outdoor Activity Centre (HOAC) and Broadwater Sailing Club (BSC) will occupy the development. Both parties were consulted during the application and both submitted representations. The concerns raised by these parties are summarised below:

- HOAC support the scheme in principle but raised concerns regarding the proposed operational restrictions, particularly the strict limits on water-user numbers and the confining of activities to the narrow Eastern Channel.
- BSC support the scheme in principle but raised concerns regarding the reduction in the size of the facilities and sailing area proposed, the safety

of limited sightlines, wind obstruction to sailing conditions and car parking provision.

7.19 Following further consultation between the Applicant, HOAC and Broadwater Sailing Club, further representations were submitted. The further comments received are summarised below:

- HOAC reiterated their support for the scheme. Following further meetings with the Applicant team, they wish for the application to be approved so that the centre can relocate to Broadwater Lake. They explain that although earlier design comments were not fully reflected in the plans, they now understand this was due to ecological constraints and the need for high safeguarding standards for children and vulnerable users. They also acknowledge that the ecological mitigation strategy is highly complex and dictated by planning legislation, meaning the design had limited flexibility. The Applicant has agreed to develop the Operational Management and Activities Plan (Condition 41) in consultation with HOAC. HOAC confirms it has no objection to the principle of the development, supports the application, and commits to occupying the facility should permission be granted.
- BSC clarified that its earlier letter was intended as a comment, not an objection. After meeting with the Applicant, the club understands the ecological constraints shaping the new facility and why both HOAC and BSC cannot operate on opposite sides of the lake as Natural England will not permit both to operate simultaneously due to potential wildlife disturbance. The Applicant has agreed to develop the Operational Management and Activities Plan (Condition 41) in consultation with BSC. BSC supports the principle of the relocation and intends to occupy if permission is granted.

7.20 Whilst concerns were initially raised by HOAC and BSC regarding the proposals, it is clear that the scheme has been designed to balance both operational requirements alongside the ecological and environmental sensitivities. The Applicant has agreed that both parties will be consulted on the Operational Management and Activities Plan which is proposed to be secured under Condition 41. Subject to this condition, both HOAC and BSC have confirmed their intention to occupy and operate from the site. Subject to UU HoT i, which requires that no development occurs until HOAC and BSC have entered a long-term lease to occupy and operate from the site, Officers agree that the development can be attributed significant weight for social, community and public benefits.

Mid Colne Valley Site of Special Scientific Interest (SSSI) and Biodiversity

Planning Policy:

7.21 When assessing impacts on Sites of Special Scientific Interest (SSSIs) and biodiversity, the development plan establishes a clear and robust protective framework. Policy DMEI 7 of the Hillingdon Local Plan: Part 2 (2020) requires development to avoid significant harm to SSSIs, Sites of Importance for Nature Conservation, priority habitats and species, applying a strict mitigation hierarchy of avoidance, mitigation and, only where unavoidable, compensation, with refusal where unacceptable harm cannot be resolved. This is supported at the strategic level by Policy EM7 of the Hillingdon Local Plan: Part 1 (2012), which safeguards designated and non-designated biodiversity and geological assets, treats SSSIs as irreplaceable, and requires development to protect ecological networks, wildlife corridors and the objectives of the Biodiversity Action Plan.

7.22 At the regional level, Policy G6 of the London Plan (2021) reinforces these protections by affording SSSIs the highest level of policy protection, requiring development to demonstrate no adverse effect on their integrity, to deliver no net loss and, where possible, measurable biodiversity net gain, and to integrate biodiversity enhancement and access to nature into design. Collectively, these policies require a precautionary approach in which SSSI protection is paramount, ecological harm must be clearly justified and robustly mitigated, and biodiversity enhancement is a core consideration in all development decisions.

7.23 Collectively, these policies give local and regional effect to national planning policy, aligning with the NPPF (2024), which requires planning decisions to conserve and enhance biodiversity, provide strong protection for designated sites such as SSSIs, and refuse development where significant harm to biodiversity cannot be avoided, mitigated or compensated. This is discussed in greater detail below.

Context:

7.24 The application site forms part of the Mid Colne Valley SSSI and has done so since being notified by Natural England as a SSSI under the Wildlife and Countryside Act (1981) in 1985. The site also forms part of the Denham Quarry and Pits Nature Conservation Site of Metropolitan or Borough Grade I Importance (SINC).

7.25 The Mid Colne Valley SSSI is made up of four sites; Coppermill Down, Harefield Lake and Korda Lake, Tilehouse South and Broadwater Lake. Broadwater Lake is the largest of the lakes within the SSSI and therefore an integral component of the whole SSSI. Broadwater Lake is an important site for birds as it acts as a refuge from disturbance arising at Broadwater Lake itself or from other waterbodies in the vicinity. The full list of the interest features for which Mid Colne Valley SSSI has been designated include the following:

- Aggregations of non-breeding birds - Tufted duck, Aythya fuligula
- Aggregations of non-breeding birds - variety of wintering species
- Assemblages of breeding birds - Mixed: Lowland open waters and their margins, Lowland fen and Lowland damp grassland
- Assemblages of breeding birds - Mixed: Scrub, Woodland

- Assemblages of breeding birds - variety of species
- Lowland calcareous grassland (CG3-5)

Representation received from Natural England:

7.26 Natural England are the statutory body responsible for nature conservation and are the body that has notified Broadwater Lake as a SSSI. Natural England have advised that, without a full mitigation package, the proposal would damage or destroy the notified features of the Mid Colne Valley SSSI, particularly the assemblages of breeding and non-breeding wetland birds for which the site is designated. Natural England highlighted the sensitivity of the lake to disturbance, noting that recent monitoring shows peak numbers of moulting tufted ducks occur in August and September, meaning that unmitigated construction activity at this time could lead to significant ecological harm. They also identified risks arising from high-disturbance land-based activities, such as zip lines and large swings. It should be noted that the high zip line and the big swing were removed from the proposals following submission of amended plans.

7.27 Natural England raised concerns regarding the adequacy of construction and operational management. The outline Construction Environmental Management Plan was considered to lack detailed provisions for ecological monitoring and adaptive mitigation, creating a risk that construction-phase impacts could exceed acceptable levels if not properly controlled. They also identified risks linked to the long-term management of the site, stating that the Mitigation, Enhancement and Management Plan require additional clarity on SSSI-specific mitigation, measurable restoration targets, and mechanisms to halt activities shown to be harmful. Governance arrangements are required to ensure timely decision making in response to monitoring results. Without these strengthened safeguards and controls, Natural England considers there to be a material risk of ongoing or cumulative adverse impacts on the SSSI's interest features.

7.28 Significantly, Natural England confirmed that they do not object to the proposed development, subject to appropriate mitigation being secured through planning conditions. Natural England has worked with the Applicant to develop a comprehensive package of mitigation, enhancement, monitoring and long-term management measures, principally set out within the Outline Mitigation, Enhancement and Management Plan. Natural England did caveat that a lack of objection does not mean that there are no significant environmental impacts. Officers have consulted all relevant bodies and considered all relevant impacts accordingly.

Representation received from the Environment Agency (EA):

7.29 The EA, as the statutory body responsible for protecting and improving the environment, initially objected to the proposals on biodiversity grounds due to risks of ecological deterioration at Broadwater Lake. They considered the development likely to harm the lake's Water Framework Directive (WFD) status through dredging, loss of shoreline variation, increased bank erosion and reliance on

artificial features such as floating reedbeds and concrete planters, which they argued would not replicate natural shallow-water habitat. They also found the Applicant had not adequately committed to restoring eroded banks or naturalising lake edges, meaning the scheme did not yet demonstrate it could avoid ecological deterioration or support the lake in achieving Good Ecological Potential. Further, the EA identified insufficient assessment of protected species, including incomplete or out-of-season surveys for Water Vole and inadequate mitigation planning for European Eel, leaving key risks unaddressed.

7.30 In response, the Applicant submitted a Water Framework Directive (WFD) Addendum and an Ecology Technical Note, arguing that Broadwater Lake is an artificial, steep-sided gravel pit with very limited existing ecological function, and that the development's effects are localised, reversible, and balanced by secured enhancements. These include creation of the lake's first gently-sloping shallow margin, restoration of degraded shorelines, removal of redundant structures, targeted marginal planting, rotational shoreline management and island-edge improvements, all formalised within the Mitigation, Enhancement and Management Plan (MEMP), CEMP and Operational Management and Activities Plan. For protected species, the Applicant consolidated three years of surveys showing no Water Vole evidence and largely unsuitable habitat, committing to precautionary checks and future habitat improvement through the MEMP. For European Eel, they argued that dredging impacts are minor and offset by new refuges, shallow margins and long-term eel-specific management. They concluded the proposals would not harm protected species or cause deterioration and would instead deliver a net improvement in ecological function over time.

7.31 The Council has received confirmation from the EA that the further information submitted has resolved their objections. Subject to Conditions 15, 16, 18, 19, 20, 21, 22, 23, 24, 36, 40, 41, and 55, the EA have confirmed that they do not object to the proposal on biodiversity grounds.

Representation received from Herts and Middlesex Wildlife Trust:

7.32 The Herts and Middlesex Wildlife Trust strongly objected to the revised proposal, arguing that despite reductions in scale, the development would still cause significant and irreversible harm to the Mid Colne Valley SSSI through disturbance to waterbirds during critical breeding, moulting and wintering periods, deterioration of water quality, and negative impacts on bats and the nationally important European eel population. The Trust also considers the Applicant's ecological assessment to underplay key impacts, the proposed mitigation to be inadequate or unworkable, and the Alternative Sites Assessment to be flawed in its treatment of designated sites.

7.33 The Applicant Team submitted a response document to the Herts and Middlesex Wildlife Trust and emphasised that all ecological assessments were carried out by suitably qualified ecologists in line with best practice. The Applicant maintained that the Environmental Statement is robust, proportionate and evidence-based, supported by extensive surveys, reasonable worst-case assumptions, and a management and monitoring framework enabling adaptive measures if required.

7.34 Officers also note that the application has been independently reviewed by Arup on behalf of the Council, the EA (the statutory body responsible for protecting and regulating the environment) and Natural England (the statutory body responsible for nature conservation). Critically, the EA and Natural England have confirmed no objection subject to securing all necessary mitigation, enhancement, monitoring and long-term management measures.

7.35 The relevant planning policy tests are set out in detail and considered below. Whilst the assessment is structured in line with the NPPF (2024), the assessment is also directly relevant to local and regional planning policy considerations.

7.36 Paragraph 193 of the NPPF (2024) states that when determining planning applications, local planning authorities should apply the following principles:

a) if significant harm to biodiversity resulting from a development cannot be avoided (through locating on an alternative site with less harmful impacts), adequately mitigated, or, as a last resort, compensated for, then planning permission should be refused;

b) development on land within or outside a Site of Special Scientific Interest, and which is likely to have an adverse effect on it (either individually or in combination with other developments), should not normally be permitted. The only exception is where the benefits of the development in the location proposed clearly outweigh both its likely impact on the features of the site that make it of special scientific interest, and any broader impacts on the national network of Sites of Special Scientific Interest;

c) development resulting in the loss or deterioration of irreplaceable habitats (such as ancient woodland and ancient or veteran trees) should be refused, unless there are wholly exceptional reasons and a suitable compensation strategy exists; and

d) development whose primary objective is to conserve or enhance biodiversity should be supported; while opportunities to improve biodiversity in and around developments should be integrated as part of their design, especially where this can secure measurable net gains for biodiversity or enhance public access to nature where this is appropriate.

[own emphasis]

7.37 The Planning Statement acknowledges that the proposed development lies largely within the Mid Colne Valley Site of Special Scientific Interest (SSSI) but argues that the scheme will not result in significant adverse effects on the SSSI's designated features. It notes that the SSSI is already in an "unfavourable condition" (as assessed by Natural England in 2023), largely due to historic land uses, lack of active management since designation, and national ecological trends rather than site-specific issues. The Environmental Statement and supporting ecological assessments conclude that, with the revised scheme, no significant impacts arise on species, habitats or impact pathways, as development is focused

in less sensitive areas and the most ecologically valuable parts of the site are avoided. Extensive mitigation and enhancement measures are proposed, including habitat creation, reduction of disturbance, removal of invasive species, and expansion of wildlife refuge areas, all secured through a long-term Mitigation, Enhancement and Management Plan and an Operational Management and Activities Plan to be agreed with statutory stakeholders. The Planning Statement therefore contends that the proposal complies with NPPF paragraph 193, as there are no less harmful alternative sites and the public benefits of the scheme clearly outweigh any residual harm, with the development delivering a net ecological benefit and improved long-term management of the SSSI rather than degradation.

7.38 As the development results in no loss or deterioration of irreplaceable habitats (such as ancient woodland and ancient or veteran trees), paragraph 193, part c), of the NPPF (2024) is not engaged by the proposal. The consideration of parts a), b) and d) are set out below.

7.39 Mitigation Hierarchy (NPPF Para 193 part a):

a) if significant harm to biodiversity resulting from a development cannot be avoided (through locating on an alternative site with less harmful impacts), adequately mitigated, or, as a last resort, compensated for, then planning permission should be refused; [own emphasis]

7.40 The application applies the NPPF mitigation hierarchy in full, first avoiding impacts, then mitigating any residual effects, and only lastly providing compensation and enhancement, guided by a comprehensive Alternative Sites Assessment and iterative redesign with Natural England. Subject to HOAC being secured as an occupier to the proposed development, it is accepted that Broadwater Lake is the only available, suitable and deliverable site, and that no suitable alternative site exists with fewer environmental impacts. It is accepted that a replacement facility is necessary and that the selection of Broadwater Lake is justified. By extension, it is accepted that harm cannot be avoided in its entirety.

7.41 From a design perspective, the proposal focuses activity in the less-sensitive south-east peninsula/East Channel, with the south-west wildlife refuge protected from disturbance. The revised layout also reduces land reclamation, relocates water access away from sensitive bird areas, and places works on existing hardstanding to avoid new terrestrial loss and retain the majority of trees within their root protection zones. In spatial terms, it is accepted that harm is avoided to an extent.

7.42 To avoid and mitigate effects within the SSSI, the scheme expands the quiet-water refuge from c. 3.42 ha to c. 14.72 ha and introduces buoyed “no-sail” limits, materially separating people and watercraft from key bird habitat. Disturbance is further reduced by a targeted access control/screening strategy (selective 1.8 m weldmesh, dry hedging, hazel hurdles and a living green screen, all micro-sited to avoid tree roots) and a directional, low-spill lighting design to prevent illumination of vegetated margins and lake edges. Seasonal island vegetation works are time-restricted to September–October (outside the nesting season) and

undertaken by mechanical, pesticide-free methods; any dredging is localised only to achieve safe sailing depths, with an established programme of monthly surface-water quality sampling to track nutrients and inform adaptive management.

7.43 Where effects cannot be fully avoided or mitigated, the scheme secures compensation and ecological enhancement. Measures include floating reedbeds with integrated nesting platforms in the east channel/refuges; re-profiling Island 02 to create two sheltered bays; removing Island 07 to open the Eastern Channel; eradicating invasive giant knotweed on Island 06; and seasonal management of vegetation on Islands 03/04 for ground-nesters. Additional habitat creation comprises wet-woodland infill on disused tracks, native grassland/scrub/tree planting (including reptile/invertebrate earth mounds), a new wildlife pond, sensory garden with native hedgerows, tern rafts, bird/duck boxes, and underwater willow planters to define refuge edges while preserving sightlines. Collectively these deliver a net increase in open water area and a material uplift in undisturbed refuge waters relative to the current baseline.

7.44 The avoidance, mitigation and compensation of impacts are proposed to be secured through conditions requiring a Mitigation, Enhancement & Management Plan (Condition 15), Operational Management and Activities Plan (Condition 41) and a Monitoring, Reporting & Adaptive Management Plan (Condition 55) with ongoing monitoring and adaptive management for as long as the development exists, to be agreed with statutory stakeholders. This is to cover long-term habitat/refuge management over 30+ years, invasive species control, access enforcement, lighting limits, and monitoring, including the Council's ongoing monthly water-quality sampling. Subject to the recommended conditions, officers conclude the scheme would deliver ecological betterment to the Mid Colne Valley SSSI compared with the current unmanaged baseline and is acceptable in ecological terms.

7.45 Benefits to outweigh impact (NPPF Para 193 part b):

b) development on land within or outside a Site of Special Scientific Interest, and which is likely to have an adverse effect on it (either individually or in combination with other developments), should not normally be permitted. The only exception is where the benefits of the development in the location proposed clearly outweigh both its likely impact on the features of the site that make it of special scientific interest, and any broader impacts on the national network of Sites of Special Scientific Interest; [own emphasis]

7.46 The proposal has been assessed in accordance with NPPF Paragraph 193(b). The Environmental Statement concludes that the development will not result in any significant adverse effects on the designated features of the Mid Colne Valley SSSI, with disturbance contained to the least sensitive parts of the site and ecological impacts appropriately mitigated through design and long-term management measures. It is agreed by the Council's third party consultants, Arup, and Natural England that there are no fundamental objections subject to necessary mitigation being secured.

7.47 The development delivers significant social, community and public benefits, including the re-provision of the former HOAC facility lost to HS2, improved access to outdoor sport and recreation for children, young people, SEN and PRU groups, and the safeguarding of a valued borough-wide educational resource. A comprehensive Alternative Sites Assessment confirms that no less ecologically sensitive or operationally suitable alternative location exists. Taken together, these benefits clearly outweigh its likely impact on the features of the site that make it of special scientific interest, and any broader impacts on the national network of Sites of Special Scientific Interest, in accordance with paragraph 193(b) of the NPPF (2024).

7.48 Biodiversity Net Gains and Enhancing Public Access (NPPF Para 193 part d):

d) development whose primary objective is to conserve or enhance biodiversity should be supported; while opportunities to improve biodiversity in and around developments should be integrated as part of their design, especially where this can secure measurable net gains for biodiversity or enhance public access to nature where this is appropriate. [own emphasis]

7.49 Whilst the development is primarily a watersports community, outdoor activity and recreation centre, the scheme has been designed as an ecologically-led proposal which secures measurable and long-term biodiversity improvements within the SSSI. The development will significantly increase the extent of undisturbed wildlife refuge, deliver new wet woodland, floating reedbeds, island enhancements, invasive species removal, and a robust MEMP jointly overseen with key stakeholders, including Natural England. These measures represent a significant net improvement in habitat quality and ecological resilience across the site. In parallel, the scheme provides enhanced, inclusive public access to nature, including a new accessible bird hide, sensory and wildlife gardens, nature-based learning areas, and fully accessible routes and facilities designed to Equality Act and BS 8300 standards. The development therefore meets paragraph 193 part (d) of the NPPF (2024) by securing meaningful biodiversity net gain while improving public access to natural environments in a controlled and sustainable manner.

The “Do Nothing” Scenario:

7.50 It is important to compare the impacts of the proposed scheme to the “Do Nothing” scenario. If no development is undertaken, the former HOAC site will remain permanently closed with no viable replacement facility, noting the temporary operation at Troy Lake is explicitly identified as unsustainable in the medium to long term. This would result in the continued loss of outdoor activity provision for schools, SEN groups, PRUs, community clubs and families. The Broadwater Lake Site, part of the Mid Colne Valley SSSI, would also remain in an “unfavourable condition” (as confirmed by Natural England) without any management plan, meaning no biodiversity enhancements, habitat restoration, or ecological mitigation would occur, and existing issues such as invasive species and degraded habitat would persist. In this scenario, no improvements to accessibility,

safety, landscape quality, flood resilience or community infrastructure would be delivered, and the significant social, educational and environmental benefits associated with the proposed development would not be realised.

SSSI Summary:

7.51 In accordance with Paragraph 193 of the NPPF (2024), the development follows the mitigation hierarchy as per the requirements of part a), demonstrates that the benefits of the development outweigh the impact on the SSSI as per the requirements of part b), and both secures net gains for biodiversity as well as enhancing public access to nature as per the requirements of part d). Part c) is not applicable. Accordingly, the development fully complies with Paragraph 193 of the NPPF (2024).

Green Belt

7.52 The application site forms part of designated Green Belt land which is protected by national, regional and local planning policies. Chapter 13 of the NPPF (2024) sets out relevant Green Belt considerations, including paragraph 153 of the NPPF (2024) which establishes that substantial weight should be given to any harm to the Green Belt, that inappropriate development is, by definition, harmful to the Green Belt and that very special circumstances will not exist unless the potential harm to the Green Belt by reason of inappropriateness, and any other harm resulting from the proposal, is clearly outweighed by other considerations. Policy G2 of the London Plan (2021), Policy EM2 of the Hillingdon Local Plan: Part 1 (2012) and Policy DMEI 4 of the Hillingdon Local Plan: Part 2 (2020) also apply. Please refer to Appendix C for a more comprehensive list of relevant planning policies.

7.53 The NPPF (2024) provides additional guidance on Green Belt policy, including the identification of Grey Belt land and circumstances where development may be considered appropriate. These changes do not alter the fundamental purposes of the Green Belt or the substantial weight afforded to Green Belt harm. The Development Plan remains the statutory starting point for decision-making, however, where relevant local policies predate or do not reflect the Grey Belt framework, the NPPF provides material interpretative guidance. Accordingly, the assessment below is structured in line with the NPPF (2024), but it should be noted that development is still appropriately assessed against relevant to local and regional planning policy requirements.

Whether the development constitutes Grey Belt:

7.54 The definition of Grey Belt is stated within Annex 2: Glossary of the NPPF (2024) and is set out below:

Grey belt: For the purposes of plan-making and decision-making, 'grey belt' is defined as land in the Green Belt comprising previously developed land and/or any other land that, in either case, does not strongly contribute to any of purposes (a), (b), or (d) in paragraph 143. 'Grey belt' excludes land where the application of

the policies relating to the areas or assets in footnote 7 (other than Green Belt) would provide a strong reason for refusing or restricting development. [own emphasis]

7.55 The definition of previously developed land is stated within Annex 2: Glossary of the NPPF (2024) and is set out below:

Previously developed land: Land which has been lawfully developed and is or was occupied by a permanent structure and any fixed surface infrastructure associated with it, including the curtilage of the developed land (although it should not be assumed that the whole of the curtilage should be developed). It also includes land comprising large areas of fixed surface infrastructure such as large areas of hardstanding which have been lawfully developed. Previously developed land excludes: land that is or was last occupied by agricultural or forestry buildings; land that has been developed for minerals extraction or waste disposal by landfill, where provision for restoration has been made through development management procedures; land in built-up areas such as residential gardens, parks, recreation grounds and allotments; and land that was previously developed but where the remains of the permanent structure or fixed surface structure have blended into the landscape. [own emphasis]

7.56 Paragraph 143 of the NPPF states that the Green Belt serves five purposes:

a) to check the unrestricted sprawl of large built-up areas;
b) to prevent neighbouring towns merging into one another;
c) to assist in safeguarding the countryside from encroachment;
d) to preserve the setting and special character of historic towns; and
e) to assist in urban regeneration, by encouraging the recycling of derelict and other urban land. [own emphasis]

7.57 Planning Practice Guidance (PPG) (Paragraph: 005 Reference ID: 64-005-20250225) confirms what a strong contribution to Purposes a), b) and d) is likely to constitute. The relevant considerations are set out in Table 8 below.

Table 8. Summary of PPG for Green Belt Purposes

Purposes	**PPG Interpretation**
Purpose a): To check the unrestricted sprawl of large built up areas	*This purpose relates to the sprawl of large built up areas. Villages should not be considered large built up areas.* *Assessment areas that contribute strongly are likely to be free of existing development, and lack physical feature(s) in reasonable proximity that could restrict and contain development. They are also likely to include all of the following features:* *- be adjacent or near to a large built up area* *- if developed, result in an incongruous pattern of development (such as an extended "finger" of development into the Green Belt).*

Purpose b): To prevent neighbouring towns merging into one another	*This purpose relates to the merging of towns, not villages.* *Assessment areas that contribute strongly are likely to be free of existing development and include all of the following features:* *- forming a substantial part of a gap between towns* *- the development of which would be likely to result in the loss of visual separation of towns.*
Purpose d): To preserve the setting and special character of historic towns	*This purpose relates to historic towns, not villages. Where there are no historic towns in the plan area, it may not be necessary to provide detailed assessments against this purpose.* *Assessment areas that contribute strongly are likely be free of existing development and to include all of the following features:* *- form part of the setting of the historic town* *- make a considerable contribution to the special character of a historic town. This could be (but is not limited to) as a result of being within, adjacent to, or of significant visual importance to the historic aspects of the town.*

7.58 Footnote 7 is set out in connection with paragraph 11 of the NPPF (2024) and is stated below:

7 The policies referred to are those in this Framework (rather than those in development plans) relating to: habitats sites (and those sites listed in paragraph 189) and/or designated as Sites of Special Scientific Interest; land designated as Green Belt, Local Green Space, a National Landscape, a National Park (or within the Broads Authority) or defined as Heritage Coast; irreplaceable habitats; designated heritage assets (and other heritage assets of archaeological interest referred to in footnote 75); and areas at risk of flooding or coastal change. [own emphasis]

7.59 Following an assessment of the land and application, it is considered that the development would not constitute Grey Belt. Each key part of the Grey Belt assessment is considered below:

- **Previously Development Land:** The site has been developed for minerals extraction and remains of permanent structures have blended into the landscape. As such, the site is excluded from the definition of previously developed land.
- **Green Belt purposes (a), (b), or (d):** The site is adjacent to Harefield Village, Denham Village, Denham Garden Village, Higher Denham Village, West Hyde Village, and Newyears Green hamlet. Villages should not be considered large built up areas. As such, the site is not adjacent to or near

to a large built-up area, does not form a gap between towns, and there are no historic towns located in close proximity to the site. The site does not contribute strongly to purposes (a), (b), or (d).

- **Footnote 7:** The site is designated as a Site of Special Scientific Interest (SSSI), and area at risk of flooding. The application of the policies relating to these areas provide a strong reason for restricting the development. The development is restricted through planning conditions and obligations to address impacts on SSSI and flooding, and, without such controls, could be refused for such reasons, noting paragraph 193 of the NPPF (2024) which states that development which adversely impacts a SSSI should not normally be permitted. As such, the site is excluded from the definition of Grey Belt.

7.60 As the site does not constitute Grey Belt, the appropriateness of the development is considered below.

Appropriateness:

7.61 Paragraph 154 of the NPPF (2024) states that development in the Green Belt is inappropriate unless one of the following exceptions applies:

…

b) the provision of appropriate facilities (in connection with the existing use of land or a change of use), including buildings, for outdoor sport, outdoor recreation, cemeteries and burial grounds and allotments; as long as the facilities preserve the openness of the Green Belt and do not conflict with the purposes of including land within it; [own emphasis]

7.62 Parts (a), (c), (d), (e), (f), (g) (h) of paragraph 154 are not considered to apply. In part, the development would meet the definition of buildings for outdoor sport and recreation as stated in part (b) but is required to preserve the openness of the Green Belt and not conflict with the purposes of including land within it, in order to meet the exceptions test.

7.63 Planning Practice Guidance (PPG) (Paragraph: 013 Reference ID: 64-013-2025022) sets out what factors can be taken into account when considering the potential impact of development on the openness of the Green Belt. It states:

Assessing the impact of a proposal on the openness of the Green Belt, where it is relevant to do so, requires a judgement based on the circumstances of the case. By way of example, the courts have identified a number of matters which may need to be taken into account in making this assessment. These include, but are not limited to:

- *openness is capable of having both spatial and visual aspects – in other words, the visual impact of the proposal may be relevant, as could its volume*

- *the duration of the development, and its remediability – taking into account any provisions to return land to its original state or to an equivalent (or improved) state of openness*
- *the degree of activity likely to be generated, such as traffic generation*

Spatial Impact on the Openness of the Green Belt:

7.64 The Planning Statement explains that the proposed buildings represent the minimum scale necessary to deliver a safe, accessible and legally compliant replacement for the former HOAC facility. It is also stated that the uplift in floorspace compared with the 1990s buildings is required to meet modern statutory obligations, including the Equality Act, Building Regulations, Sport England guidance and accessibility standards.

7.65 The revised design has been substantially reduced following consultation, with around 800 m² of floorspace removed from the earlier scheme. Key elements such as the main building, workshop and shelter structures have all been scaled back, and the accommodation, changing, and safety areas have been recalibrated to a space efficient and workable size.

7.66 The three-zone layout (Operation, Safety and Camp Zones) is presented as essential to safeguarding, operational efficiency and safe circulation for children and vulnerable users. A single combined building was discounted because it would compromise security, supervision and functional separation.

7.67 Building heights and volumes have been lowered to sit beneath the tree canopy, with maximum eaves heights of 7.2 m, 3.5 m and 2.6 m depending on the zone. These heights are justified by operational needs such as boat storage, accessible changing areas, and required sightlines for water-safety supervision.

7.68 The development is located on existing hardstanding, with reduced boat storage (from circa 400 to 214 spaces) and car parking (from 83 to 50 spaces), ensuring that the majority of the site remains open. This is combined with a net increase in open water created through modifications to islands and new bay formation.

7.69 Whilst it is agreed that the development has been rationalised and justified to minimise the impact on openness, it is considered inevitable that a scheme that proposes 3,844m2 total floorspace (GEA), in place of the Broadwater Sailing Club building (measuring at 150m2 floorspace), would have a moderate-to-significant spatial impact on the openness of the Green Belt.

Visual Impact on the Openness of the Green Belt:

7.70 The Landscape and Visual Impact Assessment (LVIA) submitted concludes the proposals would have negligible effects on the Thames Valley National Character Area, the Colne Valley Regional Park and the Colne Valley: Rickmansworth to Uxbridge LCA, where a varied baseline of open water, woodland, recreation and major transport corridors already prevails. Within that context the scheme

represents a small, visually contained change. Habitat creation and shoreline enhancement, together with long-term woodland/scrub management, lead to minor beneficial effects by Year 15 as planting matures.

7.71 Construction produces short-term localised adverse effects (e.g., limited dredging, shoreline re-grading, invasive vegetation removal) that are temporary and confined. With operation and planting establishment, the peninsula and lake-edge improve materially; by Year 15, the LVIA identifies moderate beneficial effects for on-site receptors including open water, islands, native woodland, incidental vegetation and former hardstanding restored through planting and habitat creation.

7.72 The development is substantially screened by peninsula woodland, the island pattern within Broadwater Lake and the enclosing valley landform. Of 15 viewpoints considered, only two required full assessment: Viewpoint 03 (Hillingdon Trail) and Viewpoint 15 (Old Orchard Inn). At VP03, the Main Building and other structures are completely hidden year-round (summer and winter). At VP15, only a small fragment of roof may be glimpsed in winter before leaf cover returns, and this becomes fully screened in summer; as landscape measures mature, both viewpoints experience beneficial visual effects due to improved shoreline character and new island-like vegetation. Other receptors (towpath users, recreational route users, lake users and most residential properties) experience negligible to minor effects at Year 1, improving to negligible or minor beneficial by Year 15; the single dwelling at the site entrance experiences moderate adverse effects at Year 1, reducing to minor–moderate adverse effects as screening vegetation establishes (with scope to reduce further through advance planting).

7.73 The LVIA finds no significant adverse landscape or visual effects; several receptors benefit from enhanced habitat quality, improved shoreline profiles and strengthened vegetation structure. Development is confined to existing hardstanding and visually contained by woodland, so openness of the Green Belt is not harmed in landscape/visual terms. Arup, acting for the Council, reviewed the LVIA and confirmed it is thorough, proportionate and methodologically robust, with earlier requests for clarification (e.g., receptor sensitivity justification and cumulative assessment) satisfactorily addressed. Residual effects are neutral to beneficial overall, with long-term moderate benefits as planting matures.

Conclusion on the Impact to the Openness of the Green Belt:

7.74 Whilst it is agreed that the development would not have a significant adverse visual impact on openness, it will inevitably have a moderate-to-significant spatial impact on openness which is attributed substantial weight. It is therefore concluded that the development does not qualify for the exception listed under paragraph 154, part b), of the NPPF (2024) and that the development constitutes inappropriate development within the Green Belt. The development therefore requires Very Special Circumstances.

Very Special Circumstances:

7.75 Paragraph 153 of the NPPF (2024) states:

153. When considering any planning application, local planning authorities should ensure that substantial weight is given to any harm to the Green Belt, including harm to its openness. Inappropriate development is, by definition, harmful to the Green Belt and should not be approved except in very special circumstances. 'Very special circumstances' will not exist unless the potential harm to the Green Belt by reason of inappropriateness, and any other harm resulting from the proposal, is clearly outweighed by other considerations [own emphasis].

7.76 As per paragraph 153, substantial weight is given to the moderate-to-significant spatial impact to the openness of the Green Belt. In terms of other harms, it is assessed that the development would result in no significant adverse impacts to the Mid Colne Valley SSSI and biodiversity, noting that the development has been designed to avoid, mitigate and compensate for identified harms, including delivery of overall ecological betterment compared with the current unmanaged baseline.

7.77 The Alternative Sites Assessment (ASA) underpins the Very Special Circumstances case. In summary, the ASA concludes that Broadwater Lake is the only available, suitable and deliverable site, and that no alternative site exists with fewer environmental impacts. On the basis that HOAC occupies the development, as proposed to be secured under UU HoT i, Officers do not dispute this conclusion.

7.78 The proposals would deliver significant social, community and public benefits, reinstating and modernising the functions of the former Hillingdon Outdoor Activity Centre. The former facility was widely used by schools, Special Educational Needs (SEN) groups, Pupil Referral Units (PRU), youth organisations and families. The new centre is designed to offer inclusive, fully accessible provision for children, young people and adults with a wide range of disabilities and additional needs. This includes facilities such as Changing Places rooms, accessible accommodation, quiet areas and adaptable programme delivery. The statement draws on extensive national research evidencing that outdoor education and access to nature significantly improves mental health, physical wellbeing, behaviour, confidence and social development, with pronounced benefits for disadvantaged and vulnerable groups. The proposed centre would therefore play an important role in meeting identified needs within the borough, including gaps in provision for SEN pupils, PRU students and young people experiencing mental health challenges. These benefits are given significant weight in favour of Very Special Circumstances existing.

7.79 The scheme would also provide tangible economic benefits, including new permanent and seasonal jobs, apprenticeship pathways, and volunteering opportunities accessible to local residents, young people, disabled people and other under-represented groups. The former HOAC model demonstrated a strong ability to support young people into employment, and the new facility is expected

to enhance this function, supporting the borough's wider skills and employment objectives. Additional economic uplift is anticipated through visitor spending, equipment hire and increased activity supporting nearby local businesses. As a counter point, it is also acknowledged that the number of jobs created on the site is fairly low and it is unlikely, given the lack of public transport and pedestrian access, that there will be sufficient footfall generated to lead to spending in the local area. When accounting for paragraph 85 of the NPPF (2024), the economic benefits of the scheme are given moderate weight in favour of Very Special Circumstances existing.

7.80 In environmental terms, the proposal would deliver some enhancement to the SSSI and wider ecological setting. Broadwater Lake is an artificial former quarry landscape with limited active ecological management. The development includes a comprehensive package of mitigation and enhancement measures, such as improved nesting habitat for terns and gulls, woodland management, vegetation clearance on islands to support ground-nesting species, new orchard and wildlife planting, pond creation, and reinstatement of the existing Broadwater Sailing Club site as habitat once the club relocates. The environmental benefits have to be weighed against the potential harm to the SSSI, Green Belt and protected habitat and so cannot be considered substantial. On balance, these environmental benefits are given moderate-to-significant weight in favour of Very Special Circumstances existing.

7.81 Overall, the combined social, economic and environmental benefits presented are assessed as sufficient to clearly outweigh the identified harms to the Green Belt and SSSI. It is concluded that Very Special Circumstances exist in this case and the development is considered to comply with relevant Development Plan policies.

Flood Risk – Sequential Test and Exceptions Test

7.82 Paragraph 174 of the NPPF (2024) sets out the following sequential test:

174. The aim of the sequential test is to steer new development to areas with the lowest risk of flooding from any source. Development should not be allocated or permitted if there are reasonably available sites appropriate for the proposed development in areas with a lower risk of flooding… [own emphasis added]

7.83 Paragraph 177 of the NPPF (2024) sets out the following exceptions test:

177. …having applied the sequential test, if it is not possible for development to be located in areas with a lower risk of flooding (taking into account wider sustainable development objectives), the exception test may have to be applied. The need for the exception test will depend on the potential vulnerability of the site and of the development proposed, in line with the Flood Risk Vulnerability Classification set out in Annex 3.

178. The application of the exception test should be informed by a strategic or site-specific flood risk assessment, depending on whether it is being applied

during plan production or at the application stage. To pass the exception test it should be demonstrated that:
a) the development would provide wider sustainability benefits to the community that outweigh the flood risk; and
b) the development will be safe for its lifetime taking account of the vulnerability of its users, without increasing flood risk elsewhere, and, where possible, will reduce flood risk overall.

[own emphasis added]

7.84 A topographical survey confirms varying ground levels across the site, with most of the peninsula and access road lying within Flood Zone 1 (low risk), while the southern parcel lies in Flood Zone 2 and the wider lake area is designated Flood Zone 3. The Flood Risk, Drainage and Sequential Assessment (FRDSA) concludes that the peninsula is at low risk from river, small watercourse, surface water, groundwater and reservoir flooding, with reservoir flood risk described as extremely unlikely due to regulatory inspection regimes.

7.85 A Sequential Assessment, undertaken in line with the NPPF, compares the site with shortlisted alternatives (Ruislip Lido, Denham Quarry, Alderton/Aldenham Reservoir, and Bury Lake). It concludes that no suitable alternative site exists at lower flood risk, meaning the development complies with national sequential testing requirements.

7.86 The FRDSA concludes that the Exception Test does not need to be applied for 'Water Compatible' development within Flood Zone 3, Flood Zone 2 or Flood Zone 1. Notwithstanding this, the FRDSA demonstrates that the proposed development passes element (b) of the test, i.e. the development will be safe for its lifetime taking account of the vulnerability of its users and will not increase flood risk elsewhere. The wider sustainability benefits to the community are also considered in paragraphs 7.12 to 7.51 of this Committee Report and it is concluded that such benefits are significant and therefore outweigh the flood risk in this context. Therefore, it is considered that the exception test is passed.

Employment

7.87 The Outline Operational Management Plan states that the development is expected to support 6 permanent staff, 14 seasonal staff and 10 adult volunteers. It is noted that the seasonal staff are proposed to live in the seasonal accommodation for 6 months of the year, between April and September (as secured by Condition 5). This job creation weighs in favour of the scheme in the planning balance.

7.88 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 legal agreement under UU HoT v.

Economy

7.89 Under Paragraph 85 of the National Planning Policy Framework (2024), significant weight should be placed on the need to support economic growth and productivity. Economic benefits will arise from the proposed development in terms of employment. These benefits and considerations are given weight in the overall assessment of the planning balance.

Design

7.90 The application seeks permission to redevelop the site to form the new Hillingdon Watersports Facility and Activity Centre, involving demolition of the existing sailing club building and construction of three new purpose-built zones (Operations, Safety, and Camp), two angler huts, new pontoons and slipways, camping and outdoor activity areas, ecological enhancements and safeguarded habitat land, new pedestrian routes, landscaping and screening, an internal access road, localised dredging, and relocation of Broadwater Sailing Club to the south of the lake, together with provision of coach drop-off, vehicle parking and cycle parking.

Landscape and Visual Impact

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

7.92 Broadwater Lake is a semi-natural, post-industrial valley-floor landscape, shaped by historic gravel extraction that left rectilinear lake edges, remnant concrete slabs, former slurry tanks and irregular islands, all now softened by extensive self-colonised broadleaved woodland of varying quality, including large areas of pioneer and invasive vegetation. The site sits within the Metropolitan Green Belt, the Colne Valley Regional Park and the Mid-Colne Valley SSSI, giving it elevated ecological value despite its disturbed origins. It is framed by wider waterbodies, woodland blocks, hedgerows, grazing land and small fields, with the Grand Union Canal forming its eastern boundary and major infrastructure, including the M25, A412 and the HS2 Colne Valley Viaduct, introducing movement and noise into an otherwise quieter waterside setting. Recreational activity is integral to its character, with existing sailing, angling and extensive public rights of way

contributing to a landscape where nature conservation, recreation and industrial legacy are closely interwoven.

7.93 The Council's Design Officer has assessed the revised scheme and confirms that it has made positive progress, particularly through positioning development on existing hardstanding, minimising tree removal, reducing massing, and incorporating ecological and landscape enhancements. The Landscape and Visual Impact Assessment indicates minimal visual impacts due to effective tree retention, with only temporary effects during construction. The overall site layout, which prioritises pedestrian space, limits vehicular access, and separates activity zones, is supported.

7.94 The Design Officer does note that the massing of the proposed buildings could be reduced further. The Design Officer comments that the materiality also requires refinement, with reservations expressed about the commercial appearance of standing seam cladding, extensive curtain walling, and exposed structures. The arrival space, coach drop-off, bin and bike storage arrangements, and some landscape details, particularly around tree-planting levels, caving areas, and zip-wire infrastructure, require improvement. Boundary treatments must ensure ecological permeability and avoid harm to existing trees. Lighting is appropriately limited but must demonstrate strict controls to protect the SSSI.

7.95 The Applicant maintains that the proposals have undergone significant refinement to reduce building massing, improve landscape integration, and ensure sensitivity to the site's Green Belt and SSSI context. Key amendments include reduced footprints and heights for the Operations and Camping Zone buildings, removal of high-impact elements such as the zip-line, and relocation of activity structures to minimise ecological disturbance.

7.96 The Applicant emphasises that essential operational and accessibility requirements, such as adequate changing facilities, inclusive shelter, and space for plant equipment, drive the remaining built form. Material choices, including zinc and flint, are defended as durable, low-maintenance, and contextually appropriate. The layout is described as landscape-led, with buildings sited on existing hardstanding to avoid tree loss, maintain openness, and protect sensitive habitats.

7.97 The Applicant also confirms that lighting will be tightly controlled, boundary treatments will avoid harm to existing trees and wildlife movement, and detailed specifications for materials, shelters, activity areas and planting will be secured by planning condition. Overall, the design team asserts that the revised scheme is sensitive, compliant with policy, and shaped by extensive dialogue with the Council, ecologists, and stakeholders, and therefore merits planning support.

7.98 Officers are satisfied that the extent of the proposals have been sufficiently justified and rationalised. The materiality is also considered to be acceptable in principle, subject to securing acceptable details by condition. It is agreed that the proposals are ecology and landscape-led and the proposal would integrate positively into the landscape.

7.99 Details of the proposed materials, lighting scheme, and landscape scheme shall be secured by Conditions 27, 28, 29, 30, 31, 34 and 46. Subject to such conditions, the developments shall secure an acceptable level of design quality. Accordingly, the development is considered to be acceptable in design and visual impact terms, in compliance with Policy BE1 of the Hillingdon Local Plan: Part 1 (2012), Policy DMHB 11 of the Hillingdon Local Plan: Part 2 (2020), Policy D3 of the London Plan (2021), and paragraph 131 of the NPPF (2024).

Accessibility

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

7.101 The Council's Access Officer has been consulted and confirmed that there are no fundamental accessibility issues, subject to conditions which secure the detail of the building entrances, accessible facilities and provision of evacuation lifts. Subject to Condition 33, the development is considered to accord with the requirements of Policy D5 of the London Plan (2021).

Security

7.102 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).

7.103 The proposal makes security provisions, including the provision of fences to secure the site. Condition 52 is proposed to ensure that secured by design accreditation is achieved. Subject to this condition, the proposal would accord with Policy DMHB 15 of the Hillingdon Local Plan: Part 2 (2020) and Policy D11 of the London Plan (2021).

Fire Safety

7.104 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.

7.105 A Gateway One Fire Statement has been submitted and has been prepared by a suitably qualified third-party assessor. This demonstrates consideration of fire safety principles early in the development process. The London Fire Brigade have been consulted and have highlighted risks associated with poorly installed PV systems and green roofs, noting that all relevant regulations and guidance should be followed. The GLA have also commented that the submission of a final and detailed Fire Statement is required. Officers consider this to be a matter which can be resolved by planning condition. Should the GLA require further information prior to the determination of the application, this can also be resolved at the Stage

2 of the GLA referral process. Notwithstanding, Condition 45 is proposed to secure the final detailed Fire Statement. Subject to this condition, the proposed would accord with the requirements of Policy D12 of the London Plan (2021).

Heritage

Designated and Non-Designated Heritage Assets

7.106 In accordance with Section 72(1) of the Planning (Listed Buildings and Conservation Areas) Act 1990, the Council must give special attention to the desirability of preserving or enhancing the character or appearance of a conservation area when assessing development proposals within it. This statutory duty carries considerable importance and weight in the decision-making process and means that any identified harm, whether minor or less than substantial, must be clearly justified and outweighed by public benefits to be acceptable. The test requires decision-makers to consider not only the physical form of the proposal, but also its impact on the setting, spatial qualities, and distinctive character of the conservation area, ensuring that development responds positively to the area's established architectural and historic significance.

7.107 The site is well enclosed visually but lies in proximity to several assets, summarised below:

- Widewater Lock Conservation Area (partly overlapping the site at the access) and Widewater Lock Cottage (Grade II) to the south-east;
- Black Jacks & Copper Mill Lock Conservation Area to the north-east;
- Harefield Village Conservation Area further east;
- Locally listed barns at Mayling Transport Yard (remnants of Blackwater Farm) to the east; and
- Bridge No. 179 over the Grand Union Canal within the red line, identified here as a non-designated heritage asset due to age/association with the canal.

7.108 The scheme introduces low-scale development set within mature vegetation and consistent with the area's leisure/recreation character. Minor works at the access and limited additional movement (construction/operation) sit against a baseline that already includes quarry traffic. It is concluded that there will be no impact on the significance or setting of the Widewater Lock Conservation Area, the Grade II Listed Widewater Lock Cottage, Black Jacks & Copper Mill Lock Conservation Area and Harefield Village Conservation Area. There is also no impact on the significant or setting of the Maying Transport Yard barns due to screening.

7.109 The existing Council-owned Bridge 179 is non-designated and functions only as a gantry for utilities. It is in poor condition and any works affecting the bridge or canal infrastructure will be limited to sensitive repair or rationalisation, with new utilities installed beneath the canal via directional drilling to avoid disturbance. If further works are required, full technical details, including construction

methodology, heritage and ecological assessments, lighting, and future maintenance arrangements, are secured by Condition 26.

7.110 Subject to appropriately worded conditions, the proposed development would accord with Policies DMHB 1, DMHB 2, DMHB 3 and DMHB 4 of the Hillingdon Local Plan: Part 2 (2020) and Policy HC1 of the London Plan (2021).

Archaeology

7.111 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.

7.112 The site is not located within an Archaeological Priority Area. Broadwater Lake has been heavily altered by historic mineral extraction, which has removed archaeological remains across most of the former quarry. However, recent geotechnical investigation on the peninsula has identified apparently undisturbed alluvial deposits and gravel surviving beneath made ground in the area of the former quarry plant.

7.113 The Colne Valley Archaeological Priority Zone, which lies just east of the former quarry, is known for its nationally significant post-glacial hunter-gatherer sites, typically found at the interface between alluvial deposits and underlying gravels. Despite this, the proposed development's groundworks are confined to previously disturbed quarry land, with only limited surface-level works in areas where natural deposits remain.

7.114 On this basis, GLAAS concludes that the scheme is unlikely to harm any heritage assets of archaeological interest, and therefore no further archaeological assessment or conditions are required. Accordingly, the development would accord with the requirements of Policy DMHB 7 of the Hillingdon Local Plan: Part 2 (2020).

Residential Amenity

Impact on Neighbours

7.115 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.

7.116 Within the wider area, neighbouring residents are located in South Harefield to the east (40m away at the closest point) and Denham Garden Village to the West (300m away at the closest point). In terms of the immediate locality, the site neighbours two residential properties and one caravan, one of which is located at the entrance point just south of the peninsula and two of which are located along

the existing access, leading to Moorhall Road. The plans indicate that a new car parking area is proposed to be located next to one residential property and at least 100m away from the residential properties on the access road. Consideration is therefore given to the use of buffer planting and design of car park lighting to avoid spillage into the neighbouring premises.

7.117 The external lighting scheme is limited to the external areas of the development, including entrances into the site, parking, walkways as well as the main facades of the proposed buildings. The proposed lighting design is simple and unobtrusive given that the key aim is to illuminate the site features and aid wayfinding whilst causing minimum impact on the surrounding environment and neighbouring properties. The final detail of the lighting scheme is proposed to be secured by Condition 46 and would ensure no detrimental impacts arise to neighbouring residents. Please refer to paragraphs 7.119 to 7.121 below for consideration of the noise impacts on these neighbours.

7.118 Based on the size and siting of the proposed development, it is not considered likely that such a proposal would have a significant detrimental impact on the outlook, amenity, daylight and sunlight of adjacent properties. As such, the development is not considered contrary to Policy DMHB 11, Part B, of the Hillingdon Local Plan: Part 2 (2020).

Environmental Issues

Noise

7.119 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).

7.120 The updated Noise Impact Assessment, incorporating the January 2026 Technical Note, confirms that construction and operational noise from the Hillingdon Watersports Facility and Activity Centre will not give rise to significant adverse effects. Baseline and HS2-future modelling show a predictable acoustic context, and while short-term exceedances of LOAEL (Lowest Observed Adverse Effect Level) or SOAEL (Significant Observed Adverse Effect Level) may occur during specific activities such as road construction or demolition, refined analysis demonstrates that previously identified UAEL (Unacceptable Adverse Effect Level) exceedances were overstated due to conservative assumptions and omission of the required temporal criteria. With corrected thresholds and realistic duration modelling, no unacceptable noise effects are anticipated, and all impacts can be effectively mitigated through best practicable means measures secured in a Construction Environmental Management Plan (CEMP). This is proposed to be secured under Condition 16, alongside Condition 6 which controls noise levels of the building services and plant.

7.121 The Council's Noise Specialist has been consulted and confirms no objection to the proposals. Overall, the assessment concludes that, subject to implementation of recommended construction controls and good acoustic design, the development will not result in significant adverse noise impacts. 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

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

7.123 The application site is located outside the Hillingdon Air Quality Management Area and outside the catchment area of any identified Air Quality Focus Areas. Given the trip generation reported in the TA, the proposed development is considered to be Air Quality neutral and no further mitigation is deemed necessary during the operation of the site, other than the effective implementation of the proposed Travel Plan. During the construction phase, the appropriate risk mitigation measures for a Low Risk site during demolition, construction and trackout, and for a Medium Risk during earthworks, must be deployed in line with GLA's SPG on The Control of Dust and Emissions During Construction and Demolition (GLA, 2014). Conditions 8 and 16 are proposed to secure these measures, including a Construction & Environmental Management Plan. Subject to such conditions, the proposal is not considered contrary to Policy DMEI 14 of the Hillingdon Local Plan: Part 2 (2020), Policy EM8 of the Hillingdon Local Plan: Part 1 (2012) and Policy SI 1 of the London Plan (2021).

Trees and Landscaping

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

7.125 The site forms part of a densely wooded nature reserve within the Mid Colne Valley SSSI and contains 96 surveyed trees and groups, predominantly willows, birches and alders. Most trees are low (Category C) or moderate (Category B) quality, with no Category A specimens. The proposed watersports and activity centre requires limited tree removals and localised Root Protection Area (RPA) encroachments; however, the assessment confirms these impacts are low in arboricultural terms. Trees recommended for removal are generally of low

individual value or poor condition, and none fall within the SSSI-designated woodland. Replacement planting provides substantial net gain, with new canopy cover exceeding losses by a factor of six. Where structures or surfacing encroach into RPAs, retained trees are assessed as capable of remaining viable provided appropriate mitigation, including no-dig surfacing, low-impact foundations, manual excavation, mulching and arboricultural supervision, is implemented. Additional long-term benefits will result from the 30-year ecology management plan to be undertaken by Hillingdon Council (the Applicant), alongside opportunities for routine woodland improvement, coppicing and pollarding to prolong tree life. Overall, with the recommended protection measures and management approach, the scheme will not have a significant negative effect on the tree resource and is assessed as having a positive overall impact.

7.126 The woodland resource is dominated by willow, alder and birch of generally low-to-moderate quality, with no Category A trees on site. A small number of removals are required to deliver essential buildings, access and activity areas, including 10 trees/groups in total, comprising 1 x Category B (T89), 8 x Category C (T47a, T51, T68 and groups G25a, G26, G27, G28, G30) and 1 x Category U (T72). Modest Root Protection Area (RPA) encroachments are also identified, but these are assessed as low impact and can be managed through standard measures such as tree protection fencing, no-dig surfacing, manual excavation under supervision and mulching, in line with BS 5837:2012. Overall, arboricultural effects are therefore considered to be low.

7.127 To offset these limited losses, the scheme secures a substantial net gain in canopy and habitat. It proposes 175 new specimen trees (including 28 orchard trees) plus 250 willows in submerged planters, 425 new trees in total, and wider woodland, hedgerow and wet-woodland enhancements, resulting in new planting area exceeding canopy loss by a factor of six. These measures are embedded within a long-term, 30-year ecological/woodland management plan and ensuring the retained trees remain viable and the overall effect on the tree resource is positive.

7.128 The final details of hard and soft landscaping are proposed to be secured by Condition 34 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

7.129 Policy G5 of the London Plan (2021) states that major development proposals should contribute to the greening of London and that the target Urban Greening Factor (UGF) score for commercial development is 0.3.

7.130 The Urban Greening Factor score of the proposed development is 0.98, which far exceeds the London Plan requirement of 0.3 for commercial developments as set out in Policy G5 of the London Plan (2021).

Biodiversity Net Gain

7.131 For context, it is noted that the site lies within a SSSI and SINC, so all onsite habitats carry high strategic significance in the statutory metric.

7.132 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).

7.133 Biodiversity has been subject to a third-party review by Arup on behalf of the Local Planning Authority. Notably, a revised Biodiversity Net Gain (BNG) Assessment and BNG Addendum, including new survey data, revised baselines, updated evaluations and refined mitigation proposals, have been submitted for review. Arup have confirmed that earlier concerns, such as insufficient wintering bird data, lack of detail on land-based activities, impacts on otter and eel, and alignment with HS2 mitigation, have now been addressed.

7.134 Arup concluded that the BNG assessment is generally robust and has been prepared by suitably qualified specialists, but there are some discrepancies resulting in small potential overestimation of the post-development biodiversity value. Whilst this is not expected to change the core conclusions or the ES biodiversity findings, it may reduce the overall net gain to a level that no longer meets the minimum 10% requirement at this stage.

7.135 The BNG Addendum submitted confirms that the scheme delivers a 9.72% area-based biodiversity gain, which is less than the 10% gain required. However, as the planning application was originally submitted prior to 12 February 2024, it falls under transitional provisions of the Environment Act and is not legally required to achieve the mandatory 10% BNG threshold. Nevertheless, the Applicant commits to meaningful ecological enhancement, secured through the long-term Management and Enhancement Management Plan (MEMP) (Condition 15).

7.136 The Addendum outlines further opportunities for enhancement, such as expanded marginal vegetation, selective bank re-profiling, and additional reedbed filtration, many of which may be brought forward through the MEMP as monitoring evidence emerges. Floating habitats will continue to be implemented as part of the scheme. Condition 15 is proposed to secure the final detail of the MEMP.

7.137 In response to EA comments, the Addendum confirms that the revised metric correctly incorporates floating habitats, maintains lake condition uplift from moderate to “fairly good,” and clarifies that no enhancements have been claimed for the River Colne given limited site influence and its moderate condition baseline. Updated river assessments and habitat surveys will be undertaken in 2026 to guide future improvement under the MEMP.

7.138 Natural England have also confirmed that they no longer have fundamental objections to the proposal, and that the assessment is appropriate provided a strong, adaptive, fully funded long-term management and monitoring plan is secured as a planning condition. No further ES clarifications were requested.

7.139 Overall, the Addendum is robust and, addresses consultee comments in full. Alongside the MEMP (Condition 15), the final details of a Biodiversity Net Gain Scheme which secures at least 9.72% net gain and maximises net gains in biodiversity value for the development is proposed to be secured by Condition 35. Subject to such conditions, 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 and Drainage

7.140 Policy EM6 of the Local Plan: Part 1 (2012) outlines that 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). Policy DMEI 9 of the Local Plan: Part 2 (2020) outlines that development proposals in Flood Zones 2 and 3 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. The approach in the Development Plan is consistent with Policy SI 12 of the London Plan (2021) and the NPPF (2024).

7.141 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).

7.142 The scheme is supported by an updated Flood Risk, Drainage and Sequential Assessment (FRDSA), reflecting comments from the EA and the GLA. The revised assessment incorporates design updates including land reclamation at the peninsula's northern and northeastern edges.

7.143 A topographical survey confirms varying ground levels across the site, with most of the peninsula and access road lying within Flood Zone 1 (low risk), while the southern parcel lies in Flood Zone 2 and the wider lake area is designated Flood Zone 3. The FRDSA concludes that the peninsula is at low risk from river, small watercourse, surface water, groundwater and reservoir flooding, with reservoir flood risk described as extremely unlikely due to regulatory inspection regimes.

7.144 As part of the proposed peninsula extension lies within Flood Zone 3b (functional floodplain), the scheme includes mitigation measures, such as raising site levels at the camping and operational zones, adopting flood-resilient building design,

and preparing a Flood Warning and Evacuation Plan. Final flood risk management measures are proposed to be secured by Conditions 36 and 51.

7.145 The drainage strategy notes that greenfield runoff rates are unchanged because the site already drains as existing and proposed buildings sit on historic impermeable hardstanding. Sustainable drainage (SuDS) measures, including trench soakaways and permeable surfacing, are incorporated, and foul water will be pumped to the public sewer on Moorhall Road. Final drainage strategy details are proposed to be secured by Conditions 37 and 39.

Representation received from the Environment Agency (EA):

7.146 The EA originally objected to the scheme on the grounds of flood risk. The Flood Risk Assessment submitted was not considered to meet national requirements and did not demonstrate that the development will not increase flood risk elsewhere. The EA stated that the FRA failed to assess how the increase in flood storage capacity and open-water area (716 m^2) might affect downstream flood risk. As Broadwater Lake functions as a flood storage asset, any increased flood capacity could raise water levels entering the River Colne during overtopping or breach events. The EA also noted that the FRA relied on the outdated 2010 Upper Colne model.

7.147 In response to EA concerns regarding flood risk, the Applicant submitted a Flood Risk Clarification Note. They explained that Broadwater Lake is a hydraulically connected gravel pit rather than an impounded reservoir, and that the revised design deliberately ensures cut-and-fill balance so flood storage is not reduced. Using the EA's 2025 Upper Colne hydraulic model, they demonstrate that the proposal results in only a 0.11% increase in open water area, and modelled peak water levels differ by less than 0.5 mm between existing and proposed scenarios. This is too small to influence downstream flood risk. The Note also confirmed that the outfall pipe near the River Colne would operate only infrequently and does not materially affect modelling or flood risk. It was concluded that the scheme does not increase flood risk elsewhere.

7.148 Subject to Conditions 15, 16, 18, 19, 20, 21, 22, 23, 24, 36, 40, 41, and 55, the EA confirmed no objection on the basis of flood risk.

Council Assessment of Flood Risk and Drainage:

7.149 The Council's third-party consultants, Arup, have reviewed the submission with respect to water resources and flood risk and have confirmed that the ES provides clearer baseline data and adequately assesses potential effects on the lake system and surrounding waterbodies. The scale of dredging has been greatly reduced, removing earlier uncertainties. The EA requested an updated flood risk model which has been submitted and resolves any outstanding objections. Accordingly, no fundamental objections have been raised.

7.150 Condition 3 is proposed to require compliance with the submitted FRDSA, and Conditions 37 and 39 are proposed to secure the final details and implementation

of the drainage scheme. Final flood risk management measures are proposed to be secured by Conditions 36 and 51. Subject to such conditions, the proposed development is considered to accord with the NPPF (2024), Policies SI 12 and SI 13 of the London Plan (2021), Policy EM6 of the Hillingdon Local Plan: Part 1 (2012) and Policies DMEI 9 and DMEI 10 of the Hillingdon Local Plan: Part 2 (2020).

Water Infrastructure

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

7.152 Affinity Water, Thames Water and the Greater London Authority have been consulted. During the consultation process, neither Affinity Water and Thames Water raised any fundamental issues with the proposal in respect of water quality, efficiency, and related infrastructure, subject to safeguarding conditions (including Conditions 16, 18, 19, 20, and 21). However, as confirmed by the Greater London Authority, insufficient information has been submitted in respect of the BREEAM standards for Wat 01 credits and water metering and saving measures.

7.153 It is important to determine whether the submission of insufficient information needs to be resolved prior to determination or post approval via way of condition. The information requested is not of a unique nature and the information provided shows compliance with policy to the extent necessary at this stage of the process. Whilst it is accepted further information is necessary there is nothing to suggest that this would not be forthcoming. Securing the information by way of condition would satisfy the requirements of the planning policy. Subject to the Condition 38, the proposed development would accord with Policy SI 5 of the London Plan (2021).

Water Resources

7.154 Water resources refers specifically to the hydrological environment associated with Broadwater Lake and its surrounding water bodies. It covers all components of the water system that could be affected by construction and operation of the proposed development. This includes surface water bodies (lakes, rivers, channels), groundwater resources, drainage and surface water runoff and water quality and pollution risk.

Representation received from the Environment Agency (EA):

7.155 The EA were consulted and commented that the development involves excavation, treatment, and redeposit of waste in a sensitive environment (both for biodiversity and groundwater), but the Applicant had not provided enough information to show the project can meet pollution-prevention requirements. They

emphasised that the scheme will require one or more Environmental Permits, and that planning and permitting should be parallel-tracked to identify risks early. The EA noted that critical elements, such as demonstrating groundwater protection, finalising site layout, confirming the suitability of dredged and reused materials, potential need for abatement technology, and measures to control contamination mobilisation, remained unassessed. They further highlighted practical constraints, including the Applicant's construction timeline being unrealistic if permitting is required. Further detailed evidence on material suitability, pollution control, runoff management, and waste-handling processes was requested.

7.156 The Applicant responded by issuing a Technical Note confirming that no materials containing hazardous substances (as defined by the Joint Agencies Groundwater Directive Advisory Group (JAGDAG) list) would be reused, treated, or deposited on-site, and that no materials posing risks to groundwater or controlled waters would be used. They committed to ensuring all waste-related activities comply with the Environmental Permitting Regulations, obtaining the necessary permits, and testing/classifying all materials prior to reuse to demonstrate suitability and compliance with inert/waste acceptance criteria. The Applicant emphasised that, as a Local Authority, it is experienced in managing permitted waste and operations and concluded that risks to groundwater are adequately controlled through the permitting framework and the safeguards committed to.

7.157 Subject to Conditions 15, 16, 18, 19, 20, 21, 22, 23, 24, 36, 40, 41, and 55, the EA confirmed no objection on the grounds of water resources.

Assessment of Water Resources:

7.158 The Council's third-party consultants, Arup, have evaluated how the proposed development may affect the hydrological environment at Broadwater Lake. The revised ES is considered to set out a comprehensive description of existing water resources conditions, drawing on updated data for groundwater behaviour, lake water quality, drainage pathways and adjacent lakes. The ES confirms that the site currently has no operational foul drainage system and that rainfall largely infiltrates naturally into permeable ground, with only limited public sewer infrastructure nearby. These baseline clarifications address earlier gaps identified in consultation comments.

7.159 The revised development proposals significantly reduce dredging and land-reclamation activity, which in turn reduces risks to water quality and lake hydrodynamics. The updated cut-and-fill assessment shows that dredging is now confined to the eastern channel, producing a net increase in open water volume rather than a reduction. This is a positive change for the water environment, noting that a larger water volume reduces the likelihood of displaced floodwater or adverse hydraulic effects.

7.160 Mitigation for the protection of water resources is proposed through the Construction Environmental Management Plan and Operational Management and Activities Plan. During construction, measures such as controlling dredging methods, preventing sediment mobilisation, and managing storage of materials

will be required to safeguard lake water quality. Operationally, the Applicant must finalise the sustainable drainage strategy, confirm the role of infiltration versus outfalls, and coordinate with water regulators to ensure long-term protection of groundwater abstractions used by Affinity Water. Subject to control secured through condition, significant adverse effects on water quality, groundwater or the wider water environment are unlikely. Conditions 15, 16, 18, 19, 20, 21, 23, 24, 36, 40, 41, and 55 are proposed to be secured.

Land Contamination

7.161 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.

7.162 A Ground Conditions assessment and Phase 1 Contamination Risk Assessment have been submitted with the Environmental Statement, in support of the application. These assessments have been informed by initial Phase II ground investigations and a geo-environmental interpretative report, as well as a ground gas risk assessment and details raised by the Environment Agency in relation to an unregistered historic landfill.

7.163 The Applicant has confirmed that earthworks planned within the limits of the regulated historical landfill will be minimal and limited to parking spaces, upgrading the existing access road, and construction of a shelter and bike shelter/ storage area.

7.164 The submitted assessments have been reviewed by the Council's Contaminated Land Officer and the Council's third party consultant, Arup. It has been confirmed that the information submitted is sufficient and acceptable for this stage of the planning application process. Conditions 18, 19, 20 and 21 are proposed to secure further details of intrusive investigation, quantitative risk assessments, and a detailed remediation strategy. Subject to conditions, the proposal would comply with Policy DMEI 12 of the Hillingdon Local Plan: Part 2 (2020).

Minerals Extraction

7.165 The DMIN policies in the Hillingdon Local Plan: Part 2 (2020) set out how Hillingdon manages minerals extraction and safeguarding. DMIN 1 identifies and protects preferred areas for sand and gravel extraction and safeguards existing aggregates railheads from incompatible development, ensuring mineral resources are not sterilised by surface uses unless justified. DMIN 1A requires that any minerals development demonstrate no significant adverse impacts on amenity, health, water, biodiversity, heritage, aviation safety, land stability, or the highway network. DMIN 2 requires the prior extraction of mineral deposits before non-mineral development occurs, unless deposits are commercially unviable, environmentally unacceptable to extract, or outweighed by overriding community need. DMIN 3 mandates Environmental Impact Assessments, environmental management systems, and clear restoration and aftercare plans to return land to

its previous quality or beneficial after-uses such as recreation or habitat creation. DMIN 4 promotes the re-use and recycling of construction, demolition and excavation waste, supporting on-site processing and the substitution of recycled materials for primary aggregates, particularly at active extraction and landfill sites.

7.166 The wider Broadwater Lake area had been worked for sand and gravel extraction from the 1960s until the late 1990s, and the quarry was decommissioned in 1992. Planning permission ref. 2382/AL/92/0464 (dated May 1992) confirms that Hillingdon Council has registered and formally recognised the continued legal existence of a historic 1948 Interim Development Order (IDO) permission allowing the excavation of minerals by surface working at Broadwater Lake Quarry, Harefield. This registration does not allow quarrying or mineral extraction to resume immediately. Before any extraction can lawfully take place, the operator must submit and obtain approval for a modern scheme of planning conditions, required under the Planning and Compensation Act 1991. There is no record of these conditions being submitted for approval.

7.167 In effect, the site is not considered to be an active minerals extraction site and the proposals would not therefore result in the loss of an existing minerals use. As the development is confined to the southern peninsula, the only factor with the potential to constrain future extraction elsewhere on the site would be the operation of the facility. However, this is not considered to be fundamentally prohibitive in principle, subject to compliance with the relevant regulatory processes. Accordingly, the development is not considered to sterilise an active mineral resource or to preclude the potential for viable extraction to come forward in the future.

Transport

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

Proposed Operation

7.169 The replacement facility will host HOAC's educational and youth-focused activities, with peak weekday use of up to 120 children in summer months and 35 users at weekends. Most weekday groups will arrive by coach or minibus, with minibuses remaining on site all day. Winter use is minimal (8–10 individuals), mainly by car. The site will also continue to be used by Broadwater Sailing Club (BSC) and Gerrards Cross & Uxbridge Angling Society, all accommodated within the new facility.

Staff and Visitor Car Parking

7.170 Appendix C, Table 1, of the Hillingdon Local Plan: Part 2 (2020) confirms that car parking requirements for community centres should be determined on an individual basis.

7.171 The development proposes 50 car parking spaces, comprising:

- 36 standard bays
- 6 Active EV charging bays
- 6 Blue Badge bays
- 2 minibus spaces

7.172 Car and minibus drop-off/pick-up areas and a coach turning circle are also provided. This replaces the informal circa 45 vehicle parking currently on site. This has been reviewed and accepted by the Council's Highways Authority.

Disabled Person Car Parking

7.173 Six disabled parking bays are proposed, meeting the London Plan (2021) Policy T6.5 and Sport England Accessible Sports Facilities Guidance, which requires 6% provision. This is accepted and proposed to be secured under Condition 34.

Electric Vehicle Charging Points (EVCPs)

7.174 Policy T6 of the London Plan (2021) states that where car parking is provided in new developments, provision should be made for infrastructure for electric or other Ultra-Low Emission vehicles. All operational parking should make this provision, including offering rapid charging. This includes parking for vehicles which are required for the function of a building or the activities within it. This can include spaces for fleet vehicles, taxis or loading bays, but does not include parking for personal travel such as commuting.

7.175 The scheme includes six active EV charging points. Provided all operational parking spaces are provided with electric vehicle charging infrastructure, this provision is accepted and proposed to be secured under Condition 34.

Cycle Parking

7.176 A total of 42 cycle parking spaces are provided, including 18 long-stay and 24 short-stay. The Highways Authority requests a Parking Design & Management Plan to clarify exact locations and ensure all long-stay cycle spaces are secure, sheltered and accessible. The details of the proposed cycle parking are proposed to be secured by Condition 34.

Parking Design and Management Plan

7.177 In order to ensure safe and efficient on-site movement and protect pedestrian users, a Parking Design and Management Plan is required by condition and must cover:

- Access and circulation
- Management of car, minibus and coach parking
- Drop-off and collection arrangements
- Cycle parking strategy

7.178 Accessible car parking provision and passive electric vehicle charging facilities have been proposed, requiring that these provisions are reviewed and uplifted in accordance with demand. The detail of a parking design and management plan is proposed to be secured under Condition 48.

Trip Generation

7.179 Trip generation is based on real-world data from HOAC's former Dews Lane site. Peak periods for the development would occur during the summer months from April to September, when demand is highest due to school term-time outdoor learning programmes, large educational group visits, and the availability of good weather that enables a full range of water-based and land-based activities. During this period, the Centre can host up to 120 children per weekday and 30–35 users at weekends, with additional camping groups increasing activity levels on Fridays through Sundays. These months are therefore defined as "peak" because they represent the maximum intensity of visits, staffing, and operational activity at the site.

7.180 In contrast, the off-peak period from October to March reflects a substantial reduction in demand, driven by colder weather, reduced daylight hours, and school/organisation scheduling patterns. During this time, only 8–10 visitors per day typically attend, mainly for sailing activities, and staffing levels reduce accordingly. As a result, the off-peak period is characterised by significantly lower trip generation and limited operational scope, making it the quieter season for the site.

7.181 Please refer to Tables 9 and 10 for a summary of Summer peak weekly trip totals and a breakdown of the Summer peak trips by user.

Table 9. Summer Peak Weekly Trip Totals

Day	Arrivals	Departures	Total movements	Notes
Mon–Thu	19	19	38	Outside peak hours
Fri	23	19	42	4 PM-peak trips
Sat	20	20	40	10:00–15:00
Sun	20	24	44	Camping departures

Table 10. Summer Peak User Trip Breakdown

User/Vehicle	Mon–Thu	Fri	Sat	Sun	Notes
Coaches	3 in / 3 out	3 in / 3 out	-	-	Weekday groups
Minibuses (weekday)	3 in / 3 out	3 in / 3 out	-	-	SEND groups
Cars (weekday)	3 in / 3 out	3 in / 3 out	-	-	Drop-offs
Minibuses (weekend)	-	-	2 in / 2 out	2 in / 2 out	Weekend groups
Cars (weekend)	-	-	5 in / 5 out	5 in / 5 out	Weekend users
Camping – Minibuses	-	4 in / 0 out	-	0 in / 4 out	Fri arrivals / Sun dep
Camping – Cars	-	-	4 in / 4 out	4 in / 4 out	Supervis-ors
Staff – Permanent	8 in / 8 out	8 in / 8 out	6 in / 6 out	6 in / 6 out	Staff shifts
Staff – Seasonal	-	-	3 in / 3 out	3 in / 3 out	Ad-hoc
Deliveries	2 in / 2 out	2 in / 2 out	-	-	Weekday only

7.182 It is concluded that the proposed development would generate relatively low levels of vehicle activity, with up to 19 arrivals and 19 departures per day Monday–Thursday, 23 arrivals and 19 departures on Fridays, 20 arrivals and 20 departures on Saturdays, and 20 arrivals and 24 departures on Sundays, with around 16 daily trips in the off-peak season, all largely occurring outside network peak hours. These trips arise from relocated HOAC operations, meaning they are treated as already present on the wider road network, while existing Broadwater Sailing Club and angling activity would remain unchanged, so the Addendum identifies no increase in their trips. As a result, although these vehicle movements will now use the Moorhall Road/Boyers Pit access, it is concluded that there is no net increase in highway network demand, only a redistribution of existing trips. Subject to the proposed mitigation, including travel plan, Healthy Streets and Active Travel Zone measures, the transport impacts are accepted.

Healthy Streets and Active Travel Zone Assessment

7.183 The Applicant did not provide a complete Active Travel Zone (ATZ) assessment, so the Highway Authority undertook its own. The Highway Authority identified missing dropped kerbs and tactile paving at several locations around Moorhall Road. The Canals and River Trust canal enhancement project from Moorhall Road to Black Jacks Lock was also identified. In combination, a £177,800 contribution was agreed to deliver these improvements, supporting mode-shift targets. This is proposed to be secured under UU HoT ii.

7.184 A S278 highways agreement is also proposed to secure the identified Moorhall Road junction works to better facilitate active travel. This is proposed to be secured under UU HoT iv.

Sustainable Travel

7.185 The Transport Assessment Addendum demonstrates that, while the site's rural setting naturally limits the extent of travel by walking, cycling and public transport, the development has nonetheless maximised opportunities for sustainable travel wherever realistically achievable. A comprehensive package of measures is included, such as a new dedicated footway along the access road, improved pedestrian crossing arrangements, secure cycle parking for 42 bicycles, electric vehicle charging provision, and a full Travel Plan targeted at reducing single-occupancy car use among staff and local users. Crucially, the nature of the use means the majority of visitors comprise large educational groups arriving by coach or minibus, resulting in very low numbers of individual car trips and ensuring that group travel remains the predominant mode of access. With these measures in place, and having regard to the operational characteristics of the facility and the constraints of its location, the scheme appropriately supports and maximises sustainable travel opportunities and therefore responds positively to concerns raised about reliance on less sustainable modes.

7.186 A detailed and finalised Travel Plan is proposed to be secured under Condition 50.

Construction Logistics Plan and Service Delivery Plan

7.187 Having regard to comments received from TfL and the Highway Authority, a Construction Logistics Plan and a Service Delivery Plan are proposed to be secured under Conditions 17 and 49 respectively.

Transport Conclusion

7.188 Subject to the necessary planning conditions and obligations, the proposed development would not be considered to prejudice conditions on the local highways network, in accordance with Policies DMT 1, DMT 2, DMT 5 and DMT 6 of the Hillingdon Local Plan: Part 2 (2020) and Policies T4 and T7 of the London Plan (2021).

Sustainable Development

Whole-Life Carbon Cycle

7.189 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.

7.190 The Applicant has submitted a Whole Life-Cycle Carbon (WLC) assessment as required. The GLA have provided some further commentary on the information submission. There is sufficient scope to resolve any further comments as part of the GLA Stage 2 referral process. Condition 54 would secure the submission of a post-construction assessment to report on the development's actual WLC emissions. Subject to such a condition, the proposal would accord with Policy SI 2, Part F, of the London Plan (2021).

CO2 Emissions

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

7.192 Following consultation, an amended Energy Statement was prepared and submitted as part of the application. This confirms that the development would achieve an overall carbon emissions saving equal to 35%. This is achieved through the use of high efficiency systems and fabrics, heat pumps, pv panels, and reduced cooling demand. The Council's third-party consultants, Arup, have confirmed that the proposed design achieves substantial CO_2 reductions compared with a Part L baseline and that thermal comfort modelling shows an acceptable risk of overheating within the proposed buildings, indicating that the design responds appropriately to future climate-change scenarios.

7.193 Condition 43 is proposed to secure the finalised energy strategy, alongside detail on monitoring, to ensure compliance with the requirements. A planning obligation is proposed under UU HoT iii to secure a £42,821 contribution to make the development net zero-carbon. Subject to such conditions and planning obligations, the development would accord with Policy SI 2 of the London Plan (2021).

Energy Infrastructure

7.194 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. It is accepted that there are no nearby district heating networks within close proximity to the site and as such, it is not considered necessary, relevant or reasonable to secure a connection by planning condition.

Overheating

7.195 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.

7.196 An Overheating Analysis report has been submitted for review and concludes that all spaces pass TM52, and the building design is suitable to maintain safe and comfortable internal temperatures during hot weather. The Council's third party consultant, Arup, have confirmed that the proposed design does not present any significant overheating concerns. The modelling demonstrates compliance with relevant regulations. Subject to Condition 44 which is to secure the final detailed designs, the development is considered to accord with the requirements of Policy SI 4 of the London Plan (2021).

Circular Economy

7.197 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.

7.198 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.

7.199 A Waste Management Plan has been submitted for consideration and includes dedicated areas for bin storage and collection. The Council's Waste Strategy Officer has not raised any concerns, and the detail submitted is deemed to be sufficient and acceptable.

7.200 A Circular Economy Statement has been submitted for consideration. Whilst the GLA have requested that further information is submitted, it is considered that these matters can be resolved post-committee as part of the GLA Stage 2 referral process. A post-construction circular economy monitoring report is also proposed to be secured by Condition 53. Subject to such a condition, the proposed development would accord with Policy SI 7 of the London Plan (2021).

Digital Connectivity

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

7.202 Condition 7 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

High Speed Two (HS2)

8.1 In August 2018, the Secretary of State for Transport (SoSfT) gave Directions to the local planning authorities named in the Schedule, including Hillingdon Council. All LPA's identified must consult with HS2 for all applications within the identified zone (being that related to the route of the HS2 railway line).

8.2 The Site lies in close proximity to the proposed works on the Colne Valley Viaduct crossing Moorhall Road, with areas of works falling within the redline of the proposal development. HS2 were therefore consulted as part of the planning application process. Following the submission of amendments in November 2025, HS2 confirmed that many earlier concerns have been addressed and raised no objection subject to safeguarding conditions.

8.3 HS2 has commented that there were inaccuracies in the applicant's depiction and terminology regarding gravel islands, but Officers do note that this can be corrected as part of the detailed design process secured by planning conditions (including Condition 34 for final details of the landscaping scheme). HS2 also advised that construction works are not complete, noting that works are ongoing. HS2 have requested to be part of the proposed Steering Group (as secured by Condition 40). To protect the HS2 programme and associated assets, HS2 requests planning conditions requiring a Construction Environmental Management Plan (Condition 16) and a Construction Logistics Plan (Condition 17).

Airport Safeguarding

8.4 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.

8.5 The site is located outside of the 3km perimeters for Heathrow Airport and RAF Northolt, but it within the 3km perimeter for Denham Airport. Denham Airport, the National Air Traffic Services, Heathrow Airport Ltd and the Ministry of Defence have been consulted and have confirmed no safeguarding objections. The proposal is considered to comply with Policy DMAV 1 of the Hillingdon Local Plan: Part 2 (2020).

Environmental Impact Assessment

8.6 Legislation pertaining to Environment Impact Assessments are set out under the Town and Country Planning (Environmental Impact Assessment) Regulations 2017 (or the EIA Regulations). The EIA Regulations set out that any Schedule 1 development and that Schedule 2 development with likely significant effects on the environment (as determined by the Local Planning Authority) will require an EIA.

8.7 Whilst Schedule 1 is not applicable to the Broadwater Lake application, it is noted that Schedule 2 development is defined as follows:

"Schedule 2 development" means development, other than exempt development, of a description mentioned in column 1 of the table in Schedule 2 where—
(a) any part of that development is to be carried out in a sensitive area; or
(b) any applicable threshold or criterion in the corresponding part of column 2 of that table is respectively exceeded or met in relation to that development;

8.8 In connection with the above, the EIA Regulations define sensitive areas as follows:

"sensitive area" means any of the following—
(a) land notified under section 28(1) (sites of special scientific interest) of the Wildlife and Countryside Act 1981;…

8.9 The following schedule is considered to be applicable when assessing the development in respect of the EIA Regulations:

10 Infrastructure projects	
(b) Urban development projects, including the construction of shopping centres and car parks, sports stadiums, leisure centres and multiplex cinemas;	*(i) The development includes more than 1 hectare of urban development which is not dwellinghouse development; or* *(ii) the development includes more than 150 dwellings; or* *(iii) the overall area of the development exceeds 5 hectares.*

8.10 The development is an urban development project on site measuring circa 80ha in area which is notified as a SSSI which is defined as a sensitive area for the purposes of the EIA Regulations. As such, it was agreed that the proposed development would qualify as EIA development and as such an Environment Statement (ES) has been submitted.

8.11 A formal scoping exercise was undertaken, and it was agreed that the following topics were 'scoped in' the ES:

- Biodiversity;
- Water Resources and Flood Risk;
- Ground Conditions and Contamination; and
- Landscape and Visual.

8.12 The ES submitted sets out environmental information about the scheme, including a description of the development, its predicted environmental impacts and the measures intended to mitigate any adverse impacts. It is provided to allow a wider public understanding of the environmental effects of the project.

8.13 The amended 2025 ES has been reviewed by a third-party consultant, Arup, and they have confirmed that it is clear, appropriate, and consistent with both the adopted scoping opinion and relevant EIA guidance. Consultation responses have been properly incorporated, and the ES demonstrates a sound approach to assessing cumulative effects, including both intra-project and inter-project impacts. Arup have confirmed that the Applicant's responses to the Interim Review Report satisfactorily address all previously identified clarifications and Regulation 25 matters, including cumulative effects and Non-Technical Summary updates.

8.14 The consideration of technical matters, including climate change and air quality have been considered and are set out within paras 7.21 to 7.51 (SSSI and Biodiversity), 7.154 to 7.160 (Water Resources), 7.82 to 7.86 and 7.140 to 7.150 (Sequential Test, Flood Risk and Drainage), 7.161 to 7.164 (Ground Conditions and Contamination) and paras 7.91 to 7.99 (Landscape and Visual Impact) of this Committee Report. Subject to the relevant mitigation secured by planning conditions and obligations, any adverse impacts identified are not considered to be significant.

Compliance with EIA Regulation 64(2)

8.15 Hillingdon Council is both the Applicant for the proposed development and the Local Planning Authority responsible for determining the application. As the proposal constitutes EIA development, the Local Planning Authority has implemented appropriate administrative arrangements to ensure that there is a functional separation between the Applicant and the Local Planning Authority, in accordance with regulation 64(2) of the Town and Country Planning (Environmental Impact Assessment) Regulations 2017, to secure objective and impartial decision-making.

Human Rights

8.16 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

8.17 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

8.18 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.

8.19 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.

8.20 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.

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

i. Community Centre Delivery Plan
ii. Healthy Streets/Active Travel Zone Contribution
iii. Carbon Offset Contribution
iv. Section 278 Agreement
v. Employment/Construction Training Scheme
vi. Project Management & Monitoring Fee

Community Infrastructure Levy

8.22 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.

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

8.24 The liability payable for the development is as follows (subject to indexation):
Hillingdon CIL: £0
Mayoral CIL: £241,745.45

8.25 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 planning application seeks to redevelop the Broadwater Lake site to deliver the Hillingdon Watersports Facility and Activity Centre, replacing the former HOAC and continuing its role in providing outdoor and environmental education for young people, including disadvantaged and disabled groups. The scheme includes new watersports, safety, camping and support facilities with accessible accommodation, relocation of the sailing club to the south of the lake, new pontoons and slipways, improved access and parking, and associated landscaping, woodland planting and ecological enhancements, including floating reedbeds and limited dredging.

9.2 The former HOAC facility was lost as a direct consequence of HS2 construction, which permanently removed the site's ability to operate as an outdoor activity centre. A comprehensive Alternative Sites Assessment reviewed 71 lakes within a 20-km radius and concluded that Broadwater Lake is the only viable and deliverable location capable of accommodating the full range of required land- and water-based activities within the HS2 funding agreement. Subject to a suitably worded legal agreement which secures the long-term occupation of the site by HOAC, Officers agree with this conclusion.

9.3 In line with the NPPF (2024) and the Development Plan, the proposal applies the biodiversity mitigation hierarchy and has been designed to minimise effects on the Mid Colne Valley SSSI. Harm is avoided where possible by focusing development on existing hardstanding, concentrating activity in the less sensitive south-east of the site, and significantly expanding the quiet-water refuge. Residual impacts are mitigated through access control, lighting design, vegetation management and limited dredging, with compensation and enhancement provided through habitat creation, island re-profiling and removal, invasive species eradication, and additional biodiversity features. These measures are secured through conditions requiring a Mitigation, Enhancement & Management Plan (Condition 15), an Operational Management and Activities Plan (Condition 41), and a Monitoring, Reporting & Adaptive Management Plan (Condition 55), ensuring ongoing management and adaptive monitoring for the lifetime of the development in agreement with statutory stakeholders. Overall, the scheme delivers a net ecological benefit, strengthens long-term SSSI management, and provides social and community benefits that clearly outweigh the harm identified, in accordance with the Development Plan.

9.4 It is important to compare the impacts of the proposed scheme to the “Do Nothing” scenario. If no development is undertaken, the former HOAC site will remain permanently closed with no viable replacement facility. This would result in the continued loss of outdoor activity provision for schools, SEN groups, PRUs, community clubs and families. The Broadwater Lake site would also remain in an “unfavourable condition” (as confirmed by Natural England) without any management plan, meaning no biodiversity enhancements, habitat restoration, or ecological mitigation would occur, and existing issues such as invasive species and degraded habitat would persist. In this scenario, no improvements to accessibility, safety, landscape quality, flood resilience or community infrastructure would be delivered, and the significant social, educational and environmental benefits associated with the proposed development would not be realised.

9.5 As inappropriate development in the Green Belt, the proposal requires Very Special Circumstances. Officers consider that the substantial social, community, environmental and educational benefits, including reinstating a vital facility for schools, SEN groups, youth organisations, Broadwater Sailing Club, and vulnerable young people, clearly outweigh the identified harm. The design is high quality, visually contained, and acceptable in landscape terms.

9.6 Planning obligations will secure the occupation and operation of the development by HOAC and Broadwater Sailing Club on the site, alongside net-zero carbon measures, sustainable transport improvements, and employment and training benefits.

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

9.8 Due regard has been given to the comments received as part of the consultation process and it is concluded that the proposal complies with the Development Plan. Section 38(6) of the Planning and Compulsory Purchase Act 2004 states that planning applications should be determined in accordance with the development plan unless material considerations indicate otherwise. For the reasons outlined above and within the main body of the report, this application is considered to comply with the Development Plan and is recommended for approval, subject to securing the planning conditions set out in Appendix 1, securing the necessary planning obligations via an appropriate legal agreement, Stage 2 referral to the Greater London Authority and referral to the Secretary of State.

10 Background Papers

Relevant published policies and documents considered in respect of this application are set out in the report. Documents associated with the application (except exempt or confidential information) are available on the Council's website here, by entering the planning application number at the top of this report and

using the search facility. Planning applications are also available to inspect electronically at the Civic Centre, High Street, Uxbridge, UB8 1UW upon appointment, by contacting Planning Services at planning@hillingdon.gov.uk.

APPENDICES

Planning Application

2382/APP/2023/2906

Appendix 1: Recommended Conditions and Informatives

Conditions

1. COM3 **Compliance - Time Limit**

Compliance - Time Limit

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

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

2. COM4 **Compliance - Accordance with Approved Plans**

Compliance - Accordance with Approved Plans

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

Site Location Plan:
1329-HAV-ZZ-XX-DR-A-S2-1000 P01

Site:
HWSFAC-COL-00-XX-DR-L-1010 Rev. 29
HWSFAC-COL-00-XX-DR-L-1108 Rev. 07
HWSFAC-COL-00-XX-DR-L-1109 Rev. 15
HWSFAC-COL-XX-XX-DR-L-1110 Rev. 11
HWSFAC-COL-XX-XX-DR-L-1120 Rev. 19
HWSFAC-COL-00-XX-DR-L-1210 Rev. 10
HWSFAC-COL-XX-XX-DR-L-6189 Rev. 06
HWSFAC-COL-XX-XX-DR-L-6190 Rev. 11
HWSFAC-COL-00-XX-DR-L-6240 Rev. 08
HWSFAC-COL-XX-XX-DR-L-6362 Rev. 08
HWSFAC-COL-XX-XX-DR-L-6420 Rev. 11

Operation Zone:
1329-HAV-Z1-ZZ-DR-A-S2-1100 P01
1329-HAV-Z1-RF-DR-A-S2-1101 P01
1329-HAV-Z1-ZZ-DR-A-S2-2100 P01
1329-HAV-Z1-ZZ-DR-A-S2-2200 P01

Safety Zone:
1329-HAV-Z2-ZZ-DR-A-S2-1102 P01

1329-HAV-Z2-ZZ-DR-A-S2-2101-S2 P01
1329-HAV-Z2-ZZ-DR-A-S2-2201 P01

Camp Zone:
1329-HAV-Z3-ZZ-DR-A-S2-1103 P01
1329-HAV-Z3-ZZ-DR-A-S2-2102 P01

Anglers Shelters:
1329-HAV-ZZ-ZZ-DR-A-S2-1104 P01

Bike Shelter and Refuse Store:
1329-HAV-ZZ-ZZ-DR-A-S2-1105

Thereafter the development hereby permitted shall be retained/maintained for as long as the development remains in existence.

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

3. COM5 **Compliance - Supporting Documentation**

Compliance - Supporting Documentation

The development hereby permitted shall be completed in accordance with the specified supporting plans and/or documents:

Planning:

Planning Statement (Dated November 2025)
Alternative Site Assessment (Dated November 2025)
Very Special Circumstances and Development Benefits (Dated August 2025)
Community Benefits Statement (Dated November 2025)
Equality Impact Assessment V1 (Dated June 2025)

Environment Impact Assessment:

Environmental Statement (including Appendices) (Dated November 2025)
Environmental Statement (ES) Non-Technical Summary (Submitted December 2025)

Design and Heritage:

1329-HAV-XX-XX-RP-A-S2 -0010 Rev. P01 Design and Access Statement (Dated 14th November 2025)
794-PLN-HER-01798 V3 Built Heritage Statement (Dated July 2025)
Archaeological Desk Based Assessment Version 4 (Dated August 2025)

Gateway One Fire Statement Issue P06 (Dated 13th November 2025)
1329-HAV-XX-XX-RP-A-S2-0013 Rev. P02 Schedule of Accommodation (Dated 14th November 2025)
24-070 Rev. P02 Broadwater Sailing & External Lighting Designs Considerations (Dated August 2025)

Environmental:

J20-13430B-10-R01-02-F Rev. 02 Air Quality Assessment (Dated 12th August 2025)
Flood Risk, Drainage and Sequential Assessment (Dated August 2025)
Surface Water Drainage Proposal Clarification Note v1-0 (Dated 9th February 2026)
Surface Water Drainage Proposal Clarification Note v1-1 (Dated 11th February 2026)
J20-13430B-10-R01-02-F Arboricultural Impact Assessment (Dated 17th November 2025)
L-2121-DOC-002 - Rev 6 Addendum Landscape Strategy (Dated 13th March 2026)
13430B-20-R01-03 Rev. 02 Noise Assessment (Dated 8th August 2025)
13430D-20-R01-01 Technical Note - Response to Noise Officer (Dated 9th January 2026)
23-09-03A Phase I Environmental Desk Study Report (Dated September 2023)
23-09-03B Phase II Geotechnical and Geo-Environmental Report (Dated September 2023)
24-070 Issue P02 Utilities Strategy (Dated August 2025)
BNG Addendum - Response to Arup and Environment Agency Comments
Water Framework Directive Assessment Addendum Version 2.0 (Dated 23rd February 2026)
794-ENV-ECO-22815 Outline Mitigation, Enhancement and Management Plan (Dated February 2026)

Sustainability:

C2526351 Whole Life Carbon Assessment (Dated November 2025)
C2526351 Operational Energy Calculation (Dated November 2025)
C2526351 Overheating Analysis (Dated November 2025)
C2526351 Part L Calculations (Dated November 2025)
C2526351 TM54 Energy Report (Dated November 2025)
C2526351 Energy Statement (Dated 6th January 2026)

Transport:

3249/008/001 Transport Assessment Addendum (Dated November 2025)
3249/008/003 Detailed Construction Logistics Plan (Dated November 2025)
3249/008/004 Travel Plan (Dated August 2025)
3249/008/005 Delivery and Servicing Plan (Dated November 2025)
3249/008/005 Parking Design and Management Plan (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 the development complies with the provisions Hillingdon Local Plan Parts 1 (November 2012) and 2 (January 2020) and the London Plan (2021).

4. NONSC **Compliance - Restrict Use**

Compliance - Restrict Use

Notwithstanding the Town and Country Planning (Use Classes) Order (as amended), or in any provision equivalent to that Class in any statutory instrument revoking and re-enacting that Order with or without modification, the development shall not be used for any purpose other than as a community, outdoor activity and recreation centre with seasonal staff accommodation and ancillary uses (Sui Generis).

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).

5. NONSC **Compliance - Seasonal Accommodation**

Compliance - Seasonal Staff Accommodation

The seasonal staff accommodation hereby approved (as shown on drawing ref. 1329-HAV-Z1-ZZ-DR-A-S2-1100 P01) shall be used and occupied by staff only (Sui Generis) between 1st April and 30th September of the year. The approved seasonal staff accommodation shall not be used for the purposes of traditional Class C3 residential accommodation.

REASON
To ensure that the use approved is as intended and not for the purposes of traditional Class C3 residential accommodation which would be inappropriate and unacceptable development within the SSSI and Green Belt, in accordance with the National Planning Policy Framework (2024).

6. NONSC **Compliance - Noise Limits for Normal Operation**

Compliance - Noise Limits for Normal Operation

For the lifetime of the development hereby permitted the rating level (LAr) of noise caused by the building services and / or fixed plant shall not exceed:

42 dB LAr 15 min for any fifteen-minute period between 2300 and 0700, and

45 dB LAr 1 hour for any one-hour period between 0700 and 2300,

determined one metre free field external to any window or door of any permanent residential, in accordance with 'Methods for rating and assessing industrial and commercial sound' British Standards Institution BS4142 2014.

REASON
To safeguard the noise environment and the amenity of neighbours, in accordance with Policy DMHB 11 of the Hillingdon Local Plan: Part 2 (2020) and Policy D14 of the London Plan (2021).

7. 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).

8. 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.

9. 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).

10. NONSC **Compliance - SSSI Assents and Compliance**

Compliance - SSSI Assents and Compliance

Prior assent / consent procedures will be followed for any operations where this is necessary and will be managed in accordance with the approved Detailed MEMP (Condition 15). Evidence of the requisite assents/consents and any conditions thereon shall be submitted to the Local Planning Authority on request.

REASON
To ensure compliance with Wildlife and Countryside Act 1981 (as amended) duties for SSSI protection.

11. NONSC **Compliance - Prohibition of Fishing**

Compliance - Prohibition of Fishing - Southern Causeway & Peninsula

No fishing shall take place from the southern causeway or within the peninsula at any time. Appropriate signage and enforcement shall be maintained for the lifetime of the development.

REASON
To reduce disturbance within the designated bird refuge area, in accordance with Policy EM7 of the Hillingdon Local Plan: Part 1 (2012), Policy DMEI 7 of the Hillingdon Local Plan Part 2 (2020), Policy G6 of The London Plan (2021), and the National Planning Policy

Framework (2024).

12. NONSC **Compliance - Electric Craft Speed Limit**

Compliance - Electric Craft Speed Limit

All electrically driven craft used in connection with the operation of the facility shall observe a maximum speed of 3 mph, save in emergencies involving immediate safety of persons, and the operator shall maintain signage, training and enforcement to secure compliance for the lifetime of the development.

REASON
To minimise disturbance to open water bird assemblages, in accordance with Policy EM7 of the Hillingdon Local Plan: Part 1 (2012), Policy DMEI 7 of the Hillingdon Local Plan Part 2 (2020), Policy G6 of The London Plan (2021), and the National Planning Policy Framework (2024).

13. NONSC **Compliance - Lighting**

Compliance - Lighting

All external lighting shall accord with a Lighting Strategy approved under the Detailed MEMP and OMAP (Conditions 15 and 41) and designed to avoid light spill to refuge areas, islands and woodland edges, and to protect bats, birds and other fauna. No other external lighting shall be installed without prior written approval of the Local Planning Authority.

REASON
To avoid disturbance to sensitive species and habitats associated with the SSSI, in accordance with Policy EM7 of the Hillingdon Local Plan: Part 1 (2012), Policy DMEI 7 of the Hillingdon Local Plan Part 2 (2020), Policy G6 of The London Plan (2021), and the National Planning Policy Framework (2024).

14. NONSC **Pre-Com - Seasonal Restrictions to Construction Works**

Pre-Commencement - Seasonal Restrictions for High Noise Activities

No demolition, impact piling or other high noise/high vibration construction activities (including demolition and piling) shall take place outside the October-December window, unless otherwise agreed in writing by the Local Planning Authority in consultation with Natural England on the basis of up-to-date ornithological survey evidence demonstrating no risk of adverse effects on SSSI interest features.

REASON
To avoid disturbance during breeding and moulting periods and early/late winter stress periods, in accordance with Policy EM7 of the Hillingdon Local Plan: Part 1 (2012), Policy DMEI 7 of the Hillingdon Local Plan Part 2 (2020), Policy G6 of The London Plan (2021),

and the National Planning Policy Framework (2024).

15. NONSC **Pre-Com - Mitigation, Enhancement and Management Plan**

Pre-Commencement - Mitigation, Enhancement & Management Plan (MEMP)

No development shall commence until a Detailed Mitigation, Enhancement and Management Plan (Detailed MEMP) for Broadwater Lake and the adjoining peninsula has been submitted to and approved in writing by the Local Planning Authority, in consultation with relevant stakeholders (including Natural England and the Environment Agency). The Detailed MEMP shall be prepared in accordance with the submitted Outline MEMP (RPS/Tetra Tech, Nov 2025) and shall include, as a minimum:

a) A site wide habitat restoration plan covering fen/marginal, scrub, wet woodland and open water habitats, with target conditions, success criteria, and time bound actions;

b) The full design, location and delivery programme for the mitigation and enhancement measures identified in the Outline MEMP (including: remodel Islands #2 and #6; removal of Island #7; sunken willow planters and reedbeds; creation/operation of the year round bird refuge and associated screens; peninsula woodland enhancement; Broadwater Saling Club site reinstatement; reedbeds in the eastern channel; annual vegetation management on Islands #3 and #4; tern rafts/rafts specification; gravel banks; orchard; wildlife pond; bird hide, and Invasive Non-Native Species (INNS) controls);

c) A monitoring schedule for SSSI interest features and water quality, covering construction and operation (including breeding and wintering bird surveys and disturbance surveys at the frequencies set out in the Outline MEMP), survey methods, fixed monitoring locations, reporting format and review triggers;

d) Adaptive management procedures, including (i) thresholds for intervention, (ii) corrective/contingency measures, (iii) a cease/suspend activity mechanism where monitoring demonstrates material risk of damage to SSSI interest features, and (iv) a route for urgent decisions between scheduled Steering Group meetings;

e) A programme for periodic review (minimum every five years) and update;

f) A Steering Group governance framework (membership, decision making, meeting frequency, publication of minutes and escalation), with Natural England and other statutory bodies as core members and provision for appropriate local partners;

g) A schedule of assents/consents and permits under s28G/28H/28I of the Wildlife and Countryside Act 1981 for operations likely to damage the SSSI and the process for seeking such assents prior to works.

Any monitoring reports required pursuant to the approved Detailed MEMP shall be submitted in accordance with Condition 55.

The development shall be carried out and thereafter operated only in accordance with the approved Detailed MEMP.

REASON
To ensure delivery, monitoring and adaptive management of mitigation/enhancement necessary to avoid adverse effects on the Mid Colne Valley SSSI, in accordance with Policy DMEI 7 of the Hillingdon Local Plan: Part 2 (2020), Policy G6 of the London Plan (2021) and the National Planning Policy Framework (2024).

16. NONSC **Pre-Com - Construction & Environmental Management Plan**

Pre-Commencement - Construction & Environmental Management Plan (CEMP)

No development (including site clearance, demolition or other preparatory works) shall commence until a detailed Construction & Environmental Management Plan (CEMP) has been submitted to and approved in writing by the Local Planning Authority, in consultation with relevant stakeholders (including Natural England, the Environment Agency, the Canal & River Trust and HS2 Ltd, Affinity Water and Thames Water as relevant). The CEMP shall be consistent with the submitted outline CEMP, shall cover the entirety of the application site and any adjoining land which will be used during the construction period, and shall include (where applicable):

General Construction Controls

a) A construction programme and phasing plan, including a 24-hour emergency contact number and a procedure for recording, investigating and responding to complaints;

b) A seasonal construction programme to avoid demolition, piling and other high noise/vibration activities during sensitive periods for SSSI interest features, unless otherwise agreed in writing with Natural England based on updated survey evidence;

c) The hours of work for demolition and construction activities (including, where relevant, deliveries/collections and the operation of plant), and arrangements for any works required outside those hours;

d) Details of on-site plant and equipment (including location, screening where relevant, and measures to minimise noise, vibration, dust and emissions), and procedures for its safe storage, operation and maintenance;

Ecological & Environmental Controls

e) Measures to ensure a functioning, year-round refuge area on the lake during construction (including spatial definition, exclusion of access, temporary marker systems, enforcement and site induction), and construction-phase visual and noise screening to protect birds;

f) Monitoring during construction (including any agreed control tests, reference locations and thresholds for behavioural response) to enable adaptive mitigation in real time and reporting arrangements to the Local Planning Authority and consultees, as appropriate;

g) Ecological and environmental management arrangements, including an Ecological Clerk of Works (ECoW) (and any other specialists as required), toolbox talks and site inductions, a pre-commencement check for nesting birds, incident reporting and a stop-works protocol;

h) Measures to minimise the potential for noise and vibration disturbance;

Pollution, Drainage & Materials Controls

i) Air quality mitigation measures, including dust suppression, and measures to control the emission of dust and dirt during construction, in line with the requirements of the Control of Dust and Emissions during Construction and Demolition SPG;

j) Wheel-washing facilities and associated measures to prevent mud and debris being deposited on the public highway;

k) Site drainage control measures and pollution prevention measures relating to storage and handling of fuels, oils, chemicals and other hazardous substances, including leak prevention and leak detection systems, and a spill response protocol requiring immediate notification to Affinity Water and the Environment Agency;

l) Site lighting details, including measures to avoid impacts on biodiversity (including bats) and, where cranes or other tall equipment are proposed, details of obstacle lighting;

Tree, Landscape & Habitat Controls

m) Tree protection measures in accordance with BS 5837:2012 and details of the siting, design and maintenance of security hoardings;

n) Details of ecological mitigation measures, including any specific mitigation in relation to breeding/foraging black redstart (if relevant);

Waste, UXO, CCS & HS2 Interface

o) A scheme for managing, recycling and disposing of waste arising from demolition and construction in accordance with the waste hierarchy and circular economy principles;

p) An Unexploded Ordnance (UXO) assessment to be undertaken and any required mitigation implemented;

q) Details of how the contractor will be registered with and comply with the Considerate Constructors Scheme (or equivalent);

r) Arrangements to demonstrate how any concurrent construction with HS2 works shall not impede the construction of the HS2 works and how HS2 assets will be safeguarded throughout the construction period.

Groundwater Monitoring & Protection

s) A detailed groundwater monitoring plan including: sampling and analytical schedules, monitoring locations and depths, frequency of sampling, procedures for maintenance and decommissioning of monitoring installations, a schedule for interim and final reporting to the Local Planning Authority and Environment Agency, and a contingency plan specifying corrective actions triggered by adverse trends.

Piling / Foundation Works

t) A Piling and Foundation Works Risk Assessment including: a conceptual site model, pile type, number and depth, assessment of groundwater pollution scenarios, a monitoring plan (pre-, during, and post-piling), a reporting schedule, and a contingency plan specifying responses to groundwater deterioration.

Horizontal Directional Drilling (HDD)

u) A HDD Environmental Risk Assessment including: assessment of proposed drilling fluids (e.g. bentonite/polymer), a conceptual site model, groundwater monitoring plan and reporting schedule, a contingency and spill response plan for HDD failures, and measures to prevent pollutant transport between geological layers.

Sewage Pumping Station & Pipeline Pollution Controls

v) Detailed design and pollution prevention measures for any foul pumping station and pipelines including: sewage pipework and tank specifications, pollution control and leak detection systems, monitoring and maintenance schedules.

In-Lake Works Seasonal Restriction

w) No works within Broadwater Lake (including dredging, bank reprofiling, sub-waterline works, installation/removal of structures or floating habitat) shall take place outside October-December inclusive, unless agreed in writing by the Local Planning Authority in consultation with the Environment Agency, supported by updated ecological and water quality evidence.

The development shall thereafter be carried out in strict accordance with the approved CEMP.

REASON
To protect ecological and other environmental receptors (including the Broadwater Lake

SSSI and the Grand Union Canal), safeguard amenity, minimise impacts from construction activities, and safeguard HS2 assets and the HS2 Phase One programme, in accordance with Policies DMEI 7 and DMEI 14 of the Hillingdon Local Plan: Part 2 (2020), Policies G6, D14 and SI 1 of the London Plan (2021), the National Planning Policy Framework (2024) and the HS2 Safeguarding Directions. This is also to ensure that construction works and construction equipment (including cranes and other tall plant) do 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).

17. NONSC **Pre-Com - Construction Logistics Plan**

Pre-Commencement - Construction Logistics Plan (CLP)

No development (including site clearance, demolition or other preparatory works) shall commence until a detailed Construction Logistics Plan (CLP) has been submitted to and approved in writing by the Local Planning Authority (in consultation with HS2 Ltd, Transport for London and any other relevant stakeholders). The CLP shall accord with Transport for London's Construction Logistics Planning Guidance (or any successor document), shall cover the entirety of the application site and any adjoining land which will be used during the construction period, and shall include (where applicable):

a) A forecast programme and the number/type/timing of construction trips (including HGVs), with measures to avoid peak periods;

b) A booking / call-forward system for deliveries and collections, including any consolidated, re-timed or re-routed trips;

c) HGV routing (including enforcement measures) and temporary traffic management and signage proposals;

d) Secure on-site arrangements for loading/unloading, deliveries and drop-off/pick-up, including wheel-washing arrangements and use of an on-site banksman where necessary;

e) Details of parking for site operatives and visitors and measures to ensure satisfactory access and movement for existing occupiers of neighbouring properties during construction;

f) Use of logistics and consolidation centres (including any proposals for consolidation to reduce HGV movements) and collaboration with other sites in the area, where applicable;

g) Proposals for the use of water for freight (where feasible) and measures to re-use materials on site where practicable;

h) A staff travel plan (including measures to encourage active travel) and, where relevant, commitments to achieve FORS Gold standard and 5* Direct Vision Standard (or any successor standards);

i) The proposed vehicle types and sizes, frequency of visits, and hours of arrivals and departures for staff and deliveries;

j) Arrangements to demonstrate how construction traffic and associated logistics activities will not impede HS2 works and will safeguard HS2 assets, where relevant;

k) Arrangements for monitoring, review and updating of the CLP throughout the construction period, including how compliance will be managed and evidenced.

The development shall thereafter be carried out in strict accordance with the approved CLP.

REASON
To ensure construction traffic and servicing are appropriately managed to protect highway safety and the safe and efficient operation of the local highway network, to safeguard amenity and air quality, and to safeguard HS2 assets and the HS2 Phase One programme, in accordance with Policies DMT 1 and DMT 2 of the Hillingdon Local Plan: Part 2 (2020), Policies T4 and T7 of the London Plan (2021) and the HS2 Safeguarding Directions.

18. NONSC **Pre-Com - Groundworks, Excavations, Piling and Dredging**

Pre-Commencement - Groundworks, Excavations, Piling and Dredging

Prior to the commencement of any development involving excavation, piling or dredging, a Groundworks and Dredging Methodology shall be submitted to and approved in writing by the Local Planning Authority, in consultation with relevant stakeholders (including the Environment Agency, Affinity Water and Thames Water). The Methodology shall include:

Foundations & Excavations

a) A Foundations Works Method Statement and Risk Assessment detailing the depth and type of all excavations (including piling), together with mitigation measures such as turbidity monitoring, piling design, and off site monitoring boreholes to prevent migration of pollutants to the public water supply.

Dredging

b) A Dredging Method Statement identifying the maximum depth of dredging and the precise locations within the lake where dredging is proposed.

Groundwater Protection

c) Measures to ensure that excavations and dredging do not enhance connectivity between superficial deposits, surface waters and the Chalk aquifer.
d) Written confirmation that Affinity Water will be notified a minimum of 15 days prior to the commencement of any piling or excavation.

Groundwater Monitoring Programme

e) A detailed groundwater monitoring programme including: sampling/analytical schedules, monitoring locations and frequency, maintenance and decommissioning requirements, schedule for interim and final reports, contingency action plan for adverse monitoring results.

Piling Risk Assessment

f) A Piling/Foundation Works Risk Assessment including: conceptual site model, pile type/number/depth, groundwater pollution scenario assessment, monitoring plan and reporting schedule, contingency plan for groundwater quality deterioration.
g) A requirement that any piling works shall take place outside the period June-August, unless otherwise agreed in writing by the Local Planning Authority in consultation with Affinity Water.

Horizontal Directional Drilling (HDD) Method Statement

h) A HDD Environmental Risk Assessment including: risk assessment of drilling fluids (e.g. bentonite), conceptual site model, groundwater monitoring plan, contingency plan for HDD release/loss of fluids, timing/phasing.

Foul Pumping Station Pollution Controls

i) Details of pollution control measures for the foul pumping station including: pipework/tank specification, pollution prevention systems, monitoring/maintenance schedule.

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

REASON
To protect groundwater resources and the public water supply by preventing the mobilisation or migration of contaminants as a result of excavation, piling or dredging, in accordance with Policies DMEI 11 and DMEI 12 of the Hillingdon Local Plan: Part 2 (2020).

19. NONSC **Pre-Com - Contaminated Land Remediation Strategy**

Pre-Commencement - Contaminated Land, Remediation Strategy and Unexpected Contamination

No development (excluding demolition, site clearance and initial ground investigations) shall commence until a Comprehensive Remediation Strategy has been submitted to and approved in writing by the Local Planning Authority, in consultation with relevant stakeholders (including the Environment Agency, Affinity Water and Thames Water). The Strategy shall include:

Site Investigation & Risk Assessment

a) A site investigation incorporating soil, soil gas, surface water and groundwater sampling, together with a full risk assessment prepared by a suitably qualified and accredited specialist.
b) An updated Preliminary Risk Assessment (PRA) and updated conceptual site model, incorporating findings from all investigation phases completed to date.
c) Additional intrusive investigation, where the updated PRA identifies limitations in existing data.
d) A tiered quantitative risk assessment, using the results of intrusive investigations to assess risks to all receptors, including controlled waters.

Remediation Design & Verification

e) Details of all proposed remediation measures and a Method Statement explaining how completion of remedial works will be verified.
f) An options appraisal, including sustainability and treatability assessments of potential remediation techniques.
g) A detailed Remediation Strategy and Verification Plan, describing performance criteria, monitoring requirements, and verification procedures.

Watching Brief

If contamination not previously identified is found at any stage of development or remediation, works in the affected area shall cease and an Addendum Remediation Strategy shall be submitted to and approved by the Local Planning Authority prior to recommencement.

Verification

Following completion of the remediation works, a Verification Report shall be submitted to and approved in writing by the Local Planning Authority prior to occupation or use of any part of the development.

Imported Soils

All imported soils shall be clean, free from contamination, and independently tested prior to use. Test results and interpretive reports shall be submitted to and approved in writing by the Local Planning Authority before the soils are brought onto site.

REASON
To ensure the safe development of the site, to protect future occupiers and neighbouring land, and to prevent pollution of controlled waters and the public water supply, in accordance with Policies DMEI 11 and DMEI 12 of the Hillingdon Local Plan: Part 2 (2020).

20. NONSC **Pre-Com - Surface Water Drainage Scheme**

Pre-Commencement - Surface Water Drainage Scheme

Prior to the commencement of development, a Final Surface Water Drainage Scheme shall be submitted to and approved in writing by the Local Planning Authority, in consultation with relevant stakeholders (including the Environment Agency, Affinity Water, Thames Water and Natural England). The Scheme shall:

a) Incorporate sustainable drainage measures that prevent the mobilisation of contaminants;
b) Exclude infiltration drainage in any areas of known or suspected contamination;
c) Demonstrate protection of groundwater and the public water supply during both the construction and operational phases.

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

REASON
To ensure that surface water drainage does not mobilise contaminants into groundwater or enhance pathways to the Chalk aquifer, in accordance with Policies DMEI 11 and DMEI 12 of the Hillingdon Local Plan: Part 2 (2020).

21. NONSC **Pre-Com - Broadwater Sailing Club Area Contamination**

Pre-Commencement - Broadwater Sailing Club Area (Unexpected Contamination)

If, during works to the existing Broadwater Sailing Club buildings, contamination not previously identified is discovered, all development on the northern bank of the lake shall cease until:

a) An Intrusive Ground Investigation has been undertaken to assess risks and identify appropriate techniques to prevent the displacement of shallow contamination to greater depths; and
b) A remediation and monitoring plan has been submitted to and approved in writing by the Local Planning Authority, in consultation with relevant stakeholders (including Environment Agency, Affinity Water, Thames Water and Natural England).

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

REASON
To protect the Chalk aquifer and avoid impacts on public water supply arising from disturbance of previously unidentified contamination, in accordance with Policies DMEI 11 and DMEI 12 of the Hillingdon Local Plan: Part 2 (2020).

22. NONSC **Pre-Com - Lake Restoration Strategy**

No development within 8m of the lake shoreline or work within the lake itself shall take place until a detailed Lake Restoration Strategy has been submitted to and approved in writing by the Local Planning Authority, in consultation with relevant stakeholders (including the

Environment Agency and Natural England). The Lake Restoration Strategy shall be carried out as approved and any subsequent variations shall be agreed in writing by the Local Planning Authority.

The Lake Restoration Strategy must include the following details:

a) The confirmed length/area of lake edge to be improved
b) The planned timeframes for each phase of the restoration work
c) Details of the planned long-term water quality monitoring including proposed trigger levels relating to erosion, vegetation establishment, turbidity, chemical parameters or biological indicators, and a proposal for investigation and remediation if these levels are exceeded.
d) The outline designs for each phase of the long-term restoration proposal, clearly demonstrating the Water Framework Directive quality element that is being mitigated.
e) The designs should include cross sections of the proposed reprofiling and indicative details of the materials to be used.

The development shall thereafter be carried out in full accordance with the approved Lake Restoration Strategy, and all measures shall be retained, monitored, and maintained for the lifetime of the development.

REASON
To ensure WFD compliance of the development and prevent the deterioration of/jeopardise the attainment of good status of Broadwater Lake, ID: GB30641907, in line with the submitted Water Framework Directive Assessment_Addendum_2.0 proposals. To ensure the protection of wildlife and supporting habitat. Also, to secure opportunities for enhancing the site's nature conservation value, in accordance with Policy EM7 of the Hillingdon Local Plan: Part 1 (2012), Policy DMEI 7 of the Hillingdon Local Plan Part 2 (2020), Policy G6 of the London Plan (2021), and the National Planning Policy Framework (2024).

23. NONSC **Pre-Com - Legally Protected Species - European Eel**

Pre-Commencement - Legally Protected Species Plan - European Eel

No development shall take place until a European Eel Protection Plan detailing the mitigation of damage to populations of European eel, a protected species under Eel (England and Wales) Regulations 2009, and their associated habitat has been submitted to and approved in writing by the Local Planning Authority, in consultation with relevant stakeholders (including the Environment Agency and Natural England). The Plan must consider the whole duration of the development, from the construction phase through to development completion. Any change to operational responsibilities, including management, shall be submitted to and approved in writing by the Local Planning Authority. The European Eel protection plan shall be carried out in accordance with a timetable for implementation as approved.

It shall include the following elements:
a) Outline how any compensatory measures and mitigations are explicitly intended to benefit

European eel.
b) Details about the location, extent and design of marginal habitat enhancement with reference to their benefit for eels.
c) Details about the location, extent and design of artificial submerged refuge structures with reference to their benefit for eels.
d) Details of a scheme for the long-term management and protection of the European eel population and its associated habitat.

The development shall be carried out in full accordance with the approved European Eel Protection Plan.

REASON
To protect the European eel and its habitat within the development site, and to avoid damaging the site's nature conservation value, in accordance with Policy EM7 of the Hillingdon Local Plan: Part 1 (2012), Policy DMEI 7 of the Hillingdon Local Plan Part 2 (2020), Policy G6 of the London Plan (2021), and the National Planning Policy Framework (2024).

24. NONSC **Pre-Com - Legally Protected Species - Water Vole**

Pre-Commencement - Legally Protected Species Plan - Water Vole

No development shall take place until a plan detailing the protection of populations of Water Vole, a protected species under The Wildlife and Countryside Act 1981 as amended and their associated habitat has been submitted to and approved in writing by the Local Planning Authority, in consultation with relevant stakeholders (including the Environment Agency and Natural England). The plan must consider the whole duration of the development, from the construction phase through to development completion. Any change to operational responsibilities, including management, shall be submitted to and approved in writing by the Local Planning Authority. The Water Vole protection plan shall be carried out in accordance with a timetable for implementation as approved.

The scheme shall include the following elements:
a) A detailed precautionary method statement to protect this species throughout the construction phase. This should include a pre-commencement check for field signs in accordance with the Water Vole Mitigation Handbook and CIEEM guidance in any areas on the lake shore where construction will take place or impact habitat.
b) Details of the habitat improvements proposed for the operational phase designed to increase structural diversity of the habitat, improve burrowing opportunities and expand marginal foraging habitat relative to the existing baseline. These include removal of artificial shoreline structures at the former Sailing Club frontage; reprofiling of selected banks to create gentler gradients; enhancement and expansion of marginal vegetation; and island edge reprofiling (as proposed within the outline MEMP)
c) Details of the proposed long-term riparian management that ensure Water Vole are considered and protected (this may include control of American Mink and ongoing surveys post development).

The development shall be carried out in full accordance with the approved Water Vole Protection Plan.

REASON
To protect the Water Vole and its habitat within the development site, and to avoid damaging the site's nature conservation value, in accordance with Policy EM7 of the Hillingdon Local Plan: Part 1 (2012), Policy DMEI 7 of the Hillingdon Local Plan Part 2 (2020), Policy G6 of the London Plan (2021), and the National Planning Policy Framework (2024).

25. NONSC **Pre-Com - Continuity of Sports**

Pre-Commencement - Continuity of Sports (Sport England)

No development shall commence until a scheme for the continuity of the existing sports use of the Broadwater Sailing Club facilities during construction has been submitted to and approved in writing by the Local Planning Authority (in consultation with Sport England). The scheme must set out details of the size, location, type and make-up of the facilities together with arrangements for access during construction. The scheme must include a timetable for the provision of the replacement facilities.

The approved scheme shall be implemented and complied with in full throughout the implementation of the development.

REASON
To protect sports facilities from damage, loss or availability of use during the construction of the development and to accord with Policy S5 of the London Plan (2021) and Paragraph 104 of the National Planning Policy Framework (2024).

26. NONSC **Pre-Com - Bridge 179**

Pre-Commencement - Bridge 179

No works to Bridge 179, or any works involving utilities crossing over or under the Grand Union Canal, shall commence until full details of the proposed bridge works and associated service connections have been submitted to and approved in writing by the Local Planning Authority, (in consultation with the Canal & River Trust). The submitted details shall include:

a) A detailed Heritage Assessment of the existing bridge structure;
b) A full bat roost assessment and method statement;
c) Detailed design drawings showing all temporary and permanent works;
d) Detailed construction methodology, including compliance with the Canal & River Trust "Code of Practice for Works Affecting the Canal & River Trust";
e) Method and alignment of all utilities/service crossings, including Horizontal Directional Drilling details;
f) Details of temporary and permanent lighting;

g) Measures to ensure safe clearance from the bridge to the waterway and towpath;
h) Future ownership, management and maintenance responsibilities for all works.

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

REASON
To ensure the protection of the Grand Union Canal, safeguard navigation, protect the non-designated heritage asset interest, ensure ecological protection (including bats), and avoid adverse impacts on the structural integrity and amenity of the waterway, in accordance with Policies HE1, EM3 and EM7 of the Hillingdon Local Plan: Part 1 (2012), Policies DMHB 1, DMEI 7, DMEI 8 of the Hillingdon Local Plan: Part 2 (2020), Policies G6, SI 7 and HC1 of the London Plan (2021) and National Planning Policy Framework (2024).

27. NONSC **Pre-Com - Materials and Elevational Details**

Pre-Commencement - Materials and Elevational Details

Prior to the commencement of superstructure works for the development, a Materials and Elevational Details Schedule shall be submitted to and approved in writing by the Local Planning Authority. The schedule shall include:

a) External walling (including flint and areas of standing seam zinc where the roof "turns down" onto walls), with sample panels on site;
b) Roofing (including zinc colour/finish specification and profiles);
c) Curtain walling and all other glazed systems (including framing sightlines, colours, spandrels, solar control);
d) All exposed metalwork (including balustrades, gates and structure) with RAL/finish;
e) Parapets, copings, soffits, gutters and downpipes; and
f) A 1:20/1:10 key bay detail for each principal elevation demonstrating the junction of wall, roof, glazing and any roof "turn-down".

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

REASON
To secure a robust, context appropriate palette (flint/zinc) and coherent detailing that avoids a commercial appearance and ensures longevity, as explained in the applicant's response, in accordance with Policy DMHB 11 of the Hillingdon Local Plan: Part 2 (2020).

28. NONSC **Pre-Com - Windows, Doors and Framing**

Pre-Commencement - Windows, Doors and Framing

Prior to the commencement of superstructure works for the development, typical window and door details (minimum 1:10 vertical and horizontal sections) shall be submitted to and

approved in writing by the Local Planning Authority. Details shall include frame depth, profiles, finishes, reveals, cills, lintols and interfaces with flint/zinc.

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

REASON
To ensure high quality openings and appropriate junctions where flint construction demands robust framing, in accordance with Policy DMHB 11 of the Hillingdon Local Plan: Part 2 (2020).

29. NONSC **Pre-Com - Safety Zone**

Pre-Commencement - Safety Zone - Photovoltaic Integration & Yard Cover

Prior to installing any rooftop photovoltaics or the partially covered Safety Zone yard roof, final design details shall be submitted to and approved in writing by the Local Planning Authority. The final design details shall show:
a) The PV arrays' extent, fixing method, pitch and alignment flush with roof planes, visual integration measures, and maintenance access (Safety & Camp buildings);
b) The yard's exposed structure and roof materials, demonstrating a coherent relationship with the flint walls and minimising visual bulk on key elevations.

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

REASON
To ensure the photovoltaics arrays and the cut-out yard roof are visually recessive, safe to maintain and compatible with the design language, in accordance with Policy DMHB 11 of the Hillingdon Local Plan: Part 2 (2020).

30. NONSC **Pre-Com - Camp Zone**

Pre-Commencement - Camp Zone - Seasonal Shelter & Massing Control

Notwithstanding the approved drawings and prior to the commencement of above ground construction works for the development, final design details of the Camp Zone shall be submitted to and approved in writing by the Local Planning Authority. The final design details shall show:-
a) Only the changing block has a permanent roof (height as revised); and
b) The activity shelter is an open structure with seasonal tensile cover (removable), and details of fixings, materials and edge treatment.

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

REASON
To reduce building mass, respect Green Belt openness, support inclusive use in varied weather while retaining the "seasonal" character, in accordance with Policies DMEI 4 and DMHB 11 of the Hillingdon Local Plan: Part 2 (2020).

31. NONSC **Pre-Com - Ancillary Structures and Public Realm Details**

Pre-Commencement - Ancillary Structures and Public Realm Details

Notwithstanding the approved plans and prior to the commencement of above ground construction works, comprehensive final design details of all small ancillary structures and minor public realm elements shall be submitted to and approved in writing by the Local Planning Authority. The submission shall include plans, elevations, materials and finishes for: (i) the bin store; (ii) the bike shelter; (iii) anglers' huts; and (v) any other minor buildings or structures, together with public realm enhancements to the arrival/coach bay area.

The submission shall also include an assessment of alternative siting options for the cycle store, demonstrating reasonable exploration of opportunities to relocate the cycle store to a position closer to the main buildings within the Operational Zone and/or Safety Zone, to improve passive surveillance, user safety and convenience. The assessment shall also set out the feasibility of providing a dedicated delivery and servicing bay in the space made available by relocating the cycle store, including swept path analysis and measures to avoid conflict with pedestrians, coaches, minibuses, and other operational movements.

The details shall demonstrate:
a) A consistent rural appropriate palette coordinated with the main buildings, including justification where zinc substitutes for traditional timber boarding on durability or maintenance grounds;
b) For cycle storage, a single row layout should be provided where feasible, including weather protection, safe access, and materials/finishes for all storage structures;
c) A clear evaluation of relocation options for the cycle store nearer to the main buildings, and where feasible the incorporation of a dedicated delivery and servicing bay within the arrival/car park area, in replacement of the existing cycle parking footprint;
d) Siting of the anglers' store/WC that avoids Root Protection Zones, minimises vegetation loss, limits visual prominence, and confirms utilities routing;
e) Arrival sequence enhancements including additional trees (where they do not compromise manoeuvring or existing vegetation), wayfinding, and low level softening to define the coach bay environment.

The development shall be carried out in accordance with the approved details prior to first occupation and shall be retained as such thereafter.

REASON
To secure a coherent family of rural character structures, minimise visual and spatial impact, protect existing trees and landscape features, ensure safe and legible arrival sequences, improve the safety and surveillance of cycle parking, and optimise opportunities for a

dedicated servicing bay, in accordance with Policy DMHB 11 of the Hillingdon Local Plan: Part 2 (2020).

32. NONSC **Pre-Com - Tree/Biodiversity Protection from Activity Areas**

Pre-Commencement - Tree/Biodiversity Protection from Activity Areas

No installation of land based activity structures shall occur until a Land Based Activities Method Statement is approved, to include:
a) Caving area specification confirming an above ground "stacked tube" system placed on existing surface, with any foundations hand dug where within Root Protection Zones;
b) Confirmation that previously omitted high-disturbance features (e.g., zip-line, big-swing) remain excluded;
c) Plans/sections for any remaining low level apparatus beneath the woodland canopy, demonstrating no intrusive footings and protection of ecological corridors.

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

REASON
To control detailed design of activity infrastructure, prevent reinstatement of high disturbance items, and protect trees/biodiversity, in accordance with Policies DMEI 7, DMHB 11 and DMHB 14 of the Hillingdon Local Plan: Part 2 (2020).

33. NONSC **Pre-Com - Inclusive Access**

Pre-Commencement - Inclusive Access

a) Development shall not commence until details of access to building entrances (to include ramped/level approaches, signposting, types and dimensions of door width and lobby openings) to meet the needs of people with disabilities have been submitted to and approved in writing by the Local Planning Authority.

b) The development hereby approved shall accord with London Plan policy D5(B5) and D12(A) to include a minimum of one fire evacuation lift, per stair core, designed to meet the technical standards set out in BS EN 81-76, BS 9991 and/or BS 9999, with all such provisions remaining in place for the life of the development.

The approved facilities should be provided prior to the occupation of the development and shall be permanently retained thereafter.

REASON
To ensure an accessible and inclusive development for everyone and to ensure that the development can accommodate robust emergency evacuation procedures, including measure for those who require step-free egress, in accordance with Policy D5 and D12 of the London Plan (2021).

34. COM9 **Pre-Com - Landscape Scheme**

Pre-Commencement - Landscape Scheme

Prior to commencement of works above ground level, a comprehensive landscape scheme shall be submitted to and approved in writing by the Local Planning Authority, in consultation with relevant stakeholders stakeholders (including the Canal & River Trust and Transport for London). The scheme shall be coordinated with safeguarding and security requirements, protect retained trees and their root protection areas, and demonstrate ecological permeability, and shall include the following:

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

b) Details of Hard Landscaping (including surfacing/kerb details and furniture)
i) Tree pit sections and tree protection measures in accordance with BS5837 (as applicable)
ii) Refuse Storage
iii) Cycle Storage, showing secure and sheltered provision for 42 no. bicycles, including access provisions, in accordance with London Cycling Design Standards
iv) Full details of the means of enclosure and boundary treatments, ensuring ecological permeability and including product details with materials and finish. Where any boundary treatment is proposed along the Grand Union Canal side, the details shall also include: (i) the proposed hybrid solution of hedging/hurdles and any set back mesh located behind existing vegetation; (ii) micro siting of posts to avoid tree root protection zones; (iii) measures to maintain wildlife permeability; and (iv) a method statement for installation adjacent to retained trees.
v) Car Parking Layouts, including 56no. car parking spaces of 42 no. spaces are standard parking bays, 6 no. would be allocated as a disabled persons space, and 6 no. would be served by active electric vehicle charging points. All operational required for the buildings function shall be provided with electric vehicle charging points, including rapid charging.
vi) Surfacing and kerb details for the car park and arrival areas (including any Grasscrete/reinforced grass in front of the Camp Zone to minimise hard surfacing, where proposed)
vii) Hard Surfacing Materials (including the external areas and amenity areas which would be accessible to disabled people, including wheelchair users)
viii) Other structures

c) External Lighting, Ecological Controls & Hours
i) A sitewide external lighting scheme which demonstrates that no light spill to sensitive habitats (including woodland edges/refuge areas) and restricted hours of operation only when the site is in use, and shall include, as applicable: column locations and heights,

luminaires/optics, illuminance plots, and details of controls (including timers/sensors).

d) Details of Landscape Maintenance
i) Landscape Maintenance Schedule for a minimum period of 5 years.
ii) 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.

e) Schedule for Implementation

f) Other
i) Existing and proposed functional services above and below ground
ii) Proposed finishing levels or contours

g) Confirmation of the final Urban Greening Factor score

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

REASON
To ensure that the proposed development will preserve and enhance the visual amenities of the locality, protect retained trees, maintain ecological permeability and an appropriate low-light environment, and provide adequate facilities in compliance with Policies DMHB 11, DMHB 12, DMHB 14, DMT 2, DMT 6, DMEI 7 of the Hillingdon Local Plan: Part 2 (2020) and Policies G1, G5, G6, T5, T6, T6.2 and T7 of the London Plan (2021).

35. NONSC **Pre-Com - Biodiversity Net Gain**

Pre-Commencement - Biodiversity Net Gain

Prior to commencement of above ground works, a Biodiversity Gain Plan demonstrating 9.72% biodiversity net gain for the site shall be submitted to and approved in writing by the Local Planning Authority. The Biodiversity Gain Plan should include:

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

b) 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:

i) Description and evaluation of the features to be managed.
ii) Aims, objectives and targets for management.
iii) Description of the management operations necessary to achieving aims and objectives.
iv) Prescriptions for management actions.

v) Preparation of a works schedule, including an annual works schedule.
vi) Details of the monitoring needed to measure the effectiveness of management.
vii) Details of the timetable for each element of the monitoring programme.
viii) Details of the persons responsible for the implementation and monitoring.
ix) 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 9.72% is not achievable on site, in addition to the Baseline Biodiversity Assessment (a), the following shall be included in the BGP:

c) Off-Site Biodiversity Credits or Statutory Credits: Where on-site measures do not achieve the 9.72% net gain, confirmation of the purchase of off-site biodiversity credits or statutory credits must be provided, including a receipt or proof of transaction as part of the Plan.

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

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

36. NONSC **Pre-Com - Flood Risk Management Details**

Pre-Commencement - Flood Risk Management Details

Prior to commencement of the development (except for demolition, ground and enabling work), the final flood risk management details shall be submitted to and approved in writing by the Local Planning Authority in consultation with the relevant stakeholders (including the Environment Agency).

The scheme shall detail:

a) Pluvial Flood Displacement

i) Demonstration, using final modelling and design drawings, that the development will not displace pluvial floodwater off-site, in accordance with the Flood Risk, Drainage and Sequential Assessment, and that compensatory storage is secured such that there is no net loss of flood storage volume at any time.
ii) Confirmation that the mitigation measures identified in the FRA are secured, including: provision of compensatory storage through lakebed lowering and cut-and-fill balance; implementation of island removal and dredging works to achieve a net increase in open water and flood storage capacity; evidence that peak lake water levels under the proposed scenario remain within acceptable tolerances compared with the existing scenario.

b) Groundwater Flooding
i) Confirmation that groundwater monitoring is to be undertaken (with preference for winter period data), together with final details of any required mitigation measures to address groundwater emergence, groundwater level rise, or groundwater dependent pathways.
ii) Details of how construction phase operations will prevent the mobilisation of contaminants via groundwater pathways, consistent with EA requirements.

c) Sewer Flooding
i) A final assessment of sewer flooding risk, including final mitigation measures to prevent surcharge, backflow, or exceedance flows affecting the site or surrounding land, consistent with the FRA.

d) Implementation
i) A programme setting out when each flood risk mitigation measure will be delivered, ensuring completion prior to first occupation unless otherwise agreed 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 development, for as long as the development remains in existence.

REASON
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).

37. NONSC **Pre-Com - Sustainable Drainage Scheme Details**

Pre-Commencement - Sustainable Drainage Scheme Details

Prior to commencement of the development (except for demolition, ground and enabling work) a sustainable water management scheme for the development 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 development, 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).

38. NONSC **Pre-Com - Water Infrastructure Details**

Pre-Commencement - Water Infrastructure Details

Prior to the commencement of the development (not including demolition and site clearance), water infrastructure details shall be submitted to and approved in writing by the

Local Planning Authority. This detail shall:-

a) achieve at least the BREEAM excellent standard for the 'Wat 01' water category160 or equivalent;
b) incorporate measures such as smart metering, water saving and recycling measures, including retrofitting, to help to achieve lower water consumption rates and to maximise future-proofing;
c) seek to improve the water environment and ensure that adequate wastewater infrastructure capacity is provided; and
d) take action to minimise the potential for misconnections between foul and surface water networks.

The development must proceed and be occupied in accordance with the approved scheme.

REASON
To ensure compliance with Policy SI 5 of the London Plan (2021).

39. NONSC **Pre-Occ - Sustainable Drainage Scheme Verification**

Pre-Occupation - Sustainable Drainage Scheme Verification

Prior to first occupation of the development, 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 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).

40. NONSC **Pre-Occ - Steering Group Establishment & Function**

Pre-Occupation - Steering Group Establishment & Function

Prior to first occupation of the development, the applicant shall establish the Steering Group identified in the Outline MEMP. The Group shall include, as core members, Natural England, the Environment Agency, HS2, the Canal & River Trust; and provide for representation from appropriate local partners. The Group shall meet at least quarterly for the first two years of operation and at least biannually thereafter, and shall have remit to:

a) Oversee implementation of the MEMP/OMP, monitoring and reporting;

b) Make recommendations/decisions on adaptive measures and urgent responses to monitoring;
c) Endorse the 5 yearly review and updates to the Detailed MEMP/OMAP;
d) Publish summary minutes and annual statements of progress.

The facility shall be operated in accordance with any adaptive measures agreed by the Steering Group and approved by the Local Planning Authority where relevant.

REASON
To secure effective, timely and transparent governance of SSSI protection and site management, in accordance with Policy EM7 of the Hillingdon Local Plan: Part 1 (2012), Policy DMEI 7 of the Hillingdon Local Plan Part 2 (2020), Policy G6 of The London Plan (2021), and the National Planning Policy Framework (2024).

41. NONSC **Pre-Occ - Operational Management and Activities Plan**

Pre-Occupation - Operational Management & Activities Plan (OMAP)

Prior to the first occupation of any building or the commencement of any water based or land based activity, a consolidated Operational Management & Activities Plan (OMAP) shall be submitted to and approved in writing by the Local Planning Authority, in consultation with relevant stakeholders (including Natural England and the Environment Agency). The OMAP shall incorporate and give effect to the requirements of the Detailed MEMP (Condition 15) and shall comprise, without limitation, the following:

a) Operational Management Requirements

i) Day-to-day disturbance minimisation controls, including staffing arrangements, site rules and enforcement procedures, staff/user induction processes, signage strategies, user agreements, and complaints handling mechanisms.
ii) Definition, mapping, operation and maintenance of the Bird Refuge, comprising: a minimum of 14.7 ha undisturbed open water as per the Outline MEMP, physical demarcation features (e.g., sunken willows/marker lines, reedbeds/screens), access restrictions, and ongoing maintenance arrangements.
iii) Disturbance control measures, including: no fishing from the southern causeway and peninsula; a 3 mph speed limit for electrically driven craft (other than in genuine emergencies); visual and acoustic screening at the woodland/camping edge; access management measures including gates, fencing, and associated security as set out in the Outline MEMP.
iv) Operational monitoring programme covering breeding and wintering birds, disturbance surveys, reporting arrangements to the Steering Group, the Local Planning Authority, and Natural England, and adaptive management triggers, including temporary cessation of specific activities if monitoring indicates material risk or harm.

b) Land Based Activities Schedule

The OMAP shall include a definitive Schedule of Land Based Activities, which shall:
i) Exclude high disturbance activities expressly removed from the proposal (including the zip line and big swing), as well as any other activity identified by the Steering Group as incompatible with SSSI protection.
ii) Specify, for each permitted land based activity: geographic location, maximum participant numbers, hours of operation, and any applicable seasonal restrictions.
iii) Set out a formal mechanism for adding, modifying, or removing activities, subject to review by the Steering Group and appropriate assessment against the MEMP and the OMAP, and subject to approval by the Local Planning Authority in consultation with Natural England.

Only those land based activities listed as "permitted" within the approved OMAP may be undertaken on the site unless otherwise agreed in writing by the Local Planning Authority in consultation with Natural England.

Where operational monitoring is required under the approved OMAP, the submission and approval of such monitoring shall be undertaken in accordance with Condition 55.

The facility shall be operated at all times in full accordance with the approved OMAP, including all operational controls, Bird Refuge measures, monitoring requirements, and limitations on land based activities.

REASON
To ensure that operational and activity based controls protect the SSSI features, to remove or restrict activities that may cause undue disturbance, and to maintain adaptive management throughout the life of the development, in accordance with Policy EM7 of the Hillingdon Local Plan: Part 1 (2012), Policy DMEI 7 of the Hillingdon Local Plan Part 2 (2020), Policy G6 of the London Plan (2021), and the National Planning Policy Framework (2024).

42. NONSC **Pre-Occ - Delivery of Key Physical Mitigation**

Pre-Occupation - Delivery of Key Physical Mitigation

Prior to first occupation of the development, the following mitigation measures shall be completed and made operational in accordance with the approved Detailed MEMP (Condition 15):

a) Demarcation and screening between the sailing area and bird refuge (sunken willows, floating reedbeds and any marker lines);
b) Visual disturbance screens along the western edge of the woodland/camping zone;
c) Navigation and open water adjustments (remodel Islands #2 and #6; removal of Island #7) where specified to offset land reclamation and secure net open water benefit;
d) Initial tranche of refuge habitat measures, including annual vegetation clearance on Islands #3 and #4 and installation of agreed number and specification of tern rafts; and
e) Broadwater Sailing Club site ecological reinstatement.

Thereafter, the measures shall be retained and maintained in accordance with the Detailed MEMP.

REASON
To ensure essential physical mitigation and refuge function are in place before activity commences, in accordance with Policy EM7 of the Hillingdon Local Plan: Part 1 (2012), Policy DMEI 7 of the Hillingdon Local Plan Part 2 (2020), Policy G6 of The London Plan (2021), and the National Planning Policy Framework (2024).

43. NONSC **Pre-Occ - Energy Monitoring, Recording and Reporting**

Pre-Occupation - Energy Monitoring, Recording and Reporting

Prior to first occupation of the development, a detailed energy monitoring, recording and reporting plan shall be submitted to and approved in writing by the Local Planning Authority. The plan shall accord with the requirements of the London Plan (policy SI2) and the GLA Energy Assessment Guidance (June 2022 or as amended) and demonstrate that the development will maximise savings in CO2 emissions from the regulated energy load in accordance with the approved energy strategy.

The development must proceed in accordance with the approved reporting structure and where there is a failure to achieve the carbon savings as set out in the energy strategy, the quantum (tCO2) shall be treated as part of the shortfall and shall result in a cash in lieu contribution in accordance with the formula set out in the S106.

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

44. NONSC **Pre-Occ - Overheating**

Pre-Occupation - Overheating

Prior to first occupation of the development, the final Overheating Strategy shall be submitted to and approved in writing by the Local Planning Authority. The submission shall demonstrate how the development will reduce the potential for internal overheating and reliance on air conditioning systems in accordance with the following cooling hierarchy:

a) reduce the amount of heat entering a building through orientation, shading, high albedo materials, fenestration, insulation and the provision of green infrastructure;
b) minimise internal heat generation through energy efficient design;
c) manage the heat within the building through exposed internal thermal mass and high ceilings;
d) provide passive ventilation;

e) provide mechanical ventilation; and
f) provide active cooling systems.

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

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

45. NONSC **Pre-Occ - Fire Statement**

Pre-Occupation - Fire Statement

Prior to first occupation of the development, the final comprehensive Fire Statement shall be submitted to and approved in writing by the Local Planning Authority. This should be accompanied by the Building Control Decision Notice or equivalent.

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

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

46. NONSC **Pre-Occ - External Lighting Scheme**

Pre-Occupation - External Lighting Scheme

Prior to first occupation of the development, details of an external lighting scheme shall be submitted to and approved in writing by the Local Planning Authority (in consultation with the relevant stakeholders, including the Canals and River Trust). Such details shall include location, height, type and direction of light sources and intensity of illumination.

Thereafter the external lighting shall be installed prior to occupation and maintained in full accordance with the approved details.

REASONS
To ensure that biodiversity within the ecological corridor is not adversely impacted by the proposed lighting, in accordance with Policy EM7 of the Hillingdon Local Plan: Part 1 (2012), Policy DMEI 7 of the Hillingdon Local Plan Part 2 (2020), Policy G6 of The London Plan (2021), and the National Planning Policy Framework (2024).

47. NONSC **Pre-Occ - Wayfinding Strategy**

Pre-Occupation - Wayfinding Strategy

Prior to first occupation of the development, a detailed Wayfinding Strategy shall be submitted to and approved in writing by the Local Planning Authority (in consultation with Transport for London). The Strategy shall include, but not be limited to:

a) A site wide plan identifying all pedestrian, cyclist and vehicular routes, key destination points, activity zones and access/egress points.
b) Details of all wayfinding measures, including signage design, size, placement, materials, mapping, directional information, accessibility features (e.g. tactile elements, colour contrast, legibility), lighting integration, and any digital wayfinding tools where relevant.
c) Provisions for inclusive access, ensuring routes and signage accommodate all users, including people with disabilities and limited mobility.
d) Management and maintenance arrangements, including responsibilities, inspection frequency, replacement procedures, and long term upkeep.
e) Phasing and implementation schedule, setting out when the wayfinding measures will be installed relative to the construction programme and opening of different parts of the site.

The approved Wayfinding Strategy shall be fully implemented prior to the first public use of the site (or in accordance with the agreed phasing schedule) and shall thereafter be retained, maintained and kept in good operational condition for the lifetime of the development.

REASON
To ensure safe, legible and accessible movement throughout the site, promote sustainable travel modes, support visitor navigation, and secure a high-quality public realm in accordance with Policies D3, D5, D8 and T2 of the London Plan (2021).

48. NONSC **Pre-Occ - Parking Design and Management Plan**

Pre-Occupation - Parking Design and Management Plan

Prior to first occupation of the development, a Parking Design and Management Plan shall be submitted to and approved in writing by the Local Planning Authority stakeholders (in consultation with Transport for London). This shall detail car parking provision, indicating how the car parking will be designed and managed, with reference to Transport for London guidance on parking management and parking design. The plan shall specifically address management of injudicious parking on the access roads.

The Parking Management Plan shall be implemented as approved and shall remain in force for the life of the development.

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

(2021).

49. NONSC **Pre-Occ - Delivery, Servicing & Waste Management Plan**

Pre-Occupation - Delivery, Servicing & Waste Management Plan

Prior to first occupation of the development, details of a final Delivery, Servicing and Waste Management Plan shall be submitted to and approved in writing by the Local Planning Authority. This should accord with Transport for London's Delivery and Servicing Plan Guidance.

Thereafter the development shall be operated in full accordance with the approved details.

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

50. NONSC **Pre-Occ - Travel Plan**

Pre-Occupation - Travel Plans

Prior to first occupation of the development, the final comprehensive Travel Plan for the development shall be submitted to and approved in writing by the Local Planning Authority (in consultation with Transport for London).

Thereafter the development shall be implemented and retained/maintained in accordance with these details, prior to occupation of the development, 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).

51. NONSC **Pre-Occ - Flood Warning & Evacuation Plan**

Pre-Occupation - Flood Warning & Evacuation Plan

Prior to first occupation of the development, a Flood Warning & Evacuation Plan shall be submitted to and approved in writing by the Local Planning Authority.

The Flood Warning & Evacuation Plan shall be implemented as approved and shall remain in force for the life of the development.

REASON

To safeguard against 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).

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

Pre-Occupation - Secured by Design

The building(s) shall achieve 'Secured by Design' accreditation awarded by the Hillingdon Metropolitan Police Crime Prevention Design Adviser (CPDA) on behalf of the Association of Chief Police Officers (ACPO). No building shall be occupied until accreditation has been achieved.

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

53. NONSC **Pre-Occ - Circular Economy Monitoring Report**

Pre-Occupation - Circular Economy Monitoring Report

Prior to first occupation of the development, a post construction monitoring report should be completed in line with the GLA's Circular Economy Statement Guidance. The report should be submitted to and approved by the Local Planning Authority in writing.

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).

54. NONSC **Pre-Occ - Whole Life-Cycle Carbon Assessment**

Pre-Occupation - Whole Life-Cycle Carbon Assessment

Prior to first occupation of the development, the post-construction tab of the GLA's Whole Life-Cycle Carbon Assessment template should be completed in line with the GLA's Whole Life-Cycle Carbon Assessment Guidance. Together with any supporting information, it should be submitted to and approved in writing by the Local Planning Authority.

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).

55. NONSC **Post-Op - Monitoring, Reporting & Adaptive Management**

Post-Operation - Monitoring, Reporting & Adaptive Management Plan

From first use, the operator(s) shall implement the monitoring programme approved under the Detailed MEMP and OMAP (Conditions 15 and 41), including:

a) Breeding bird surveys (annually during construction and for three years post construction, then biennially) and wintering bird surveys (same frequency);

b) Disturbance surveys (monthly in April-September for the first two operational years; monthly October-February for the first two Broadwater Sailing Club operational winters);

c) Water quality monitoring using the Freshwater Habitat Trust's condition criteria and relevant Water Framework Directive parameters at fixed locations and seasonally equivalent sampling windows;

d) Submission of annual monitoring reports to the Local Planning Authority and Natural England, copied to the Steering Group, identifying compliance with agreed thresholds and setting out any required remedial or adaptive measures.

All monitoring reports required by this condition shall be submitted to the Local Planning Authority as applications for approval under this condition and shall not be treated as agreed, discharged or accepted unless and until approved in writing by the Local Planning Authority.

Where any monitoring identifies a material risk of adverse effects on SSSI features, the operator shall implement the approved adaptive measures and, where necessary, cease or suspend the relevant activity or activities until the Local Planning Authority, in consultation with relevant stakeholders (including the Natural England, Environment Agency and Steering Group members), confirms in writing that the identified risks have been acceptably mitigated. The relevant activity or activities shall not recommence until such written approval has been given.

The monitoring and any required adaptive management measures shall continue for the lifetime of the development, subject to periodic review in accordance with the approved Detailed MEMP (Condition 15).

REASON
To verify effectiveness and ensure timely intervention to protect SSSI features, in accordance with Policy EM7 of the Hillingdon Local Plan: Part 1 (2012), Policy DMEI 7 of the Hillingdon Local Plan Part 2 (2020), Policy G6 of The London Plan (2021), and the National Planning Policy Framework (2024).

Informatives

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

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

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

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

3. I72 **Section 106 Agreement**

Section 106 Agreement Informative

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

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

Community Infrastructure Levy (CIL) (Granting Consent) Informative

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

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

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

5.

Equality Act 2010 Informative

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

6. I15 Control of Environmental Nuisance from Construction Work

Control of Environmental Nuisance from Construction Work 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.

7.

Bickertons Aerodromes Limited Informative

Bickertons Aerodromes Limited advise that users of the development should be notified of the likely presence of aircraft over the lake.

8.

Affinity Water Informative

The construction works and operation of the proposed development site should be done in accordance with the relevant British Standards and Best Management Practices, thereby significantly reducing the groundwater pollution risk. For further information we refer you to CIRIA Publication C532 "Control of water pollution from construction - guidance for consultants and contractors".

Water efficiency:

Being within a water stressed area, we expect that the development includes water efficient fixtures and fittings. Measures such as rainwater harvesting and grey water recycling help the environment by reducing pressure for abstractions in Chalk stream catchments. They also minimise potable water use by reducing the amount of potable water used for washing, cleaning and watering gardens. This in turn reduces the carbon emissions associated with treating this water to a standard suitable for drinking and will help in our efforts to get emissions down in the borough.

Infrastructure connections and diversions:

There are potentially water mains running through or near to part of proposed development site. If the development goes ahead as proposed, the developer will need to get in contact with our Developer Services Team to discuss asset protection or diversionary measures. This can be done through the My Developments Portal (https://affinitywater.custhelp.com/) or aw_developerservices@custhelp.com.

In this location, Affinity Water will supply drinking water to the development. To apply for a new or upgraded connection, please contact our Developer Services Team by going through their My Developments Portal (https://affinitywater.custhelp.com/) or aw_developerservices@custhelp.com. The Team also handle C3 and C4 requests to cost potential water mains diversions. If a water mains plan is required, this can also be obtained by emailing maps@affinitywater.co.uk. Please note that charges may apply.

9.

HS2 Informative

The developer is advised that the application site is in vicinity of land required to construct and/or operate Phase One of a high-speed rail line between London and the West Midlands, known as High Speed Two. Powers to construct and operate High Speed Two were secured on 23 February 2017 when Royal Assent was granted for Phase One of HS2. Accordingly,

the applicant is advised to follow ongoing progress of the HS2 project at: HS2 Phase One - GOV.UK.

I53 **Compulsory Informative (2)**

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

DMAV 1	Safe Operation of Airports
DMCI 1	Retention of Existing Community Sport and Education Facilities
DMCI 1A	Development of New Education Floorspace
DMCI 2	New Community Infrastructure
DMCI 6	Indoor Sports and Leisure Facilities
DMCI 7	Planning Obligations and Community Infrastructure Levy
DMEI 1	Living Walls and Roofs and Onsite Vegetation
DMEI 10	Water Management, Efficiency and Quality
DMEI 11	Protection of Ground Water Resources
DMEI 12	Development of Land Affected by Contamination
DMEI 13	Importation of Material
DMEI 14	Air Quality
DMEI 2	Reducing Carbon Emissions
DMEI 4	Development on the Green Belt or Metropolitan Open Land
DMEI 7	Biodiversity Protection and Enhancement
DMEI 8	Waterside Development
DMEI 9	Management of Flood Risk
DMHB 1	Heritage Assets
DMHB 11	Design of New Development
DMHB 12	Streets and Public Realm
DMHB 14	Trees and Landscaping
DMHB 15	Planning for Safer Places
DMHB 4	Conservation Areas
DMHB 7	Archaeological Priority Areas and archaeological Priority Zones
DMIN 1	Preferred Areas of Mineral Extraction and Aggregates Railheads
DMIN 1A	Assessing Proposals for New Minerals Development
DMIN 2	Prior Extraction
DMIN 3	Extraction, Landfilling and Restoration

DMIN 4	Re-use and Recycling of Aggregates
DMT 1	Managing Transport Impacts
DMT 2	Highways Impacts
DMT 5	Pedestrians and Cyclists
DMT 6	Vehicle Parking
LPP D1	(2021) London's form, character and capacity for growth
LPP D12	(2021) Fire safety
LPP D14	(2021) Noise
LPP D4	(2021) Delivering good design
LPP D5	(2021) Inclusive design
LPP DF1	(2021) Delivery of the Plan and Planning Obligations
LPP G1	(2021) Green infrastructure
LPP G2	(2021) London's Green Belt
LPP G5	(2021) Urban greening
LPP G6	(2021) Biodiversity and access to nature
LPP G7	(2021) Trees and woodlands
LPP GG1	(2021) Building strong and inclusive communities
LPP GG2	(2021) Making the best use of land
LPP GG3	(2021) Creating a healthy city
LPP S1	(2021) Developing London's social infrastructure
LPP S3	(2021) Education and childcare facilities
LPP S5	(2021) Sports and recreation facilities
LPP SI1	(2021) Improving air quality
LPP SI12	(2021) Flood risk management
LPP SI13	(2021) Sustainable drainage
LPP SI15	(2021) Water transport
LPP SI17	(2021) Protecting and enhancing London's waterways
LPP SI2	(2021) Minimising greenhouse gas emissions
LPP SI3	(2021) Energy infrastructure
LPP SI4	(2021) Managing heat risk
LPP SI5	(2021) Water infrastructure
LPP SI6	(2021) Digital connectivity infrastructure
LPP SI7	(2021) Reducing waste and supporting the circular economy
LPP SI8	(2021) Waste capacity and net waste self-sufficiency
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 T6.5	(2021) Non-residential disabled persons parking
LPP T7	(2021) Deliveries, servicing and construction
NPPF11 -24	NPPF11 2024 - Making effective use of land
NPPF12 -24	NPPF12 2024 - Achieving well-designed places
NPPF13 -24	NPPF13 2024 - Protecting Green Belt land
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
NPPF8 -24	NPPF8 2024 - Promoting healthy and safe communities
NPPF9 -24	NPPF9 2024 - Promoting sustainable transport

Appendix 2: Relevant Planning History

2382/AA/86/1767 Broadwater Lake Moorhall Road Harefield

Retention of permission 2382/831132 (P) (two nightwatchmens caravans)

Decision: 05-02-1987 Approve Limited Time

2382/AB/86/2096 Broadwater Lake Moorhall Road Harefield

Details of race start arrangements in compliance with cond. 6 of p/p ref: 2382Y/86/739 date 4.11.86

Decision: 14-01-1987 Approved

2382/AC/89/0178 Broadwater Lake Moorhall Road Harefield

Retention of toilet block

Decision: 30-03-1989 No Further Action(P)

2382/AG/90/0481 Broadwater Lake Moorhall Road Harefield

Retention of two watchmans caravans

Decision: 22-03-1991 Approve Limited Time

2382/AH/90/1309 Broadwater Lake Moorhall Road Harefield

Creation of a temporary caravan park

Decision: 04-02-1993 Withdrawn

2382/AK/92/0872 Broadwater Lake Moorhall Road Harefield

Continued use of northern part of lake for sailing (Renewal of planning permission 2382Y/86/739 dated 4/11/86)

Decision: 04-06-1993 Approve Limited Time

2382/AL/92/0464 Broadwater Lake Moorhall Road Harefield

Excavation of minerals by surface working (Application for registration of Interim Development Order Permission under Section 22 of the Planning and Compensation Act 1991)

Decision: 12-06-1992 Approved

2382/AM/98/2306 Broadwater Sailing Club, Broadwater Lake Moorhall Road Harefield

Erection of single storey extension to clubhouse

Decision: 18-08-1999 Approved

2382/AN/99/0609 Broadwater Lake Moorhall Road Harefield

Renewal on a permanent basis of planning permission ref.2382AK/92/872 dated 04/06/93 for the permanent use of the northern part of the lake for sailing

Decision: 22-10-2003 No Further Action(P)

2382/APP/2000/2225 Land At Broadwater Farm Moorhall Road Harefield

TEMPORARY PARKING FOR UP TO 25 STATIC CARAVANS (FOR A PERIOD UP TO 31/12/02)

Decision: 26-01-2001 Refused

2382/APP/2006/1581 Broadwater Lake Moorhall Road Harefield

MODIFICATION OF FOUR ISLANDS WITHIN THE LAKE TO CREATE NEW WETLANDS FOR WILDLIFE PROJECT.

Decision: 20-07-2006 Withdrawn

2382/APP/2023/525 Hillingdon Water Sports Facility And Activity Centre Broadwater Lake Moorhall Road Harefield, Uxbridge

Request for Scoping Opinion under Regulation 15 of the Town and Country Planning (Environmental Impact Assessment) Regulations 2017 for the construction of buildings to provide an outdoor activity centre and a waterbased sailing and rowing area to create the Hillingdon Watersports and Activity Centre including access, car parking, landscaping and associated works.

Decision: 22-05-2023 No Further Action(P)

2382/N/78/0390 Broadwater Lake Moorhall Road Harefield

Retention of 2 caravans.

Decision: 17-05-1978 Approve Limited Time

2382/Q/78/2181 Broadwater Lake Moorhall Road Harefield

Installation of portable toilet and cesspool.

Decision: 17-05-1979 Approve Limited Time

2382/R/79/0261 Broadwater Lake Moorhall Road Harefield

Retention of toilet block.

Decision: 17-05-1979 Approve Limited Time

2382/S/79/2261 Broadwater Lake Moorhall Road Harefield

Continued use of northern part of lake for sailing and retention of clubhouses, toilets and cesspool.

Decision: 25-03-1980 Approve Limited Time

2382/T/82/0098 Broadwater Lake Moorhall Road Harefield

Retention of Northern part of lake for sailing and retention of clubhouse.

Decision: 01-06-1982 Approve Limited Time

2382/W/83/1132 Broadwater Lake Moorhall Road Harefield

Retention of two watchmen caravans.

Decision: 28-09-1983 Approve Limited Time

2382/X/85/1648 Broadwater Lake Moorhall Road Harefield

Re-location of clubhouse to northern part of the lake.

Decision: 11-04-1986 Refused

2382/Y/86/0739 Broadwater Lake Moorhall Road Harefield

Retention of permission 02382/820098(P)

Decision: 04-11-1986 Approve Limited Time

2382/Z/86/1291 Broadwater Lake Moorhall Road Harefield

Retention of sailing club involving erection of club hut, boathouse with assoc parking and access.

Decision: 04-11-1986 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.CI1	(2012) Community Infrastructure Provision
PT1.CI2	(2012) Leisure and Recreation
PT1.EM1	(2012) Climate Change Adaptation and Mitigation
PT1.EM11	(2012) Sustainable Waste Management
PT1.EM2	(2012) Green Belt, Metropolitan Open Land and Green Chains
PT1.EM3	(2012) Blue Ribbon Network
PT1.EM5	(2012) Sport and Leisure
PT1.EM6	(2012) Flood Risk Management
PT1.EM7	(2012) Biodiversity and Geological Conservation
PT1.EM8	(2012) Land, Water, Air and Noise
PT1.HE1	(2012) Heritage

Part 2 Policies:

DMAV 1	Safe Operation of Airports
DMCI 1	Retention of Existing Community Sport and Education Facilities
DMCI 1A	Development of New Education Floorspace
DMCI 2	New Community Infrastructure
DMCI 6	Indoor Sports and Leisure Facilities
DMCI 7	Planning Obligations and Community Infrastructure Levy
DMEI 1	Living Walls and Roofs and Onsite Vegetation

DMEI 10	Water Management, Efficiency and Quality
DMEI 11	Protection of Ground Water Resources
DMEI 12	Development of Land Affected by Contamination
DMEI 13	Importation of Material
DMEI 14	Air Quality
DMEI 2	Reducing Carbon Emissions
DMEI 4	Development on the Green Belt or Metropolitan Open Land
DMEI 7	Biodiversity Protection and Enhancement
DMEI 8	Waterside Development
DMEI 9	Management of Flood Risk
DMHB 1	Heritage Assets
DMHB 11	Design of New Development
DMHB 12	Streets and Public Realm
DMHB 14	Trees and Landscaping
DMHB 15	Planning for Safer Places
DMHB 4	Conservation Areas
DMHB 7	Archaeological Priority Areas and archaeological Priority Zones
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DMIN 1A	Assessing Proposals for New Minerals Development
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LPP G5	(2021) Urban greening
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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 S1	(2021) Developing London's social infrastructure
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LPP S5	(2021) Sports and recreation facilities
LPP SI1	(2021) Improving air quality
LPP SI12	(2021) Flood risk management
LPP SI13	(2021) Sustainable drainage
LPP SI15	(2021) Water transport
LPP SI17	(2021) Protecting and enhancing London's waterways
LPP SI2	(2021) Minimising greenhouse gas emissions
LPP SI3	(2021) Energy infrastructure

LPP SI4	(2021) Managing heat risk
LPP SI5	(2021) Water infrastructure
LPP SI6	(2021) Digital connectivity infrastructure
LPP SI7	(2021) Reducing waste and supporting the circular economy
LPP SI8	(2021) Waste capacity and net waste self-sufficiency
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 T6.5	(2021) Non-residential disabled persons parking
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NPPF11 -24	NPPF11 2024 - Making effective use of land
NPPF12 -24	NPPF12 2024 - Achieving well-designed places
NPPF13 -24	NPPF13 2024 - Protecting Green Belt land
NPPF14 -24	NPPF14 2024 - Meeting the challenge of climate change, flood and coastal change
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
NPPF8 -24	NPPF8 2024 - Promoting healthy and safe communities
NPPF9 -24	NPPF9 2024 - Promoting sustainable transport

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

Case Officer: **Rhian Thomas**	**77795/APP/2025/2979**

Date Application Valid:	**25-11-25**	Statutory / Agreed Determination Deadline:	**30-04-26**
Application Type:	**Full**	Ward:	**Uxbridge**

Applicant:	**Mr Kamalpreet Singh**
Site Address:	**29 Clammas Way, Uxbridge, Hillingdon,UB8 3AN**
Proposal:	**Erection of 2x two storey, 3 bed dwelling with associated parking, amenity space, cycle and refuse stores, following the demolition of existing bungalow**
Summary of Recommendation:	**GRANT planning permission subject to conditions**
Reason Reported to Committee:	**Required under Part 3 of the Planning Scheme of Delegation (Petition received)**

Summary of Recommendation:

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

1 Executive Summary

1.1 Planning permission is sought for the Erection of 2x two storey, 3 bed dwelling with associated parking, amenity space, cycle and refuse stores, following the demolition of existing bungalow.

1.2 During the process of the application a petition was received in objection to the proposed development requiring the determination at planning committee. The main issues which shall be addressed within this Committee Report relate to the impact of the development on the character and appearance of the area, impact to neighbouring amenities, drainage, sewage and flood risk concerns, parking and highway safety, potential use as a HMO and refuse/waste storage concerns.

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

1.4 Due regard has been given to local residents' objections, including the petition against the application, however, it is recommended that planning permission is granted subject to conditions (Appendix 1) by virtue that the development would not have a significant impact on the amenities of neighbouring properties, nor would it harm the character and appearance of the area, and it would not have a harmful impact on the highway network.

1.5 The Council is currently unable to demonstrate a five-year supply of deliverable housing sites, with the most recent position statement (01/04/26) confirming a 2.5-year supply. As such, the relevant housing policies are considered out-of-date and the 'tilted balance' set out in paragraph 11(d) of the NPPF is engaged. In this case, the proposal is considered to comply with the Development Plan and, when assessed against the NPPF as a whole, any identified adverse impacts would not significantly and demonstrably outweigh the benefits. Positive weight is therefore afforded to the proposal, including its modest contribution towards the Borough's housing supply.

2 The Site and Locality

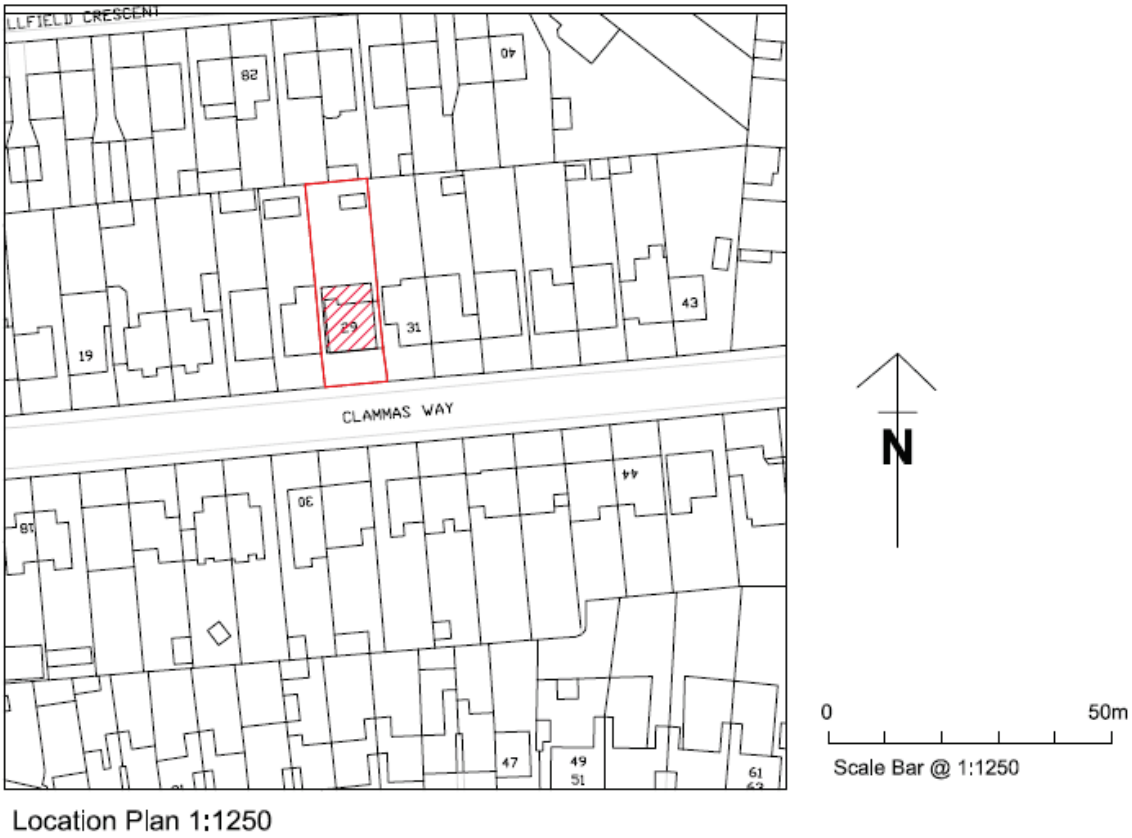
2.1 The application site comprises a detached bungalow style property located on the northern side of Clammas Way, Cowley. The property is set back from the main

road by a small area of soft landscaping, and an area of hardstanding used for off street parking. The property has double fronting bay window features and is finished in brick.

2.2 The site has a PTAL ranking of 1b and is located upon potentially contaminated land.

2.3 The surrounding area is predominantly residential in character comprising a mix of property styles ranging from bungalows to two storey semi-detached dwellings.

Figure 1: Location Plan (application site edged red)



Location Plan 1:1250

Figure 2: Street View Image of the Application Property



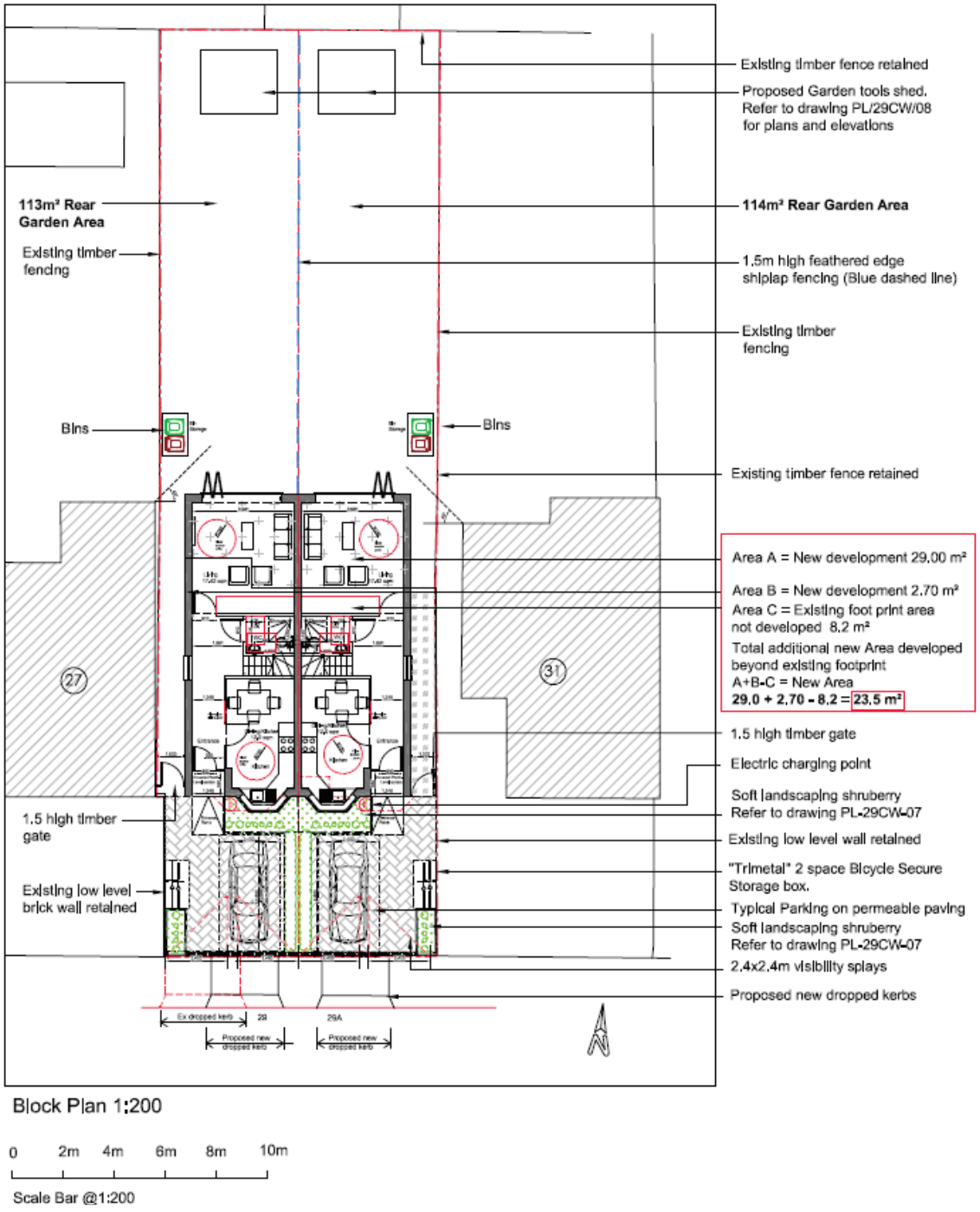
3 Proposal

3.1 Planning permission is sought for the erection of 2x two storey, 3 bed dwelling with associated parking, amenity space, cycle and refuse stores, following the demolition of existing bungalow.

3.2 During the process of the application revised drawings were received amending the proposed parking layout, the internal layout and to include a front bay window to each property.

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

Block Plan:

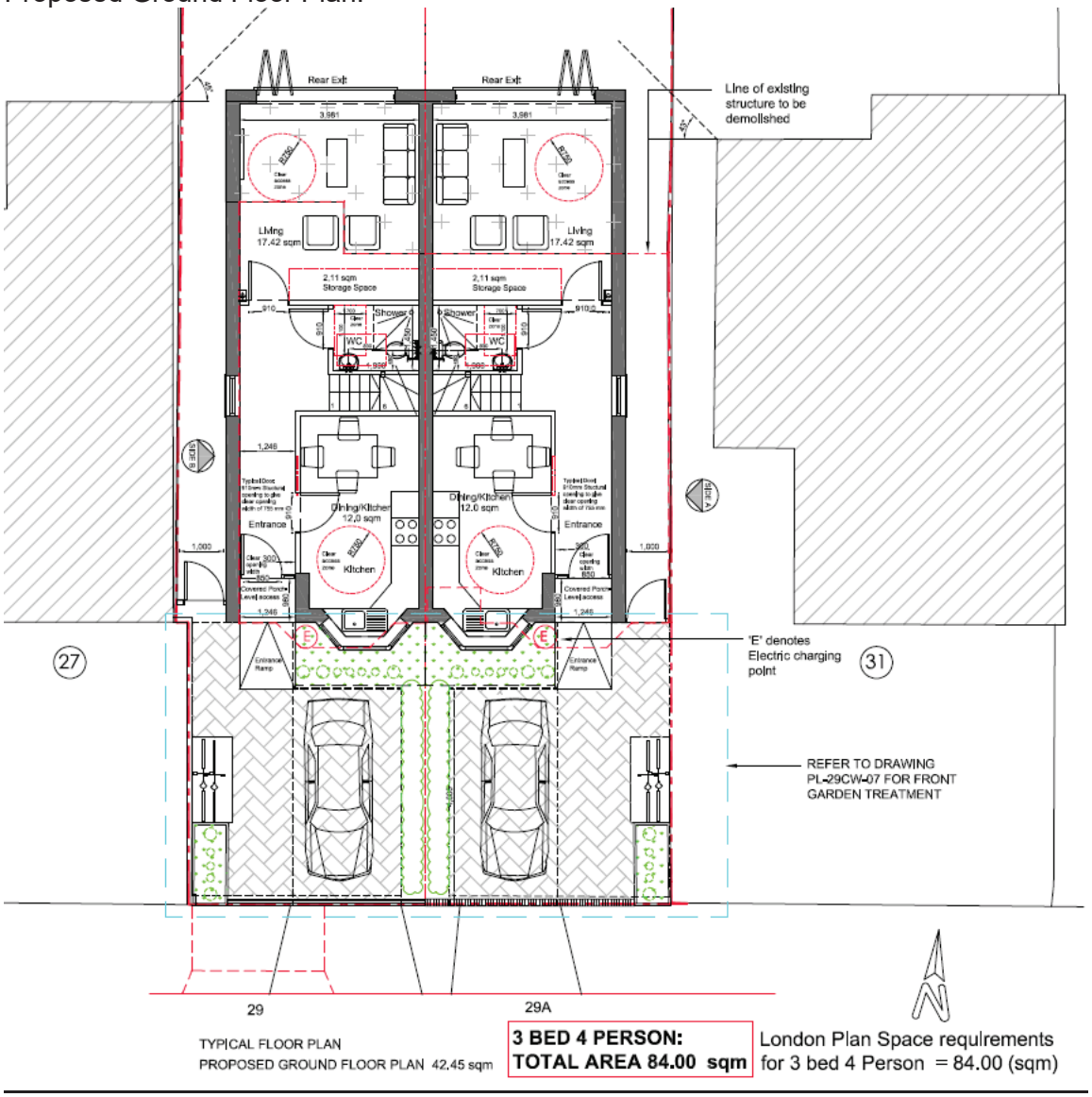


Block Plan 1:200

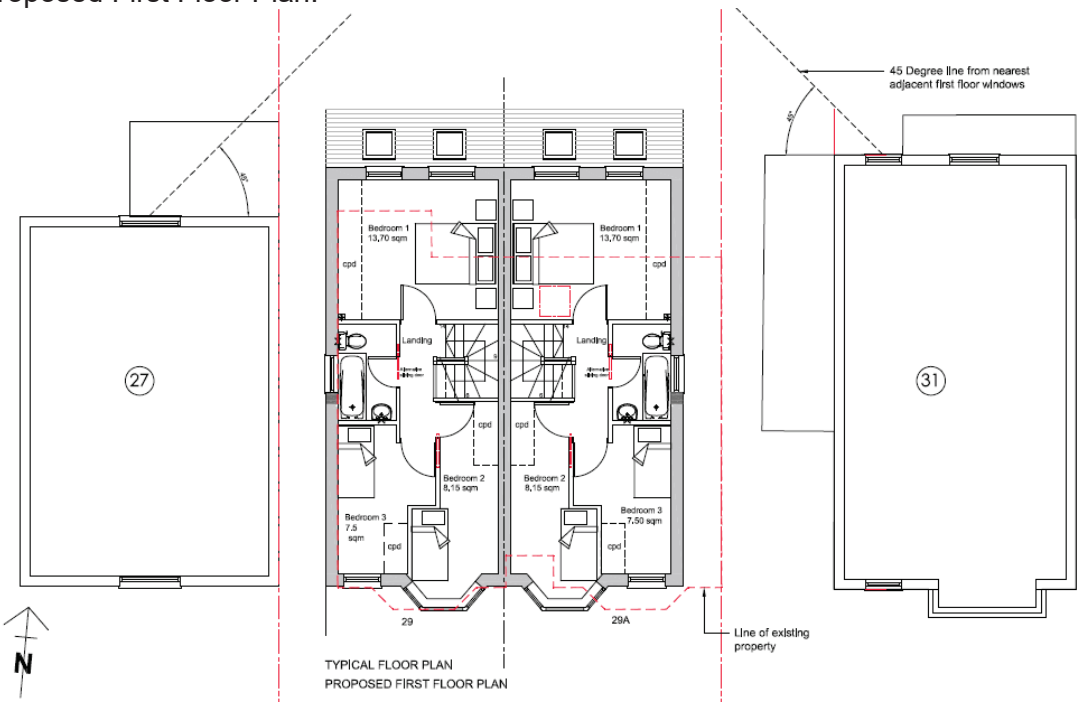
0 2m 4m 6m 8m 10m

Scale Bar @1:200

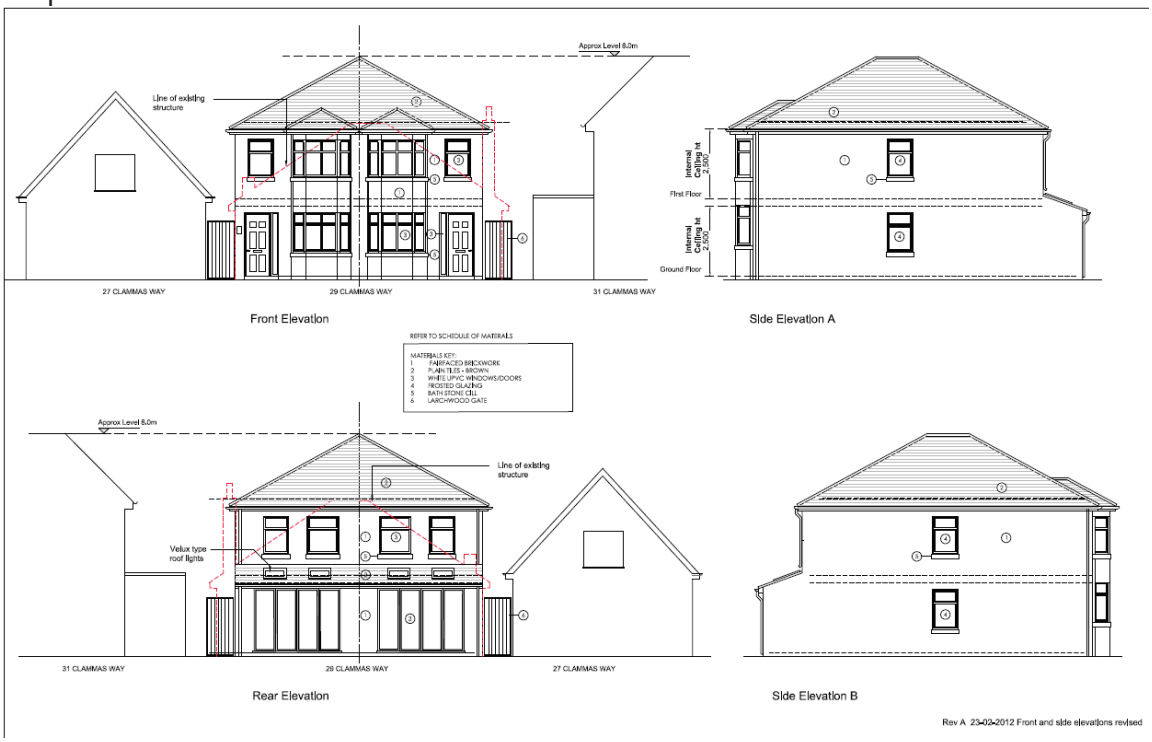
Proposed Ground Floor Plan:



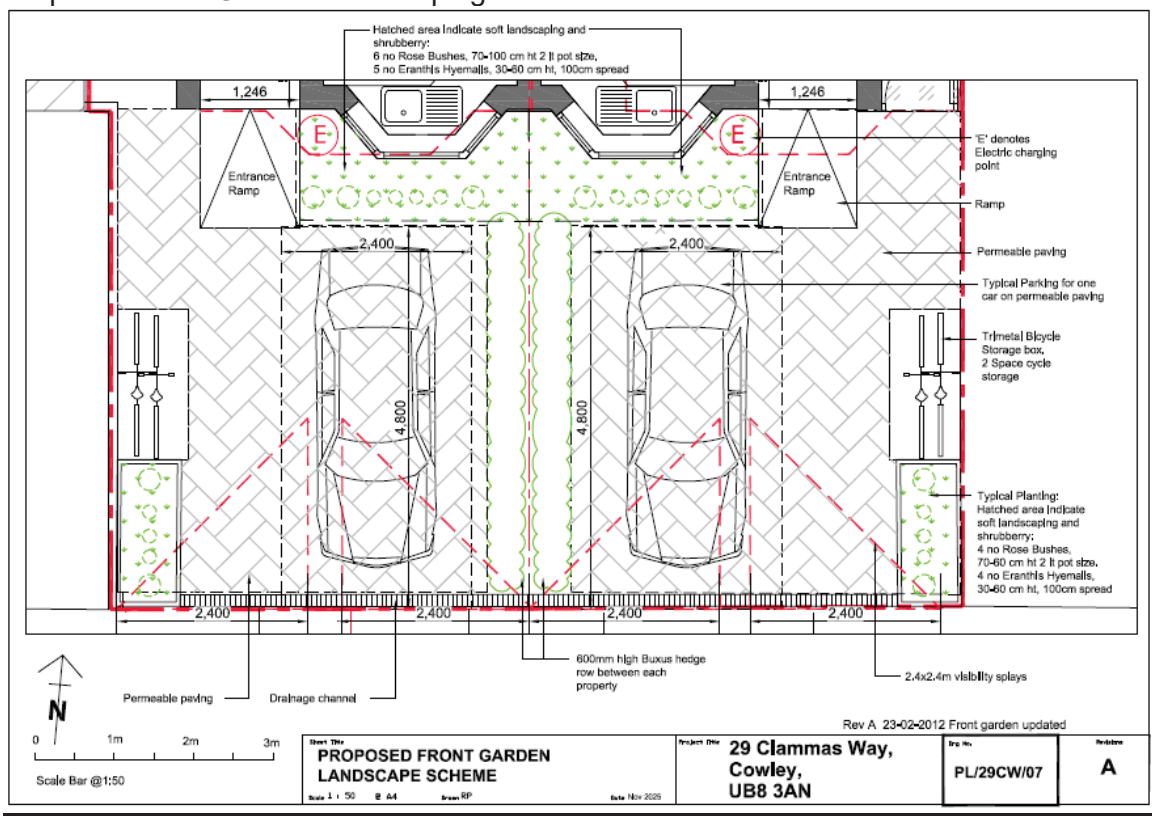
Proposed First Floor Plan:



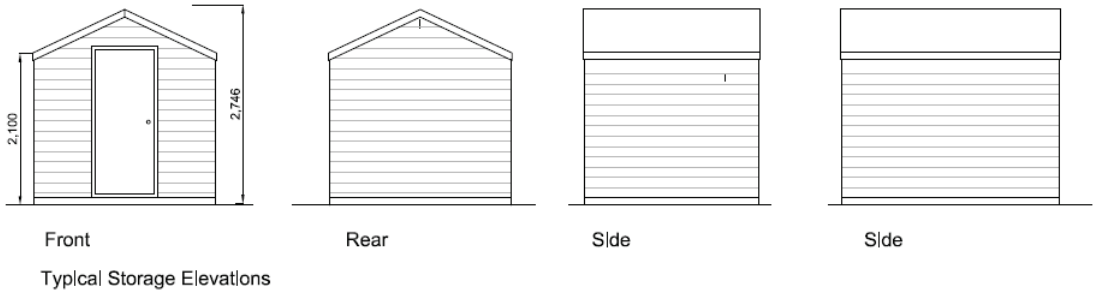
Proposed Elevations:



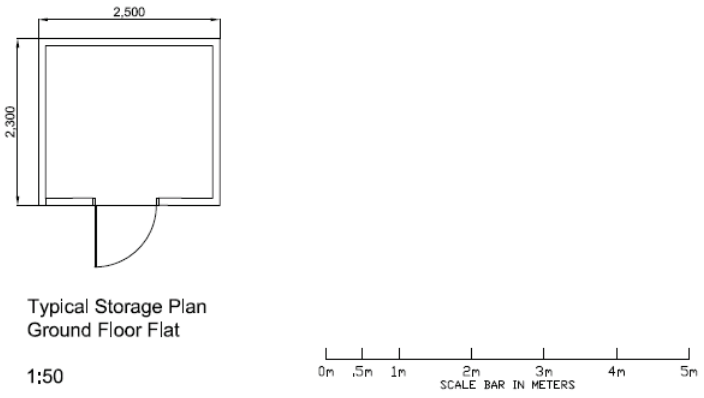
Proposed Front Garden Landscaping:



Proposed shed storage details



Typical Storage Elevations



Typical Storage Plan
Ground Floor Flat

1:50

4 Relevant Planning History

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

4.2 A previous application at the site for the 'Proposed demolition of existing detached bungalow and erection of a detached 6-bedroom dwelling with associated parking spaces and external works under reference 77795/APP/2023/176 was withdrawn prior to determination.

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 20 neighbouring properties were consulted on the application by letter dated 05/12/2025.

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

Table 1: Summary of Representations Received

Representations	Summary of Issues Raised	Planning Officer Response
A petition in objection has been received with 51 valid signatures.	1. The proposed demolition of the existing bungalow and replacement with two two-storey modern dwellings would fail to preserve or enhance the architectural integrity of the area and its special character. The demolition of the bungalow would represent an unnecessary loss of a	Discussed at Sections 7.7 – 7.15 It should also be noted that the application site itself is not located within an Area of Special Local Character, nor a Conservation Area.

	heritage-positive building.	
	2. The proposal would constitute overdevelopment and is out of keeping with the scale, spacing and character of surrounding properties. The proposed dwellings would appear visually dominant and intrusive.	Discussed at sections 7.7 – 7.15
	3. Drainage, sewerage and flood risk concerns due to loss of front garden, increased hardstanding and pressure on surface and foul water systems	Flooding and Drainage impacts have been discussed at sections 7.66 – 7.68
	4. Concern regarding potential use as a Houses in Multiple Occupation (HMO).	The London Borough of Hillingdon has implemented a borough-wide Article 4 Direction that removes permitted development rights allowing a change of use from a Class C3 dwellinghouse to a Class C4 House in Multiple Occupation (HMO). As a result, any future proposal to use the dwellings as HMOs would require a full planning application, allowing the Council full control over whether such a use would be acceptable. The proposed development relates to the erection of 2 × 3 bed Class C3 dwellinghouses. The Local Planning Authority can only assess the application as submitted, and there is no evidence

		before the Council to indicate that the units would be used as HMOs. Any future change of use would be subject to a separate planning application and assessment.
	5. Concerns regarding refuge storage, collection and non-compliance with waste rules.	Adequate refuse and recycling storage is provided within the rear gardens of each dwelling. Future occupiers would bring their bins to the pavement on collection days, as the previous bungalow did and as is standard practice boroughwide. The concerns raised relate to future occupier behaviour rather than the planning merits of the scheme. A landscaping condition has been added which includes the submission of appropriately secure and covered refuge storage.
	6. Concerns regarding noise, dust and disruption from demolition and construction.	Matters relating to construction noise, dust, vibration and construction traffic are governed by separate environmental and public health legislation and cannot be controlled through the planning decision itself. However, a Demolition and Construction Management Plan has been secured by condition, which will manage and mitigate construction impacts as far as reasonably practicable.
	7. Concerns regarding parking stress and highway safety concerns.	Discussed at sections 7.46 – 7.53

	8. Concerns regarding harm to neighbouring amenity in terms if loss of light, loss of privacy and increased activity and noise.	Discussed at sections 7.18 – 7.30
4 individual letters of objection have been received.	I. The proposed development represents over intensification of the site conflicting with the established character of the area.	Discussed at section 7.7 – 7.15
	II. Failure to address previous reasons for refusal.	It should be noted that there are no previous refusals at the site. The previous application under reference 77795/APP/2023/176 was withdrawn prior to determination
	III. The proposed development is not in keeping with the character of the existing house of the street scene.	Discussed at sections 7.7 – 7.15
	IV. Harm to neighbouring amenities in terms of loss of privacy, overlooking and increased disturbance.	Discussed at sections 7.18 – 7.30

Table 2: Summary of Consultee Responses

Consultee and Summary of Comments	Planning Officer Response
Access Officer (summary) Revised plans have been submitted to address some concerns relating to the design of the internal spaces. The application is now acceptable from an accessibility perspective, subject to conditions pertaining to the submission of further step free access details and conformity to M4(2) standards.	This is noted and the relevant conditions added.

Waste Service (summary) No comments/ objections	This is noted.
Contaminated Land Officer (summary) Having consider the submitted application in relation to our land contamination record, please be advise that, we have no objection to the proposed development. However, our land contamination record shows the proposed development site to be on a former potentially contaminated land use identified as Nursery/Orchard. Therefore, we would like to recommend the following land contamination condition should the planning application be approved.	This is noted and the relevant condition added.
Highway Authority (summary) Clammas Way is encompassed by a controlled parking zone operating from 9am to 5pm - Monday to Friday and the public transport accessibility level (PTAL) is rated at a level of 1b which is considered as 'very poor' The maximum parking standard within the London Plan requires in the region of 1 space per dwelling to be provided/retained. The site plan illustrates 1 space to be provided for each dwelling therefore conforming with this maximum standard. Furthermore 2 cycle parking spaces are illustrated at the front of each dwelling which is in compliance with the London Plan standard. The two new crossovers would broadly conform to the council's adopted 'Domestic Vehicle Footway Crossover' (DVFC) 2022 Policy guidance. The proposal would not raise the level of trips to and from the site significantly given that each property would be served by one space. In regard to refuse arrangements bin stores should provided and within a reasonable carrying distance to ensure that they can be left kerbside on the day of collection. In addition a Construction Management Plan is to be secured by condition and shall include	This is noted.

details as to how the development will be constructed whilst limiting the impact to surrounding residents and the local highway network. In conclusion no objection is raised.	

7 Planning Assessment

Principle of Development

7.1 The application seeks planning permission for the demolition of the existing detached bungalow and the erection of two, two-storey 3-bedroom dwellings. The site lies within an established residential area where the principle of residential use is long established. As such, the key consideration is whether the intensification of the site and the replacement of one dwelling with two units is acceptable in land-use terms.

7.2 Paragraph 72 of the National Planning Policy Framework (NPPF, December 2024) places great weight on the contribution of small and medium sites in meeting housing needs and encourages local planning authorities to support the effective use of land within existing settlements, including the redevelopment of under-utilised residential plots.

7.3 The existing plot accommodates a single modest 2-bedroom bungalow on a relatively wide frontage. The re-development of the site would provide 2 family sized dwellings (3 bedrooms) for which there is an identified need within the Borough.

7.4 At a regional level, the London Plan (2021) promotes the optimisation of housing capacity and supports the development of small sites. At a local level, Hillingdon Local Plan Policies DMH 6 and DMHB 11 support the redevelopment and intensification of existing residential plots where the proposal respects the character of the area and provides an appropriate residential environment. The development is considered to integrate with the surrounding character of the area and this has been discussed further within the Character and Appearance section of this report.

7.5 Given the established residential use of the site and the provision of 2 family sized dwellings, the principle of development is considered acceptable. The acceptability of the scheme is therefore subject to an assessment of its detailed design, impact on character, neighbouring amenity, highways, parking and other material considerations. This report demonstrates that the development would satisfactorily integrate with the established pattern of development and character of the local area, would not result in harm to neighbouring properties in terms of overshadowing or loss of outlook and provides adequate parking provision to

prevent unacceptable levels of parking overspill onto the local highway network. As such the principle of development is supported.

7.6 Moreover, it is acknowledged that the Council cannot currently demonstrate a five-year supply of deliverable housing sites (the most recent position statement published on 01/04/26 confirmed a 2.5 year supply). In accordance with Footnote 8 of the NPPF, the policies which are most important for determining the application are therefore considered out-of-date. Consequently, Paragraph 11(d) of the Framework is engaged, and the 'tilted balance' applies. This requires that planning permission be granted unless any adverse impacts of doing so would significantly and demonstrably outweigh the benefits, when assessed against the policies in the Framework taken as a whole. The application is considered to comply with the Development Plan in this case. In addition, when considered against the policies of the Framework (read as a whole), any adverse impacts of granting consent (as identified within this report) would not significantly and demonstrably outweigh the benefits. In reaching this decision, positive weight is afforded to the modest contribution that the proposal makes towards the Borough's housing supply.

Design / Impact on the Character and Appearance of the Area

7.7 The application site is located on the northern side of Clammas Way and comprises a modest detached bungalow set back from the highway behind an area of hardstanding and a small, landscaped frontage. The proposal seeks the demolition of the existing dwelling and the construction of a pair of two-storey semi-detached properties.

7.8 Clammas Way is residential in character, although the surrounding built form is varied. The immediate street scene contains a mixture of single-storey bungalows, 1½-storey chalet-style dwellings and two-storey semi-detached properties, with no prevailing architectural style or consistent roof form. As a result, the area exhibits a broad character in terms of scale, form and materials. See Figure 4

Figure 4 – Street View Images of Clammas Way





7.9 Policy DMHB 11 of the Local Plan Part 2 (2020) requires proposals to be compatible with the local context and to harmonise with the established character of the area. Policy DMH 6 supports redevelopment of residential plots where the siting and form of new dwellings respect the surrounding pattern of development. London Plan Policies D3 and D4 similarly seek high-quality design that responds positively to local character, whilst the NPPF (Chapter 12) emphasises that developments should add to the overall quality of an area.

7.10 The proposed dwellings would occupy a similar position to the existing bungalow, albeit with a 1m set-in from the eastern boundary to maintain separation and avoid an overly cramped appearance. The dwellings would have a combined width of 8.9m, a ground floor depth of 11.8m, a first-floor depth of 10.4m and a maximum ridge height of 8m, with a pitched roof design consistent with the wider streetscape. The height would match the ridge height of No. 31, ensuring an appropriate transition between the neighbouring 1½-storey property to the west and the existing two-storey semi-detached dwellings to the east.

7.11 During the assessment process minor amendments were secured, including the addition of front bay windows to better integrate with the existing street scene, where several properties incorporate similar bay window detailing. These amendments ensure improved continuity with the established architectural rhythm of the street.

7.12 The proposal would respect front and rear building lines of neighbouring properties and, given the retained side separation distances, would not appear unduly cramped within the plot. Whilst the introduction of two-storey built form represents an increase in height compared to the existing bungalow, the varied roofscape and mixed dwelling types within Clammas Way mean that the additional height would not appear incongruous or visually dominant.

7.13 With regard to external appearance, the submitted materials schedule confirms the use of brickwork to all elevations (Wickford Antique brick), Rosemary Brindle roof tiles, white UPVC windows and Bath stone cills. The surrounding area incorporates a varied palette of materials including brick, pebble-dash and smooth render; the proposed materials are therefore considered appropriate and reflective of the locality. A compliance condition has been added to ensure these materials are used within the build.

7.14 An assessment of the proposed front landscaping has been made in sections 7.58 – 7.62

7.15 Overall, the scale, roof form, detailing and materiality of the proposed dwellings are considered to integrate satisfactorily into the existing street scene. The development would not detract from the character or visual amenity of the area and would comply with Policies DMHB 11, DMH 6, London Plan Policies D3 and D4, the NPPF (2024).

Heritage

7.16 The site is not located within a designated area and as such this section is not applicable to the assessment of this application.

Impact on the Green Belt

7.17 The site is not located within the Green Belt and as such this section is not applicable to the assessment of this application.

Residential Amenity

7.18 Number 27 Clammas Way is located west of the application site and is separated from the host. This neighbour is a 1 ½ storey chalet bungalow style property. The proposed ground floor of the proposed development would marginally exceed the rear building line of this neighbour's ground floor extension by approx. 0.3m. At first floor level the new development would extend beyond the rear building line by approx. 1.2m, however this neighbour has one upper floor central rear facing window and the proposed development would not extend into the 45 degree line of sight from this nearest window. Therefore, it is considered that there would not be a significant level of overshadowing, loss of light or overbearing impact to this neighbour to warrant refusal (see Figure 5).

7.19 There is one ground-floor and one first-floor side-facing window proposed facing No. 27. Both of these openings serve non-habitable rooms and can therefore be required, by condition, to be fitted with obscure glazing and restricted opening. Subject to this measure, it is considered that no material overlooking or loss of privacy would arise for this neighbour.

Figure 5 – Rear view of No.27 Clammas Way from application site



7.20 No. 31 Clammas Way lies to the east of the application site. The proposed new dwelling would be positioned approximately 1 m from the shared boundary, increasing the separation compared with the existing arrangement.

7.21 This neighbour has a single-storey wrap-around side and rear extension. The proposed ground-floor development would extend approx. 1 m beyond this rear projection but would remain outside the 45-degree line from the nearest habitable-room window. At first-floor level, the new dwelling would also extend beyond No. 31's first-floor rear building line by approx. 0.3m; however, given the separation distance between the properties, the proposal would again remain outside the relevant 45-degree sightline. Consequently, the development is not considered to give rise to an unacceptable loss of light, overshadowing, or overbearing impact.

7.22 No. 31 contains two ground-floor and one upper-floor side-facing windows overlooking the application site. Based on their size and position, these appear to serve non-habitable rooms and therefore do not require the same level of protection. Furthermore, as the proposal sits further from the boundary than the existing building, the relationship would not be materially worse.

7.23 The proposed development includes one ground-floor and one first-floor side window facing No. 31. These also serve non-habitable rooms and can be conditioned to be obscurely glazed and non-opening to prevent any loss of privacy.

Figure 6 Views of No.31 from application site





7.24 Nos. 30 and 32 Dellfield Crescent back onto the application site along the northern boundary. Although the proposal would replace a single-storey bungalow with two two-storey dwellings, the rear-to-rear separation distance would remain over 30 m. This exceeds typical back-to-back separation standards and is sufficient to prevent harmful overlooking or loss of privacy.

7.25 The surrounding area is characterised by conventional suburban relationships where mutual overlooking of rear gardens is common. For example, No. 31 Clammas Way exhibits a similar relationship with properties along Dellfield Crescent. The introduction of one additional residential unit on this plot would not materially intensify overlooking beyond what is already typical for the locality, nor would it result in a level of impact considered unacceptable.

7.26 Several neighbours have raised concerns that replacing the existing bungalow with two semi-detached dwellings would lead to harmful increases in comings and goings, noise, disturbance, waste generation and general residential activity. While these concerns are noted, it is important to assess the impacts in the context of the site's established residential character and the scale of the change proposed.

7.27 The development would result in a net increase of one additional dwelling on the site. A modest uplift of this scale is not considered to give rise to levels of activity that would be materially different from those typically experienced within a

residential setting. Residential comings and goings, refuse storage, deliveries and day to day noise form part of the normal pattern of activity expected in residential streets such as Clammas Way.

7.28 The London Borough of Hillingdon and the London Plan both recognise that small scale residential intensification on appropriately sized plots is acceptable where it does not result in demonstrable harm to neighbouring amenity. An increase of one dwelling does not represent an intensity of use that would be expected to cause unacceptable noise or disturbance particularly when consideration is given to the more advanced building control standards which would include a higher standard of insulation in comparison to the existing property. The pattern of occupancy would remain domestic in nature, and any associated noise would fall within the normal spectrum generated by residential properties.

7.29 Refuse storage for the two dwellings can be appropriately accommodated within the site, and waste generation from two family-sized homes is not considered excessive or harmful in comparison with the existing situation.

7.30 Overall, the proposed development is considered to have an acceptable impact on the amenities of neighbouring properties in compliance with Policy DMHB 11 and the NPPF 2024.

Quality of Residential Accommodation (Internal and External)

Internal

7.31 Policy D6 of the London Plan (2021) requires that 84sqm of internal floor space is provided for 3-bedroom 4-person dwellings set over two floors. The proposed dwellings would each provide approx. 85.4sqm of GIA for future presidents and would therefore comply with this mentioned policy space standards.

7.32 The applicant has provided a drawing demonstrating that both floors of the dwellings would measure a floor to ceiling height of 2.5m complying with part 8 of Policy D6.

7.33 The dwellings would be dual aspect and would provide all habitable rooms with an adequate source of light and outlook. As such, the proposed dwelling would provide a high standard of internal amenity space for future occupiers complying with Policy D6 of the London Plan (2021) and Policy DMHB 16 of the Hillingdon Local Plan (2020).

External

7.44 Policy DMHB 18 of the Local Plan (2020) states that new residential developments should provide an adequate level of private amenity space for occupiers that is good quality and usable. 3-bedroom properties are required to provide 60sqm of amenity space.

7.45 The proposed dwellings would each be provided with a private rear garden measuring approx. 90sqm exceeding this standard. As such, the proposal would have adequate external private amenity space in compliance with Policy DMHB 18 of the Hillingdon Local Plan Part 2 (2020).

Highways and Parking

7.46 The application site has a PTAL ranking of 1b. The London Plan (2021) Table 10.3 - Maximum Residential Parking Standards allows dwellings in Outer London PTAL ranking of 1b to have a maximum 1.5no. spaces each. During the process of the application revised drawings were received amending the parking layout and reducing the number of spaces to 1 per dwelling which would comply with this standard.

7.47 Two new vehicle crossovers would be required to serve the said spaces. The Highway Authority have confirmed that the proposed vehicle crossovers would broadly conform with the Councils Domestic Vehicle Footway Crossover 2022 Policy Guidance and would satisfy 'sightline' visibility requirements. However, final designs including the reinstatement works associated with removal of the existing crossover would be arranged post permission. The crossings would need to be constructed to an appropriate council standard and executes under S184 of the Highway Act 1980 at the applicant's/developer's expense. A suitable informative note has been added.

7.48 Local Plan: Part 2 Policies DMT 1 and DMT 2 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.

7.49 While the proposal would raise the level of vehicular activity to and from the site compared to the existing movements generated by the occupiers of the bungalow, it is considered that peak period traffic movement in and out of the site is not expected to exceed1-2 additional vehicle movements during the most sensitive parts of the day i.e. peak morning and late afternoon/evening. As such, the uplift is considered marginal in generation terms and can be absorbed within the local road network without detriment to traffic congestion and road safety.

7.50 Given the constraints and sensitivities of the local road network, it is considered that a demolition and construction management plan be secured via condition. The condition is required to optimise construction related routing and frequency by avoiding/minimising potential detriment to the surrounding public realm.

7.51 In line with the London Plan (2021), there is a requirement for a minimum of 20% of car parking spaces to have an 'active Electric Vehicle Charging Point (EVCP) provision with all remaining spaces being designated as 'passive'. In this case both of the spaces have been provided with an EVCP complying with this standard.

In terms of cycle storage, the London Plan Policy T5 requires each dwelling to be provided by 2 spaces. The proposed plans indicate 2 space bicycle storage boxes within the front forecourts of the dwellings complying with this standard. They are located within an accessible position, and a condition will be secured to provide the details of the cycle storage to ensure they are secure and covered.

7.52 The Council's Waste Collection Standards require that the distance between the refuse vehicle and the collection point does not exceed 10 metres. The proposed drawings indicate refuge storage would be located within the rear garden of each dwelling and would technically exceed the maximum distance. However, in practice, occupiers of the dwellings would position their waste on the kerbside of Clammas Way on collection days, consistent with the existing arrangements. This arrangement would be common within the residential setting and is considered acceptable.

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

Noise

7.54 The impact of the proposed development in terms of increased noise and disturbance has been assessed within the neighbouring amenity sections of this Committee Report. Overall, the site would be used in an exclusively residential capacity. As such, in terms of the operational phase of the proposed development, no significant issues are raised by the proposal, in respect to noise. Although the number of households on the site would increase from one to two, the level of activity associated with two family dwellings remains typical of a residential setting and would not be materially different from that ordinarily experienced within this residential street.

Air Quality

7.55 The site is located within an Air Quality Management Area. Given the proposed development is for the demolition of one dwelling and the erection of two, it is not considered that the proposal would cause unacceptable levels of dust and disturbance during the construction phase.

7.56 The control of dust and construction hours is governed under separate legislation, and the relevant informative note has been added to the decision to remind the applicant of this. In addition to this, a Demolition and Construction Management Plan has been secured via condition which will include measures to reduce the impact of the development on local air quality and dust through minimising emissions throughout the demolition and construction process.

Accessibility

7.57 The Councils access officer has been consulted on the application and has no concerns regarding accessibility, subject to conditions regarding step free access and compliance with the technical specifications for an M4(2) dwelling which will be added to the decision should the application be approved.

Trees and Landscaping

7.58 Policy DMHB 14 advises that all development will be expected to retain or enhance existing landscaping, trees, biodiversity or other features of merit.

7.59 The proposal would result in the loss of a small area of soft landscaping to the front of the site, primarily an existing grassed area, to accommodate two off-street parking spaces (see Figure 7). During the application, revised drawings were submitted which increased the level of soft landscaping across the frontage, including planting around the front bay windows, a low-level hedgerow between the two dwellings, and an additional planted area adjacent to the parking spaces. This enhanced landscaping is considered to make a positive contribution to the appearance of the development and would be in keeping with the surrounding street scene, where frontages typically comprise a balance of hardstanding and soft planting.

Figure 7 – Existing Site Frontage



7.60 The development also includes the subdivision of the existing rear garden to provide private amenity areas for each of the two proposed dwellings. A site visit confirmed that the current rear garden is largely overgrown and comprises extensive soft landscaping, including hedging, grassed areas and shrubbery. (See Figure 8) The site is not located within a Conservation Area and none of the trees or vegetation are protected by a Tree Preservation Order; therefore, the existing features do not benefit from statutory protection.

Figure 8 – Existing Rear Garden



7.61 Notwithstanding this, the submitted scheme is required to ensure that the development maintains an appropriate level of soft landscaping and contributes positively to the character of the area. To secure this, a detailed landscaping plan, covering planting specifications, boundary treatments, and ongoing landscape maintenance arrangements, has been secured by condition. This will ensure that the quality and appearance of the rear amenity areas are appropriately managed and that the development preserves the visual amenities of the locality in the long term.

7.62 The proposed plans include a modest shed structure within the rear garden of each dwelling. These sheds are of a typical domestic scale and form, positioned discreetly to the rear where they do not appear visually prominent from the public realm. The structures provide practical, secure storage space for garden tools,

cycles, and household items, thereby supporting the functional needs of future residents without compromising the usability of the private amenity areas. Sufficient garden space would remain for each property following their addition.

Biodiversity Net Gain

7.63 Biodiversity net gain is a way of creating and improving biodiversity by requiring development to have a positive impact ('net gain') on biodiversity. In England, biodiversity net gain is required under a statutory framework introduced by Schedule 7A of the Town and Country Planning Act 1990 (inserted by the Environment Act 2021). This statutory framework is referred to as 'biodiversity net gain' in Planning Practice Guidance to distinguish it from other or more general biodiversity gains.

7.64 Under the statutory framework for biodiversity net gain, subject to some exceptions, every grant of planning permission is deemed to have been granted subject to the condition that the biodiversity gain objective is met ("the biodiversity gain condition"). This objective is for development to deliver at least a 10% increase in biodiversity value relative to the pre-development biodiversity value of the onsite habitat.

7.65 The legislation includes a de minimis exemption for developments resulting in the loss of less than 25sqm of onsite habitat. The submitted plans confirm that the proposal would increase the developed footprint by approximately 23.5sqm, which falls below this 25sqm threshold. As such, the development qualifies for the *de minimis* exemption, meaning the statutory BNG requirement does not apply and a biodiversity gain plan is not required in this instance.

Flooding and Drainage

7.66 The proposed development site is not located in Flood Zones 2 or 3. Nor is it located within a critical drainage area, or an area known for surface water flooding. Therefore, the proposed development is not considered to increase flood risk at the site or within the area.

7.67 Concerns have been raised by neighbouring occupiers regarding the potential for the development to place additional pressure on the local drainage and sewerage network. The application site is located within Flood Zone 1, where the risk of fluvial flooding is low, and residential development is considered appropriate. The proposal involves the replacement of an existing bungalow with two semi-detached dwellings and results in only a modest increase in hardstanding across the site. This level of intensification is not considered to materially alter the existing surface-water runoff characteristics of the plot.

7.68 However, as the application proposed new residential development it is considered necessary to secure a condition ensuring a sustainable water management plan to ensure that sufficient drainage is provided for the new dwellings.

Waste Management

7.69 Waste management and refuge storage arrangements have been discussed within the neighbouring amenity sections 7.18 -7.30 and highway impact sections 7.46 – 7.53. There is no further assessment to be made.

Land Contamination

7.70 The application site lies party on former potentially contaminated land identified as Nursery/Orchard. The Councils Contaminated Land Officer has been consulted on the application and has no objection to the proposed development, however, a condition to secure a contaminated land report has been secured to ensure risks from land contamination to the future users of the land and neighbouring land are minimised.

8 Other Matters

Human Rights

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

Equality

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

Local Finance Considerations and CIL

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

8.4 Please note, this commentary has been provided for the purpose of assisting in the determination of the planning application only. If approved, the final CIL liability would be set out in the CIL Liability Notice following determination of the application in line with the CIL Regulations. This would be issued following a full

review of all the material available to the Council's Planning Obligations Team at that time.

9 Conclusion / Planning Balance

9.1 The proposed development would have a satisfactory impact on the character and appearance of the area and would not significantly harm the amenities of any neighbouring property. It is not considered to harm the highway network; additionally adequate living accommodation would be provided for future occupiers.

9.2 The proposal is considered to comply with the Development Plan, and no material considerations indicate that a contrary decision should be taken. Moreover significant weight is afforded to the provision of additional housing in light of the fact the Council is unable to demonstrate a 5-year housing land supply. Consequently, the application is recommended for approval subject to the conditions set out in Appendix 1.

10 Background Papers

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

APPENDICES

Planning Application

77795/APP/2025/2979

Appendix 1: Recommended Conditions and Informatives

Conditions

1. COM3 **Time Limit**

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

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

2. COM4 **Accordance with Approved Plans**

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

PL/29CW/01
PL/29CW/04 Rev A
PL/29CW/05 Rev A
PL/29CW/06 Rev B
PL/29CW/07 Rev A
PL/29CW/08
PL/29CW/09
Proposals for Schedule of Materials

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

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

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

2. Details of Hard Landscaping
2.a Refuse Storage

2.b Cycle Storage (2 spaces per unit, secure and covered)
2.c Means of enclosure/boundary treatments
2.d Hard Surfacing Materials
2.e External Lighting
2.f Other structures (such as play equipment and furniture)

3. Details of Landscape Maintenance
3.a Landscape Maintenance Schedule for a minimum period of 5 years.
3.b Proposals for the replacement of any tree, shrub, or area of 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

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).

4. OM19 **Demolition and Construction Management Plan**

Prior to development commencing, the applicant shall submit a demolition and construction management plan to the Local Planning Authority for its approval. The plan shall detail:

(i) The phasing of development works
(ii) The hours during which development works will occur (please refer to informative I15 for maximum permitted working hours).
(iii) A programme to demonstrate that the most valuable or potentially contaminating materials and fittings can be removed safely and intact for later re-use or processing.
(iv)Measures to prevent mud and dirt tracking onto footways and adjoining roads (including wheel washing facilities).
(v) Traffic management and access arrangements (vehicular and pedestrian) and parking provisions for contractors during the development process (including measures to reduce the numbers of construction vehicles accessing the site during peak hours).
(vi) Measures to reduce the impact of the development on local air quality and dust through minimising emissions throughout the demolition and construction process.
(vii) The storage of demolition/construction materials on site.

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

REASON

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

5. NONSC SuDS

Prior to commencement of the hereby approved development, (excluding demolition and site clearance) a scheme for the provision of sustainable water management shall be submitted to, and approved in writing by the Local Planning Authority. The scheme shall clearly demonstrate how the approved development will incorporate sustainable urban drainage (SuDs) in accordance with the hierarchy set out in Policy 5.13 of the London Plan and will:

i. provide information on all SuDs features including the method employed to delay and control the surface water discharged from the site and:
ii. provide a management and maintenance plan for the lifetime of the development of arrangements to secure the operation of the scheme throughout its lifetime. Including appropriate details of Inspection regimes, appropriate performance specification.
The scheme shall also demonstrate the use of methods to minimise the use of potable water through water collection, reuse and recycling and will:
iii. provide details of water collection facilities to capture excess rainwater; and how water usage will be reduced in the development.
Thereafter the development shall be implemented and retained/maintained in accordance with these details for as long as the development remains in existence.

REASON
To ensure that surface water run off is controlled to ensure the development does not increase the risk of flooding and is to be handled as close to its source as possible and Conserve water supplies in compliance with: Hillingdon Local Plan: Part 1- Strategic Policies Policy EM6 Flood Risk Management in (2012), Hillingdon Local Plan Part 2 Development Management Policies Policy DMEI 10 Water Management, Efficiency and Quality (2020), as well as relevant SuDs guidance contained within the London Plan (2021) and NPPF (2024).

6. NONSC Contamination

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

a) A desk-top study carried out by a competent person to characterise the site and provide information on the history of the site/surrounding area and to identify and evaluate all potential sources of contamination and impacts on land and water and all other identified receptors relevant to the site:

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

(c) A written method statement providing details of the remediation scheme and how the completion of the remedial works will be verified shall be agreed in writing with the LPA prior to 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.

7. NONSC **Step Free Access**

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

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

8. NONSC **M4(2) Compliance**

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

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

9. HO6 **Obscure Glazing**

The ground and first floor side windows facing numbers 27 and 31 Clammas Way shall be glazed with permanently obscured glass to at least scale 4 on the Pilkington scale and be non-opening below a height of 1.8 metres taken from internal finished floor level for so long as the development remains in existence.

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

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

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

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

11. RES14 **Extensions and roof alterations**

Notwithstanding the provisions of the Town and Country Planning (General Permitted Development)(England) Order 2015 (or any order revoking and re-enacting that Order with or without modification); no extension or roof alteration to any dwellinghouse(s) shall be erected without the grant of further specific permission from the Local Planning Authority.

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

Informatives

1. I23 **Works affecting the Public Highway - Vehicle Crossover**

The development hereby approved includes the carrying out of alterations to a vehicular access. Prior to undertaking work on the adopted highway you will require a Section 184 licence from the Highway Authority. The works shall be to the specification and constructed to the satisfaction of the Highway Authority. Fees are payable for the approval of the highway details, and inspection of the works. Further information and an application form are available on the London Borough of Hillingdon website https://www.hillingdon.gov.uk/dropped-kerb-form

2.

The effect of paragraph 13 of Schedule 7A to the Town and Country Planning Act 1990 is that planning permission granted for development of land in England is deemed to have been granted subject to the condition (biodiversity gain condition) that development may not begin unless:
(a) a Biodiversity Gain Plan has been submitted to the planning authority, and
(b) the planning authority has approved the plan.

The planning authority, for the purposes of determining whether to approve a Biodiversity Gain Plan, if one is required in respect of this permission would be the London Borough of Hillingdon.
There are statutory exemptions and transitional arrangements which mean that the biodiversity gain condition does not always apply. These are listed below.

Based on the information available this permission is considered to be one which will not require the approval of a biodiversity gain plan before development is begun because one or more of the statutory exemptions or transitional arrangements in the list below is/are considered to apply.

Statutory exemptions and transitional arrangements in respect of the biodiversity gain condition.
1. The application for planning permission was made before 12 February 2024.
2. The planning permission relates to development to which section 73A of the Town and Country Planning Act 1990 (planning permission for development already carried out) applies.
3. The planning permission was granted on an application made under section 73 of the Town and Country Planning Act 1990 and
(i)the original planning permission to which the section 73 planning permission relates* was granted before 12 February 2024; or
(ii)the application for the original planning permission* to which the section 73 planning permission relates was made before 12 February 2024.

4. The permission which has been granted is for development which is exempt being:
4.1 Development which is not 'major development' (within the meaning of article 2(1) of the Town and Country Planning (Development Management Procedure) (England) Order 2015) where:
iv) the application for planning permission was made before 2 April 2024;
v) planning permission is granted which has effect before 2 April 2024; or
vi) planning permission is granted on an application made under section 73 of the Town and Country Planning Act 1990 where the original permission to which the section 73 permission relates* was exempt by virtue of (i) or (ii).
4.2 Development below the de minimis threshold, meaning development which:
iii) does not impact an onsite priority habitat (a habitat specified in a list published under section 41 of the Natural Environment and Rural Communities Act 2006); and
iv) impacts less than 25 square metres of onsite habitat that has biodiversity value greater than zero and less than 5 metres in length of onsite linear habitat (as defined in the statutory metric).
4.6 Development which is subject of a householder application within the meaning of article 2(1) of the Town and Country Planning (Development Management Procedure) (England) Order 2015. A "householder application" means an application for planning permission for development for an existing dwellinghouse, or development within the curtilage of such a dwellinghouse for any purpose incidental to the enjoyment of the dwellinghouse which is not an application for change of use or an application to change the number of dwellings in a building.
4.7 Development of a biodiversity gain site, meaning development which is undertaken solely or mainly for the purpose of fulfilling, in whole or in part, the Biodiversity Gain Planning condition which applies in relation to another development, (no account is to be taken of any facility for the public to access or to use the site for educational or recreational purposes, if that access or use is permitted without the payment of a fee).
4.8 Self and Custom Build Development, meaning development which:
iv) consists of no more than 9 dwellings;
v) is carried out on a site which has an area no larger than 0.5 hectares; and
vi) consists exclusively of dwellings which are self-build or custom housebuilding (as defined in section 1(A1) of the Self-build and Custom Housebuilding Act 2015)
4.5 Development forming part of, or ancillary to, the high speed railway transport network (High Speed 2) comprising connections between all or any of the places or parts of the transport network specified in section 1(2) of the High Speed Rail (Preparation) Act 2013.
* "original planning permission means the permission to which the section 73 planning permission relates" means a planning permission which is the first in a sequence of two or more planning permissions, where the second and any subsequent planning permissions are section 73 planning permissions.
Irreplaceable habitat
If the onsite habitat includes irreplaceable habitat (within the meaning of the Biodiversity Gain Requirements (Irreplaceable Habitat) Regulations 2024) there are additional requirements for the content and approval of Biodiversity Gain Plans.
The Biodiversity Gain Plan must include, in addition to information about steps taken or to be taken to minimise any adverse effect of the development on the habitat, information on

arrangements for compensation for any impact the development has on the biodiversity of the irreplaceable habitat.
The planning authority can only approve a Biodiversity Gain Plan if satisfied that the adverse effect of the development on the biodiversity of the irreplaceable habitat is minimised and appropriate arrangements have been made for the purpose of compensating for any impact which do not include the use of biodiversity credits.
The effect of section 73D of the Town and Country Planning Act 1990
If planning permission is granted on an application made under section 73 of the Town and Country Planning Act 1990 (application to develop land without compliance with conditions previously attached) and a Biodiversity Gain Plan was approved in relation to the previous planning permission ("the earlier Biodiversity Gain Plan") there are circumstances when the earlier Biodiversity Gain Plan is regarded as approved for the purpose of discharging the biodiversity gain condition subject to which the section 73 planning permission is granted. Those circumstances are that the conditions subject to which the section 73 permission is granted:
i) do not affect the post-development value of the onsite habitat as specified in the earlier Biodiversity Gain Plan, and
ii) in the case of planning permission for a development where all or any part of the onsite habitat is irreplaceable habitat the conditions do not change the effect of the development on the biodiversity of that onsite habitat (including any arrangements made to compensate for any such effect) as specified in the earlier Biodiversity Gain Plan.

3. IT05 **Wildlife and Countryside Act 1981**

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

4. 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).

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

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

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

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

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

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

7. I2 **Encroachment**

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

8. 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.

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

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

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

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

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

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

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

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

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

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

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

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

I53 **Compulsory Informative (2)**

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

DMEI 10	Water Management, Efficiency and Quality
DMEI 9	Management of Flood Risk
DMH 6	Garden and Backland Development
DMHB 11	Design of New Development
DMHB 12	Streets and Public Realm
DMHB 14	Trees and Landscaping
DMHB 16	Housing Standards
DMHB 18	Private Outdoor Amenity Space
DMT 1	Managing Transport Impacts
DMT 2	Highways Impacts
DMT 6	Vehicle Parking
LPP D3	(2021) Optimising site capacity through the design-led approach
LPP D4	(2021) Delivering good design
LPP D5	(2021) Inclusive design
LPP D6	(2021) Housing quality and standards
LPP D7	(2021) Accessible housing
LPP G6	(2021) Biodiversity and access to nature
LPP GG2	(2021) Making the best use of land
LPP GG4	(2021) Delivering the homes Londoners needs
LPP T4	(2021) Assessing and mitigating transport impacts
LPP T5	(2021) Cycling
LPP T6.1	(2021) Residential parking

Appendix 2: Relevant Planning History

77795/APP/2023/176 29 Clammas Way Cowley

Proposed demolition of existing detached bungalow and erection of a detached 6-bedroom dwelling with associated parking spaces and external works.

Decision: 23-06-2023 Withdrawn

Appendix 3: List of Relevant Planning Policies

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

Part 1 Policies:

PT1.BE1	(2012) Built Environment
PT1.H1	(2012) Housing Growth

Part 2 Policies:

DMH 6	Garden and Backland Development
DMHB 11	Design of New Development
DMHB 12	Streets and Public Realm
DMHB 14	Trees and Landscaping
DMHB 16	Housing Standards
DMHB 18	Private Outdoor Amenity Space
DMT 1	Managing Transport Impacts
DMT 2	Highways Impacts
DMT 6	Vehicle Parking
DMEI 10	Water Management, Efficiency and Quality
DMEI 9	Management of Flood Risk
LPP GG2	(2021) Making the best use of land
LPP GG4	(2021) Delivering the homes Londoners needs
LPP D3	(2021) Optimising site capacity through the design-led approach
LPP D4	(2021) Delivering good design
LPP D5	(2021) Inclusive design
LPP D6	(2021) Housing quality and standards

LPP D7	(2021) Accessible housing
LPP G6	(2021) Biodiversity and access to nature
LPP T4	(2021) Assessing and mitigating transport impacts
LPP T5	(2021) Cycling
LPP T6.1	(2021) Residential parking

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

Case Officer: **Rhian Thomas**	**58891/APP/2026/107**

Date Application Valid:	**16-01-26**	Statutory / Agreed Determination Deadline:	**30/04/26**
Application Type:	**Householder**	Ward:	**West Drayton**

Applicant:	**Mr Jalil Reza**
Site Address:	**38 Frays Avenue, West Drayton, Hillingdon, UB7 7AG**
Proposal:	**Conversion of loft space to habitable use to include raising ridge height, roof lights to front, rear and side, rear half-hipped loft window, and amendments to fenestrations.**
Summary of Recommendation:	**GRANT planning permission subject to conditions**
Reason Reported to Committee:	**Required under Part 3 of the Planning Scheme of Delegation (Petition received)**

Summary of Recommendation:

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

1 Executive Summary

1.1 Planning permission is sought for the conversion of the existing loft space to habitable accommodation, including a 0.6m increase in ridge height, installation of rooflights, and the formation of a rear half-hipped loft window with a small crown-roof element. The property lies within the Garden City, West Drayton Area of Special Local Character (ASLC) and Flood Zone 2.

1.2 Following a full assessment, it is concluded that the proposal would integrate appropriately with the varied roofscape of Frays Avenue, would not result in harm to the character or appearance of the ASLC, and would safeguard the amenities of neighbouring properties. The development would provide acceptable internal accommodation, retain well in excess of the required private amenity space, and raise no concerns in respect of flooding, landscaping or parking provision.

1.3 Due regard has been given to local residents' representations, including a petition of objection; however, no material considerations have been identified that would justify withholding permission.

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

1.5 It is recommended that planning permission is granted subject to conditions (Appendix 1) by virtue that the development would not have a significant impact on the amenities of neighbouring properties, nor would it harm the character and appearance of the Area of Special Local Character, and it would not have a harmful impact on the highway network.

2 The Site and Locality

2.1 The application site comprises a detached two storey property located on the northwest side of Frays Avenue, West Drayton. The principal elevation of the property faces towards the southeast. To the northeast lies 38 Frays Avenue, a two-storey detached dwelling and to the Southwest lies 40 Frays Avenue, a newly

built detached two storey dwelling. Some 90 m to the Southwest lies the Frays River.

2.2 The street scene is residential in character and appearance, comprising of a mix of two storey detached houses and bungalows of varying styles. It is noted that on the Northwest side of Fray's Avenue (the side the application site is located on) there is a predominance of two storey dwellings whereas on the opposite side there are predominantly bungalow/chalet bungalow type properties.

2.3 To the rear is a large, enclosed garden with an outbuilding structure and a swimming pool. To the front is a driveway with a capacity for several vehicles and there is a vehicular crossover.

2.4 To property benefits from a front canopy feature, garage conversion a single storey rear extension and first floor rear additions.

2.5 The application site lies within the Garden City, West Drayton Area of Special Local Character (ASLC) and lies within Flood Zone 2.

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



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

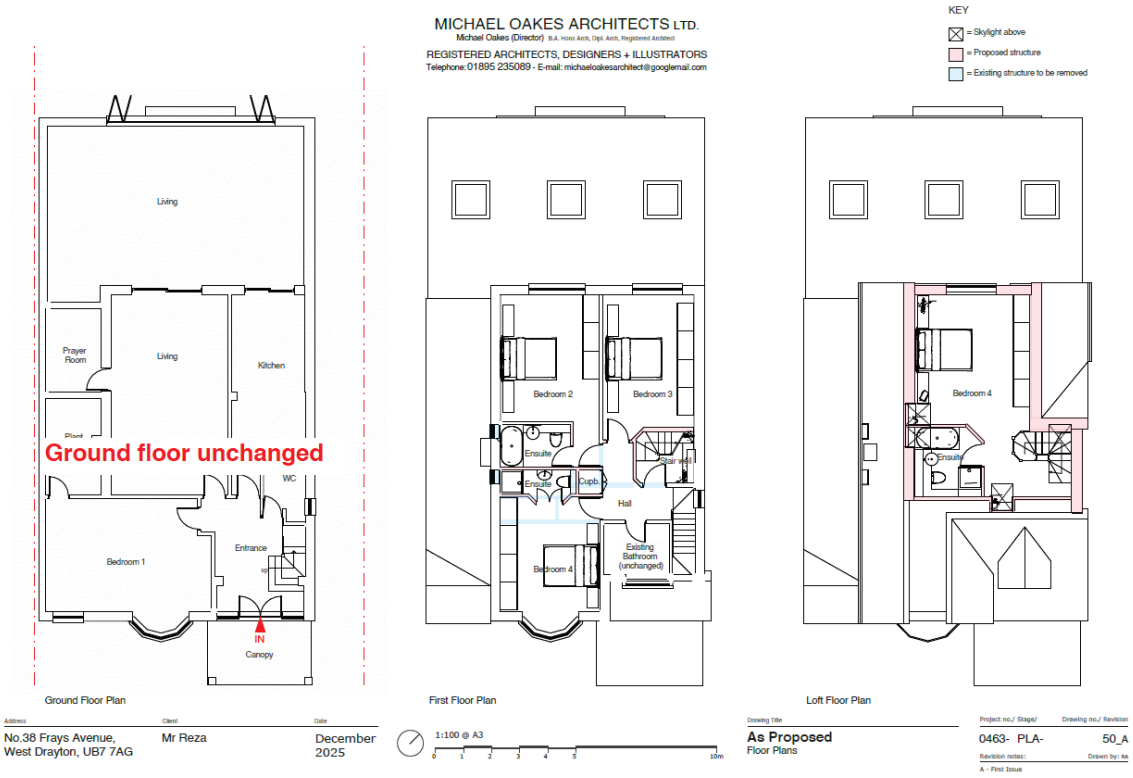


3 Proposal

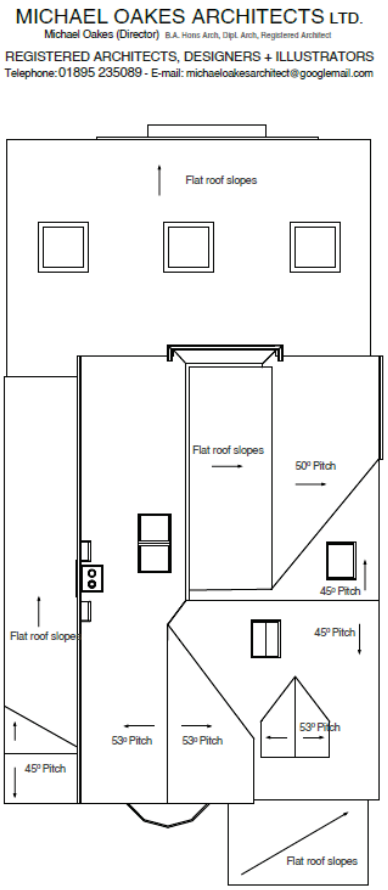
3.1 The proposed development involves the Conversion of loft space to habitable use to include raising ridge height, roof lights to front, rear and side, rear half-hipped loft window, and amendments to fenestrations.

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

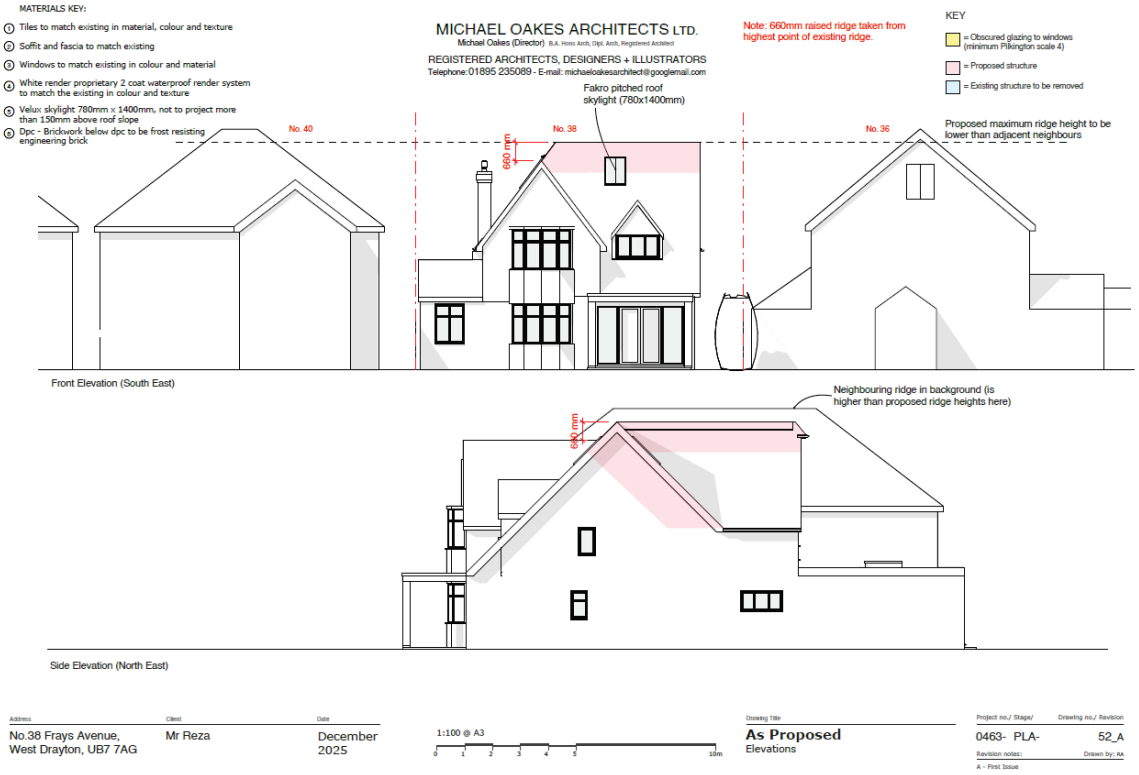
Proposed floor plans:



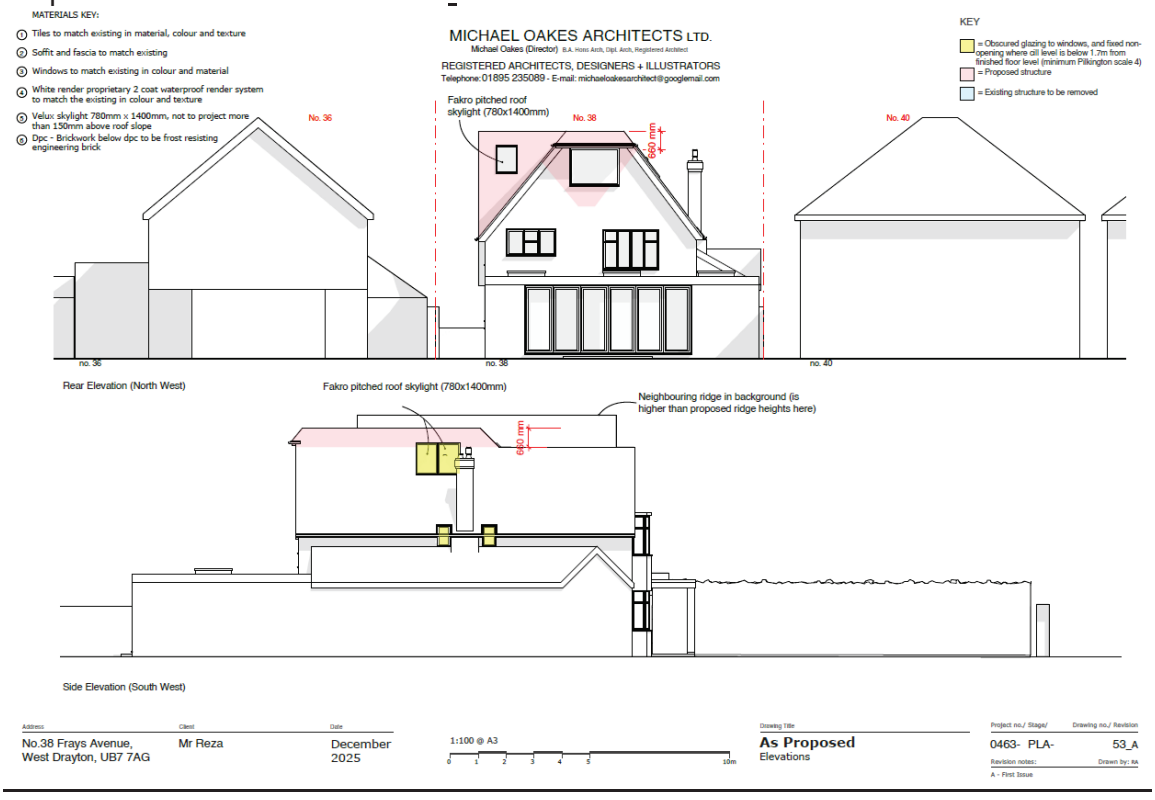
Proposed roof plan:



Proposed front and side elevations:



Proposed rear and side elevations:



Proposed street scene elevation:

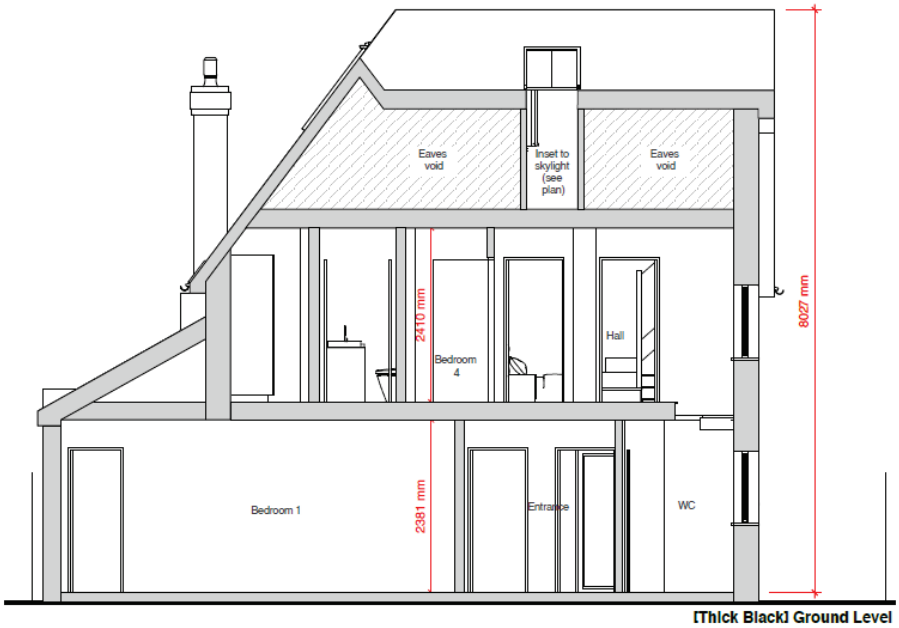


Proposed Street Elevation

Proposed sections:

Michael Oakes (Director) B.A. Hons Arch, Dipl. Arch, Registered Architect
REGISTERED ARCHITECTS, DESIGNERS + ILLUSTRATORS
Telephone:01895 235089 - E-mail: michaeloakesarchitect@googlemail.com

Note: all measurements taken from existing ground floor (finish floor level) - unchanged



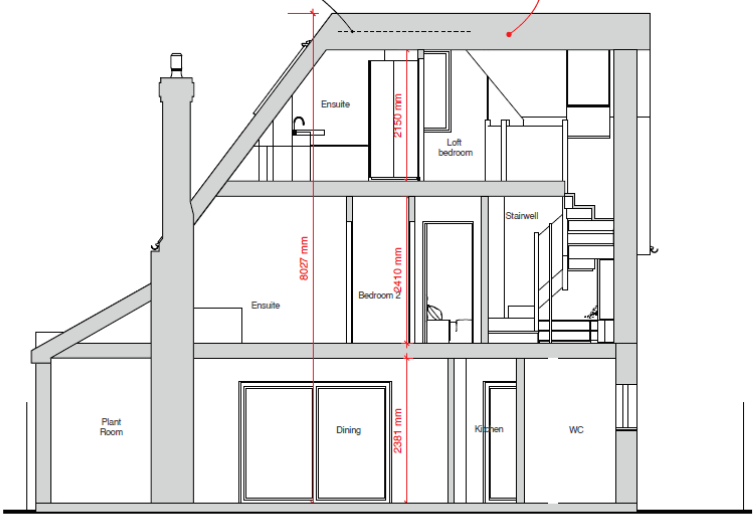
Section AA

MICHAEL OAKES ARCHITECTS LTD.
Michael Oakes (Director) B.A. Hons Arch, Dipl. Arch, Registered Architect
REGISTERED ARCHITECTS, DESIGNERS + ILLUSTRATORS
Telephone: 01895 235089 - E-mail: michaeloakesarchitect@googlemail.com

Note: all measurements taken from existing ground floor (finish floor level) - unchanged

[Dash] = flat roof height extent (behind section plane)

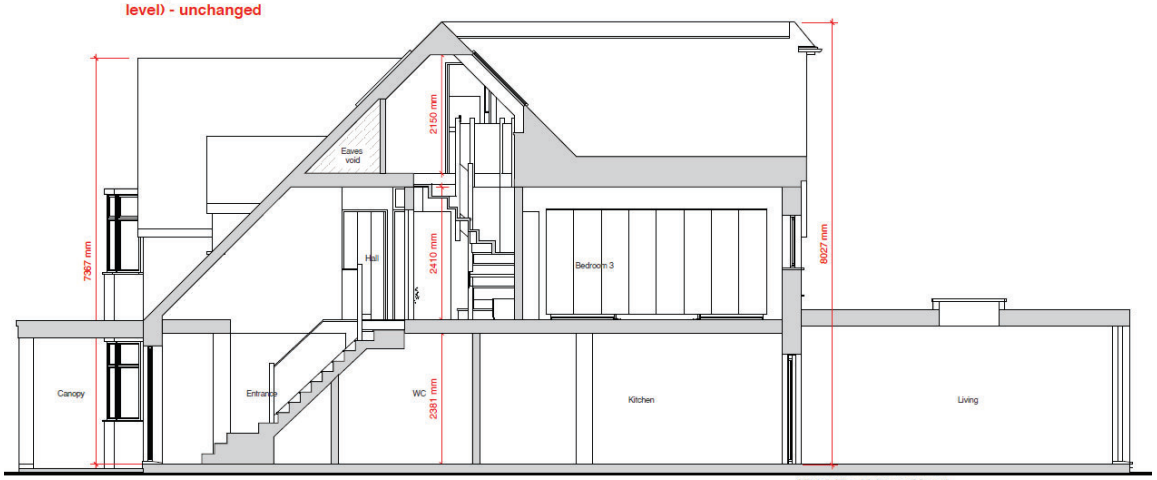
IMPORTANT NOTE: Ridge height larger than roof thickness due to section being taken through the ridge



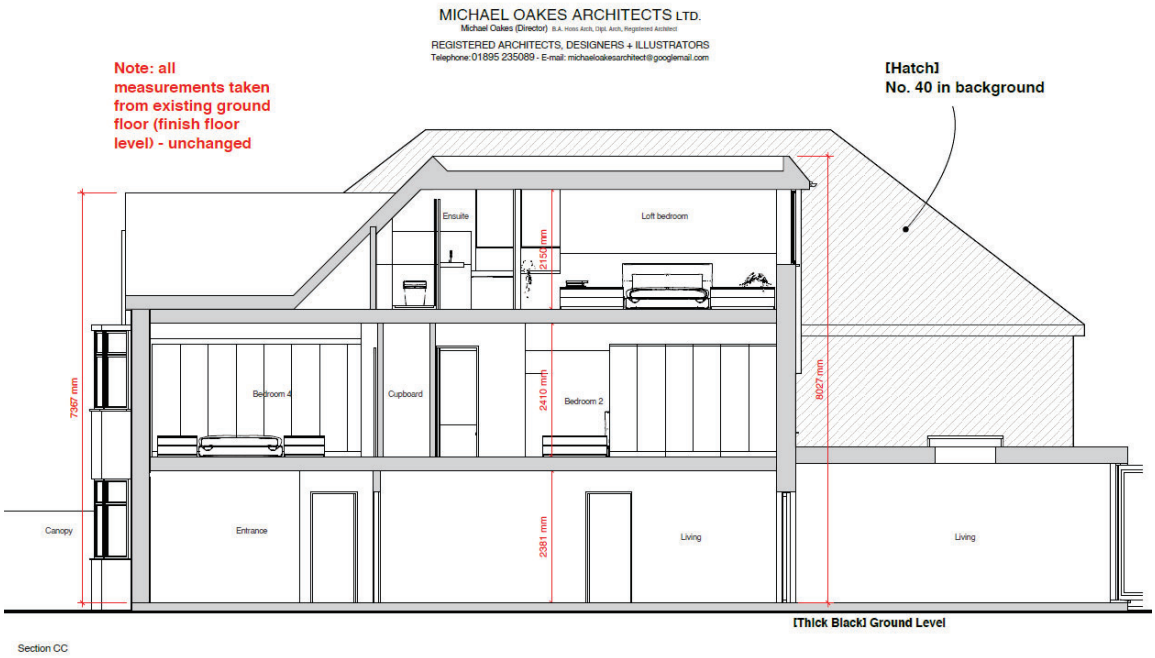
Section BB

MICHAEL OAKES ARCHITECTS LTD.
Michael Oakes (Director) B.A. Hons Arch, Dipl. Arch, Registered Architect
REGISTERED ARCHITECTS, DESIGNERS + ILLUSTRATORS
Telephone: 01895 235089 - E-mail: michaeloakesarchitect@googlemail.com

Note: all measurements taken from existing ground floor (finish floor level) - unchanged



Section CC



4 Relevant Planning History

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

5 Planning Policy

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

6 Consultations and Representations

6.1 Five neighbouring properties were consulted on the application by letter dated 27-01-26.

6.2 A site notice was displayed on 12-02-26 and expired 06-03-26.

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

Table 1: Summary of Representations Received

Representations	Summary of Issues Raised	Planning Officer Response

A petition in objection to the development with 23 valid signatures has been received.	1. The development will negatively impact the original character of the property and Area of Special Local Character	This has been discussed at sections 7.2 – 7.13
3 individual letters of objection have been received. A representation has been received from West Drayton Area Advisory Panel.	I. The development will negatively impact the original character of the property and Area of Special Local Character.	This has been discussed at section 7.2 – 7.13
	II. The proposed extension unbalances the existing property and appears as a box structure added on.	This has been discussed at section 7.2 – 7.13
	III. I am writing on behalf of West Drayton Conservation Area Advisory Panel. Although the proposed extensions are fairly major ones, most of the large-scale changes are to the rear. Those that will affect the street scene in this Conservation Area are modest in relation to those made to the two adjacent houses. We therefore have no objections to this application	This has been noted.

Table 2: Summary of Consultee Responses

Consultee and Summary of Comments	Planning Officer Response
Conservation and Urban Design Officer	

This is a pleasant two storey dwelling. We would be concerned that the subservient side roof becomes dominant and the gable loses its prominence within the composition of the facade. This would have a detrimental impact on the character of the building as a whole and the wider area of special local character. If you wish to discuss further, please bring to design surgery. Should the officer be minded to approve we would recommend matching external materials and finishes.	These comments have been noted and an assessment of the development on the impact on the character of the building and the Area of Special Local Character has been made in sections 7.2 – 7.13

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

7.3 The proposed development involves the conversion of roof space to habitable use including the raising of ridge height, rear half hipped loft window including small crown roof elements. Rooflights to the front, side and rear of the property along with internal alterations.

7.4 The application site is located within the Garden City, West Drayton Area of Special Local Character. The surrounding area is residential and comprises a varied mix of property types and architectural styles, including both two-storey dwellings and bungalows. Most properties along Frays Avenue are detached and many have been subject to substantial extensions and alterations over time. As a result, the street scene displays a wide variety of roof forms, building heights and external materials, with limited symmetry or uniformity between plots.

7.5 The existing property comprises an attractive two storey detached property set within a spacious plot on Frays Avenue. The dwelling itself features a half hipped roof form with projecting front gable and front facing dormer window. To the rear the property has been extended by way of a single storey rear extensions and projecting first floor rear gables. The exterior is finished in render. The site presents as a large, individually designed dwelling within a verdant and well-established residential setting.

7.6 The proposed development includes increasing the ridge height by approximately 0.6m, resulting in an overall height of 8.2m. While Policy DMHD 1 generally discourages increases to ridge height, the proposal must be considered in the context of the surrounding built form. The street is characterised by dwellings which vary in height, form and design. There are multiple examples of varying roof heights with the most obvious being the transition between the bungalow, 1.5 storey and two storey dwellings. The transition of heights is less obvious between the two storey dwellings due to the properties being significantly set back from the public highway. Furthermore No. 40 Frays Avenue to the southwest has recently been redeveloped under planning permission ref. 3650/APP/2019/3036, comprising two detached dwellings each with a ridge height of approximately 8.6m, and these have now been constructed (see Figure 4). Similarly, the neighbouring property at No. 36 Frays Avenue was originally a bungalow but has been extended to a full two-storey dwelling (ref. 46581/APP/2000/1720), also achieving a ridge height of around 8.6m. In this context, the proposed ridge height at the application property would remain lower than both adjoining dwellings. Officers consider the perception of the 0.6 m high raising of the ridge would be minimal and no different to the relationship between other properties within the street. As such the roof extension would not appear incongruous, over-dominant or out of keeping within the established streetscene.

Figure 4 – No. 40 Frays Avenue approved under ref. 3650/APP/2019/3036



7.7 The applicant has provided an existing and proposed street scene elevation drawing to demonstrate how the extended property would be viewed within the street scene. As seen in Figure 5 the dwelling would appear in keeping with the overall roof heights of the neighbouring properties and does not appear over dominant. While the extended roof would extend above the existing front gable, this is not considered to significantly detract from the original character of the property to warrant refusal.

Figure 5 – Existing and proposed street scene elevations





Existing Street Elevation

7.8 Turning to the rear of the property, the proposal includes alterations to the existing roof form, which currently comprises a dual-gable arrangement with limited headroom and usability. The scheme would replace this configuration with a single enlarged rear gable incorporating a half-hipped roof and a modest crown-roof element, as shown on the proposed rear elevation and 3D views. Importantly, the development does not extend the dwelling beyond the existing first floor rear wall; the changes relate solely to the roof structure above the existing footprint.

7.9 These alterations would not be visible from the street scene due to their position on the rear elevation and the fact that the crown-roof section is set down below the main ridge. While Policy DMHD 1 discourages the use of large crown roofs, it is necessary to consider local context. Both recently constructed dwellings at No. 40 Frays Avenue incorporate pronounced crown-roof forms which are more visually prominent than what is proposed here. In this case, the crown element is limited in scale and would be screened from public views.

7.10 Neighbouring representations have described the roof alterations as “box-like,” presumably referring to the crown-roof section. However, the design incorporates a hip and gable arrangement that aligns with the architectural form of the existing dwelling, avoiding a visually bulky or incongruous appearance. The applicant’s 3D visuals illustrate that, when viewed from public vantage points, the increased roof height and revised rear form would remain subordinate to the main roof structure and would not appear discordant within the street scene.

Figure 6 – 3D views of the development



7.11 The development also involves the installation of front, side and rear elevation roof lights. Subject to a condition requiring the rooflight to be of a conservation style which sit flush to the roof, these are not considered to cause harm to the character and appearance of the original property, street scene nor the Area of Special Local Character.

7.12 A condition is recommended to ensure all proposed materials match those of the existing dwelling, thereby securing a cohesive appearance and ensuring the development integrates well with the host property.

7.13 Taking all matters into account, the proposal is considered to respect the character and appearance of the host dwelling, the surrounding street scene and the Area of Special Local Character, in accordance with Policy BE1 of the Hillingdon Local Plan: Part 1 - Strategic Policies and Policies DMHB 5, DMHB 11, DMHB 12 and DMHD 1 of the Local Plan: Part Two - Development Management Policies (2020), as well as relevant design guidance contained within the London Plan (2021) and NPPF (2024).

Heritage

7.14 The site is not located within a designated area and as such this section is not applicable to the assessment of this application.

Impact on the Green Belt

7.15 The site is not located within the Green Belt and as such this section is not applicable to the assessment of this application.

Residential Amenity

7.16 Policy DMHD 1 of the Hillingdon Local Plan: Part Two - Development Management Policies (2020) states that planning applications relating to alterations and extensions of dwellings will be required to ensure, amongst other matters, that: ii) a satisfactory relationship with adjacent dwellings is achieved; and v) there is no unacceptable loss of outlook to neighbouring occupiers.

7.17 Policy DMHB 11 of the Hillingdon Local Plan: Part Two - Development Management Policies (2020) seeks to ensure that development proposals do not adversely impact on the amenity, daylight and sunlight of adjacent properties and open space.

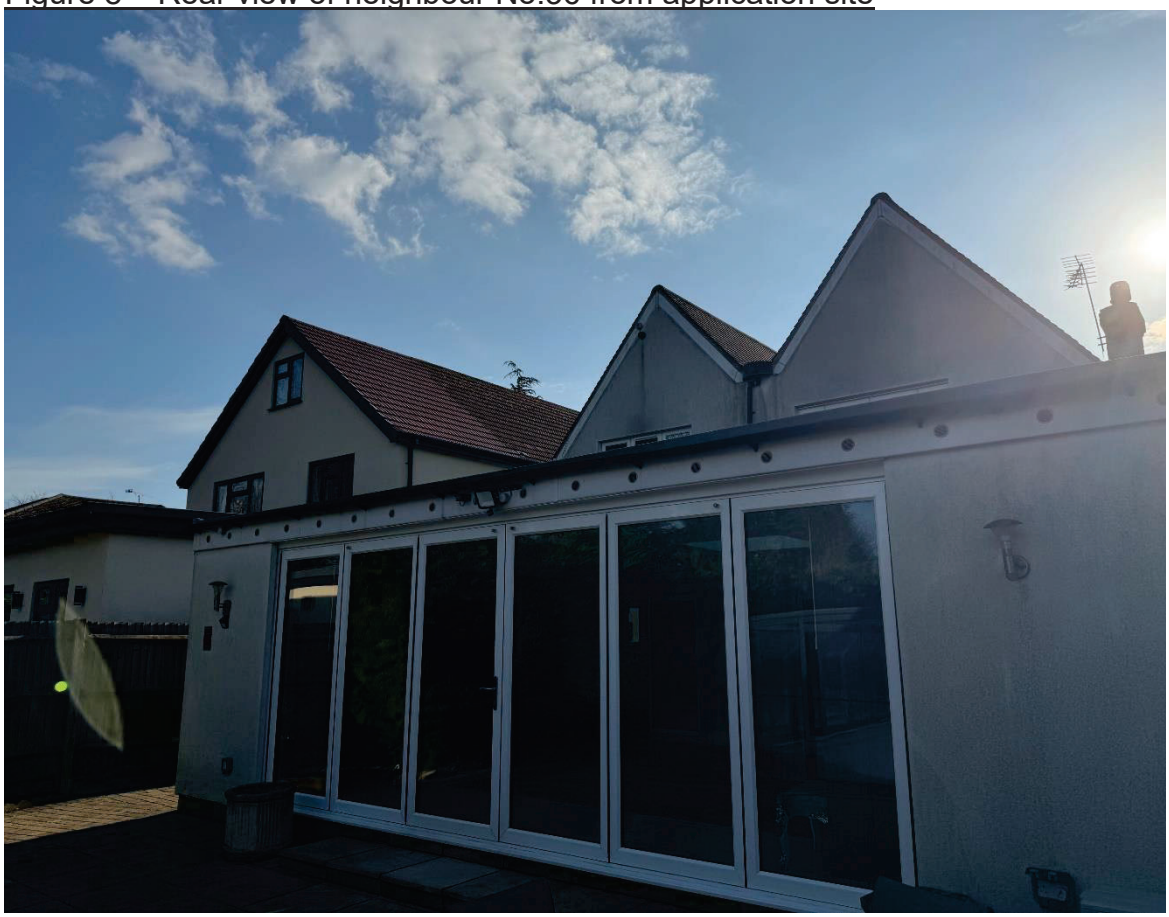
7.18 No. 40 Frays Avenue lies to the southwest and is separated from the application site. This recently built dwelling extends beyond the rear building line of the host property. The proposed works do not project beyond either the front or rear elevation of No. 40 and therefore would not result in harmful loss of light, overshadowing, or an overbearing impact. Side-facing rooflights are proposed facing this neighbour; however, these are shown to be obscurely glazed and non-opening below 1.7m, preventing overlooking or loss of privacy and are considered acceptable.

Figure 7 – Rear view of neighbour No.40 from application site



7.19 No. 36 Frays Avenue, located to the northeast, also sits on a separate plot. The proposals do not extend further to the rear than the existing built form and therefore would not impact this neighbour in terms of light, overshadowing or overbearing sense of enclosure. This property contains both ground- and first-floor side-facing windows, which a site visit confirmed to be obscurely glazed and serving non-habitable rooms. As no new side-facing windows are proposed on the host dwelling, there would be no harmful loss of privacy or overlooking.

Figure 8 – Rear view of neighbour No.36 from application site



7.20 The proposed 0.6m increase in ridge height would not materially affect either neighbour given the separation distances and existing context and is not considered to result in any unacceptable loss of light, overshadowing or sense of dominance.

7.21 Overall, the proposed development would not harm the amenities of neighbouring properties complying with Policies DMHD 1 and DMHB 11 of the Hillingdon Local Plan: Part Two - Development Management Policies (2020).

Quality of Residential Accommodation

Internal

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

7.23 Proposed section drawings demonstrate that the loft conversion would achieve a floor-to-ceiling height of approximately 2.15m, which is considered sufficient to provide usable and functional internal space. Policy D6 of the London Plan (2021) requires new residential development to achieve a minimum floor-to-ceiling height of 2.5m for at least 75% of the internal area; however, this standard applies principally to new-build development. The existing property does not currently meet this requirement, as shown on the existing section drawings, and it would therefore be unreasonable to require full compliance as part of a loft conversion within an existing dwelling. On this basis, the proposed internal height is considered acceptable.

External

7.24 Policy DMHB 18 (Table 5.3) requires properties with four or more bedrooms to provide a minimum of 100sqm of private, well-located external amenity space. The application site benefits from a spacious plot with a large rear garden that comfortably exceeds this requirement. The proposed development would retain ample garden space well in excess of the policy minimum, and as such, the scheme is considered to comply with Policy DMHB 18.

Highways and Parking

7.25 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.

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

Trees and Landscaping

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

Trees and Landscaping

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

Flooding and Drainage

7.29 The application site lies within Flood Zone 2, indicating a medium probability of fluvial flooding. The proposal does not include any ground-floor extensions or alteration to the building footprint, nor does it involve the creation of additional impermeable surfaces within the site. As such, the development would not increase surface-water run-off or displace floodwaters, and it is not considered to raise flood-risk concerns either to the host property or the surrounding area.

7.30 The applicant has acknowledged the site's flood-zone designation and submitted a historic flood report, demonstrating an understanding of the localised flood constraints and historic events affecting the area. Given that the proposal is confined to roof-level alterations with no change to ground conditions, no further flood-risk mitigation is required in this instance. The development is therefore considered acceptable in relation to flooding considerations.

8 Other Matters

Human Rights

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

Equality

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

Local Finance Considerations and CIL

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

9 Conclusion / Planning Balance

9.1 The proposal is considered to comply with the Development Plan and no material considerations indicate that a contrary decision should be taken. Consequently,

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

10 Background Papers

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

APPENDICES

Planning Application

58891/APP/2026/107

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:

01_A
50_A
51_A
52_A
53_A
54_A
60_A
61_A
62_A
63_A

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

3. HO4 **Materials**

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

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

4. NONSC **Rooflights**

All proposed rooflights across the development shall be conservation style rooflights and

installed fully flush with the plane of the roof. The rooflights shall thereafter be retained and maintained as approved.

REASON
To preserve the character and appearance of the Garden City, West Drayton, Area of Special Local Character, in accordance with Policy DMHB 5 of the Hillingdon Local Plan: Part Two - Development Management Policies (2020), and the London Plan (2021).

5. HO5 **No additional windows or doors**

Notwithstanding the provisions of the Town and Country Planning (General Permitted Development) Order 2015 (as amended) (or any order revoking and re-enacting that Order with or without modification), no additional windows, doors or other openings shall be constructed in the walls or roof slopes of the development hereby approved facing numbers 36 and 40 Frays Avenue.

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

6. HO6 **Obscure Glazing**

The side facing windows and rooflights facing number 40 Frays Avenue shall be glazed with permanently obscured glass to at least scale 4 on the Pilkington scale and be non-opening below a height of 1.8 metres taken from internal finished floor level for so long as the development remains in existence.

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

Informatives

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

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

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

For further information and advice contact - Highways Maintenance Operations, Central Depot - Block K, Harlington Road Depot, 128 Harlington Road, Hillingdon, Middlesex, UB3

3EU (Tel: 01895 277524).

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

2. I2 **Encroachment**

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

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

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

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

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

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

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

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

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

The decision to GRANT planning permission has been taken having regard to all relevant planning legislation, regulations, guidance, circulars and Council policies, including The

Human Rights Act (1998) (HRA 1998) which makes it unlawful for the Council to act incompatibly with Convention rights, specifically Article 6 (right to a fair hearing); Article 8 (right to respect for private and family life); Article 1 of the First Protocol (protection of property) and Article 14 (prohibition of discrimination).

I53 **Compulsory Informative (2)**

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

DMEI 9	Management of Flood Risk
DMHB 11	Design of New Development
DMHB 12	Streets and Public Realm
DMHB 14	Trees and Landscaping
DMHB 18	Private Outdoor Amenity Space
DMHB 5	Areas of Special Local Character
DMHD 1	Alterations and Extensions to Residential Dwellings
DMT 6	Vehicle Parking
LPP D3	(2021) Optimising site capacity through the design-led approach
LPP D6	(2021) Housing quality and standards
LPP SI12	(2021) Flood risk management
LPP T4	(2021) Assessing and mitigating transport impacts
LPP T6	(2021) Car parking
NPPF12 -24	NPPF12 2024 - Achieving well-designed places
NPPF14 -24	NPPF14 2024 - Meeting the challenge of climate change, flood and coastal change

Appendix 2: Relevant Planning History

58891/APP/2004/1645 38 Frays Avenue West Drayton Middlesex

ERECTION OF A SINGLE-STOREY SIDE EXTENSION AND TWO-STOREY REAR EXTENSION (WORKS INVOLVE THE DEMOLITION OF AN EXISTING GARAGE)

Decision: 24-09-2004 Approved

58891/APP/2004/350 38 Frays Avenue West Drayton Middlesex

ERECTION OF PART SINGLE, PART TWO STOREY SIDE EXTENSION, TWO STOREY REAR EXTENSION INCORPORATING A REAR FACING DORMER WINDOW, AND NEW PITCHED ROOF TO EXISTING REAR DORMER WINDOW

Decision: 31-03-2004 Refused

58891/APP/2016/1957 38 Frays Avenue West Drayton Middlesex

Single storey rear extension, single storey front extension and porch to front involving conversion of garage to habitable use

Decision: 15-02-2017 Approved

58891/APP/2017/4188 38 Frays Avenue West Drayton Middlesex

Canopy to front (Part Retrospective)

Decision: 26-01-2018 Refused **Appeal:** 06-06-2018 Allowed

Appendix 3: List of Relevant Planning Policies

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

Part 1 Policies:

PT1.BE1	(2012) Built Environment
PT1.EM6	(2012) Flood Risk Management

Part 2 Policies:

DMHD 1	Alterations and Extensions to Residential Dwellings
DMHB 5	Areas of Special Local Character
DMHB 11	Design of New Development
DMHB 12	Streets and Public Realm
DMHB 14	Trees and Landscaping
DMHB 18	Private Outdoor Amenity Space
LPP D3	(2021) Optimising site capacity through the design-led approach
LPP D6	(2021) Housing quality and standards
LPP T6	(2021) Car parking
DMEI 9	Management of Flood Risk
DMT 6	Vehicle Parking
LPP T4	(2021) Assessing and mitigating transport impacts
LPP SI12	(2021) Flood risk management
NPPF12 -24	NPPF12 2024 - Achieving well-designed places
NPPF14 -24	NPPF14 2024 - Meeting the challenge of climate change, flood and coastal change

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

Case Officer: **Mike Kemp**	**38058/APP/2025/2613**

Date Application Valid:	**09/10/2025**	Statutory / Agreed Determination Deadline:	**17/04/2026**
Application Type:	**Full**	Ward:	**Yiewsley**

Applicant:	**Troutbourne LLP**
Site Address:	**Land at Rainbow Industrial Estate, Trout Road, Yiewsley, UB7 7FX**
Proposal:	**Demolition of existing structures and phased re-development of the site to provide nine plots ranging between three and 11 storeys in height (including ground level) to include residential uses (Use Class C3), flexible retail/cafe/restaurant floorspace (Class E (a,b,c)), light industrial floorspace (Class E (g)(iii)), associated hard and soft landscaping, car parking, cycling parking, servicing, refuse and plant areas, public realm improvements, highways works and other works associated with the development.**
Summary of Recommendation:	**GRANT planning permission subject to section 106 legal agreement and conditions**
Reason Reported to Committee:	**Required under Part 1 of the Planning Scheme of Delegation (Major application recommended for approval)**

Summary of Recommendation:

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

Section 106 Legal Agreement Heads of Terms:

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

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

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

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

i. To secure on-site affordable housing, to include a provision of 35% by habitable room with 70% being London Affordable Rent (LAR) and 30% Shared Ownership.
ii. Air Quality Mitigation Contribution of £145,908
iii. Residential Parking Permits restriction (excluding Blue Badge holders)
iv. An Employment/ Construction Training Scheme secured in accordance with the Council's Planning Obligations SPD.
v. London Healthy Urban Development Unit (HUDU) financial contribution of £618,167 to fund enhanced or new health facilities within the London Borough of Hillingdon.
vi. Financial contribution of £259,860 towards improvements to connections, access and enhancements of the Grand Union Canal.
vii. Designation of public open space within the site to remain publicly accessible in perpetuity.
viii. Active Travel Contribution of £154,660
ix. A Project Management and Monitoring Fee, equalling 5% of the total financial contributions to be paid under this agreement.

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

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

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

'The applicant has failed to mitigate the impacts posed by the proposed development (in respect of affordable housing, air quality, parking, employment/construction training, health, highway 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 Planning permission is sought for the demolition of all existing structures on the site and for the phased re-development of the site to provide nine plots ranging between three and 11 storeys in height (including ground level) to include residential uses (Use Class C3), flexible retail/café/restaurant floorspace (Class E (a,b,c)), light industrial floorspace (Class E (g)(iii), associated hard and soft landscaping, car parking, cycling parking, servicing, refuse and plant areas, public realm improvements, highways works and other works associated with the development.

1.2 A total of 433 dwellings are proposed within the development. 128 affordable homes are proposed, of which 88 would be socially rented and 40 intermediate tenure. Affordable housing would equate to 35% of the total habitable rooms. As a proportion of the affordable homes 70% would be socially rented and 30% intermediate (shared ownership). 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) and is eligible to follow the fast track route for affordable homes.

1.3 It is considered that the proposals represent an efficient and appropriate re-use of a previously developed site that is allocated for a mix of residential, commercial and industrial uses. The principle of the proposed development is therefore acceptable and has been established under the previously consented planning

application 38058/APP/2013/1756, as set out within the section of the report relating to the principle of development. The development is therefore acceptable in principle in line with the Local Plan Parts 1 and 2, the London Plan (2021) and the NPPF (2024). The proposals would deliver an appropriate intensification of industrial use on the site, including providing higher quality light industrial space in line with the provisions of Policies E4 and E7 of the London Plan. The redevelopment of a long-standing and neglected brownfield site would provide significant enhancements to the appearance of the public realm and street scene, particularly when viewed from Yiewsley High Street, the Grand Union Canal Towpath and Trout Road. It is considered that the development is appropriately designed in a manner which is responsive to the character of the immediate locality and surrounding area, and would comply with the provisions of Policies DMHB 10, DMHB 11, DMHB 12 of the Hillingdon Local Plan Part 2; Policies D2, D3, D4, D9, G2 of the London Plan 2021; and the NPPF Chapters 11 and 12.

1.4 A total of 57 parking spaces are proposed of which 43 spaces would be accessible parking bays; and 14 being for general use. This would equate to an overall parking ratio of 0.13 spaces per unit which is comfortably below the maximum standards permitted under Policy T6.1 of the London Plan. Accounting for the accessibility to a range of regular public transport links, particularly the close distance to West Drayton Station, a car lite development is considered acceptable within this location. The forecast trip generation is likely to be lower than the existing use and is considered to not impact adversely on highway safety and amenity in compliance 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).

1.5 The development would cause a minor degree of harm to the amenity of adjoining residential properties in terms of a loss of privacy and loss of light/overshadowing, as well as the impact of the scale of the building which would affect outlook. These matters are addressed in detail within the residential amenity section of this report. The site is however largely vacant with some low-height buildings and any development which provides for an optimum density of development on this allocated site would therefore be likely to have a degree of impact upon the amenity of existing occupiers. Furthermore, there would be some amenity benefit to existing occupiers by reason of the removal of the existing noise-generating industrial uses on the site and their replacement with less disruptive residential uses and light industrial uses within a dedicated building, whereby the noise impact may be better mitigated. It is considered that appropriate levels of amenity would retained, whilst adequate standards of daylight/sunlight outlook would be achieved for future occupiers and provision is made within the development for private balconies/terraces in the case of the proposed flats and gardens in the case of the private houses. It is concluded that the impact of the development on the amenity of the adjoining properties and future residents would be acceptable on balance, accounting for the context of the site and where affording weight to the flexibility set out under Paragraph 130 of the NPPF (2024).

1.6 Appropriate measures may be secured by condition or through relevant planning obligations to mitigate/control land contamination, drainage, air quality, noise impact, impact on existing trees, aviation safety; and to protect biodiversity and ensure the delivery of biodiversity net gain. The development would therefore ensure appropriate standards of environmental protection.

1.7 On balance, the proposal is acceptable and would be consistent with the overarching aims of the National Planning Policy Framework (NPPF) (2024), The London Plan (2021), and Hillingdon Local Plan Parts One and Two.

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 application site comprises a 2.5-hectare brownfield site located in Yiewsley and consists of the Rainbow and Kirby Industrial Estates. The site includes a number of single storey buildings used for industrial uses, namely for vehicle repairs, which are in a poor physical condition. A large section of the site is clear of permanent structures and had been in use for the storage of building materials although this use appears to have now ceased. An area of the site consists of vacant hardstanding, which forms a gap within the Yiewsley High Street frontage between the Aldi foodstore and a recently constructed development of residential apartments. There is a single storey building located in the south east corner of the site, which was formerly used as a light industrial purpose but now functions as the Al Falah Masjid and community centre.

2.2 Vehicular access to the site is currently provided via St Stephens Road to the south east or Trout Road to the north west and west of the site. Formerly vehicular access was also provided from Yiewsley High Street to the north east, however hoardings have since been erected along this frontage.

2.3 There are a mix of uses surrounding the site. Existing uses to the east include a mix of retail and commercial town centre uses forming a frontage, or located to the rear of Yiewsley High Street, mainly with residential uses above. Development is typically two to three storeys in scale. St Stephens Road consists primarily of low rise two-storey residential of varying age and architectural appearance. Existing development along Trout Road to the west includes relatively dense residential apartment housing constructed between 2010 and 2020 varying between 4 and 5 storeys in scale. This is in addition to piecemeal mid-20th Century housing and a three storey building in use as a nursery.

2.4 The Grand Union Canal and towpath adjoin the southern boundary of the site, extending from the narrow bridge at Trout Road to St Stephens Road. There are several canal boats currently moored along this part of the towpath. There are several mature trees adjoining the boundary of the site and the canal path. On the

opposite side of the canal are two to three storey houses and apartments constructed in the early 2000's at Peplow Close, as well as the rear elevation of industrial units which front Bentinck Road.

2.5 The site is not located within a Conservation Area, nor within the setting of a Conservation Area. The site does not contain any listed buildings and does not lie within the immediate setting of any designated heritage assets. The application site lies within Flood Zone 1 and has a low risk of flooding. The site has a PTAL rating of 3.

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

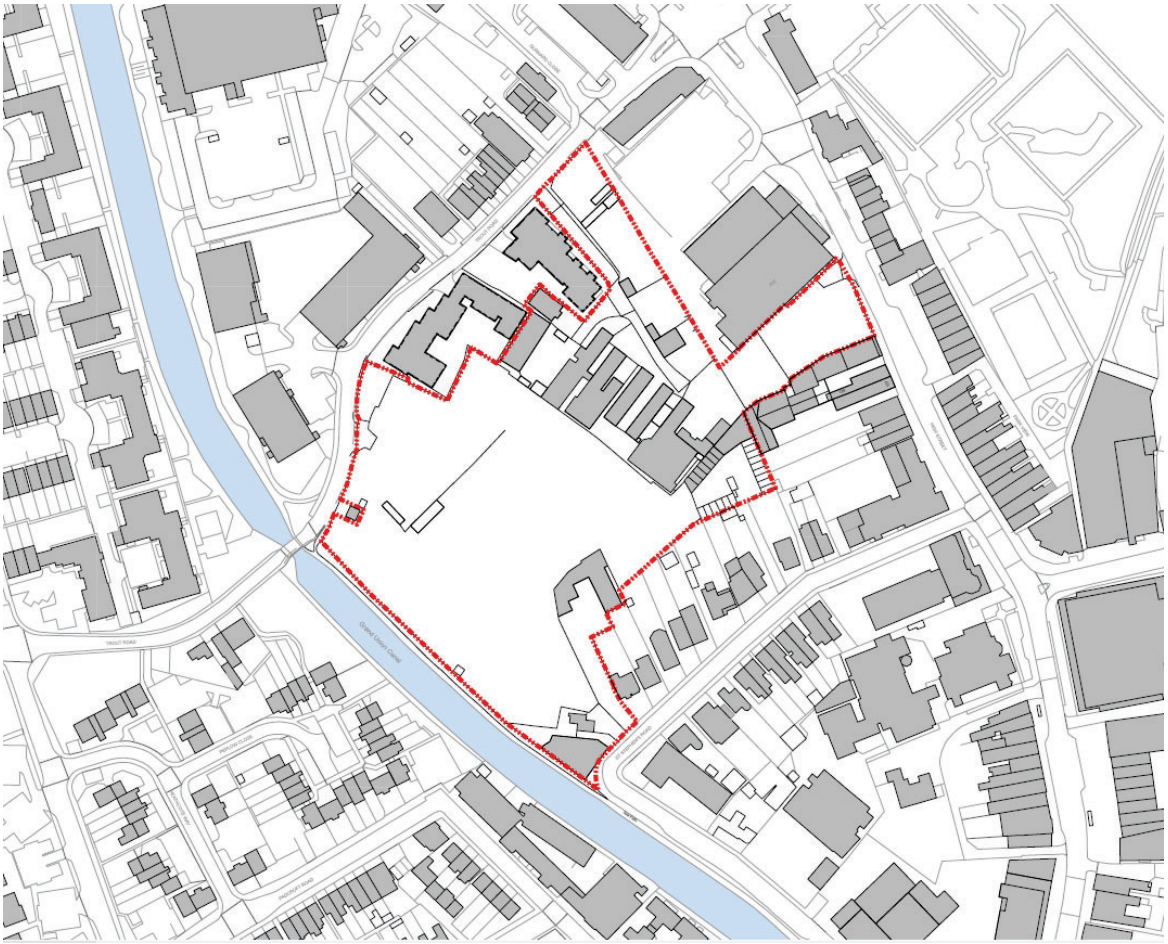


Figure 2: Aerial Image of Application Site



Figure 3: Photograph of Front of Site behind blue hoardings) from Yiewsley High Street to rear of recently constructed development.



Figure 4: Photograph of South West Corner of Site viewed from Trout Road



Figure 5: View of south of the site from canal bridge at Trout Road



Figure 6: View of north west corner of site from Trout Road (Onslow Mills to right of Image)

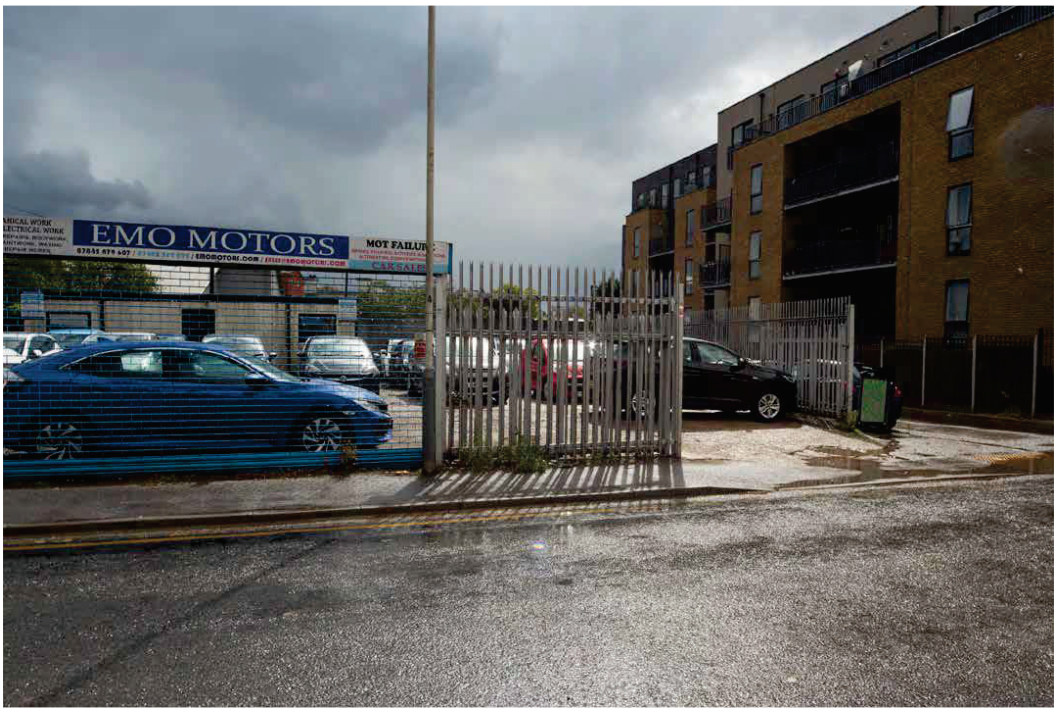


Figure 7: View of south east section of site adjacent to St Stephens Road and the Canal towpath



3 Proposal

3.1 Planning permission is sought for the demolition of all existing structures on the site and for the phased re-development of the site to provide nine plots ranging between three and 11 storeys in height (including ground level) to include residential uses (Use Class C3), flexible retail/café/restaurant floorspace (Class E (a,b,c)), light industrial floorspace (Class E (g)(iii), associated hard and soft landscaping, car parking, cycling parking, servicing, refuse and plant areas, public realm improvements, highways works and other works associated with the development.

3.2 The table below taken from the applicants planning statement outlines the quantum of floorspace proposed on the site, associated with the various uses:

Proposed use	GIA (sqm)	GEA (sqm)
Residential (C3)	36,858.24	40,514.99
Flexible retail/café/restaurant (Class E(a,b,c))	286.30	324.20
Light industrial (Class E(g)(iii).	2,005.50	2,257.10
Ancillary (plant, cycle, refuse, energy centre)	3,028.90	3,350.20
TOTAL	42,178.94	46,446.50

3.3 A total of 433 dwellings is proposed across the site within 8 new buildings. A total of 128 affordable homes is proposed of which 88 would be socially rented and 40 intermediate tenure. Affordable housing would equate to 35% of the total habitable rooms. As a proportion of the affordable homes 70% would be socially rented and 30% intermediate (shared ownership).

3.4 The height and form of the buildings on the site would vary between 11 storeys and 2 storeys. Building G along the western edge of the site adjoining the canal and Trout Road would be the tallest building on the site at 11 storeys, whilst Building F located to the south east of this building, also adjacent to the canal towpath would be 9 storeys. Building B (B1, B2 and B3) consists of a mansion block of apartments varying between 9 and 8 storeys; whilst Building D (D1, D2 and D3) would consist of a mansion block of a lower height (up to 4 storeys). Two 5 storey buildings (A and C) are located along the north western edge of the site facing Trout Road, with the latter of these buildings adjoining one of two vehicular accesses to the site. A row of three, 3 storey townhouses (H1, H2 and H3) are proposed along the eastern edge of the site, adjacent to the Aldi service yard.

3.5 Building J would be a 2 to 3 storey building containing retail space at ground floor along the Yiewsley High Street frontage with light industrial use also proposed in the form of workshop space across the ground and first floor of the building. Two commercial units are proposed at ground floor level in Blocks F and G. These commercial units would face a new area of public realm and landscaped space extending from the High Street to the Canal towpath. It is

proposed that this area would include public open space, play provision and SuDS features.

3.6 Two vehicular access points are proposed from Trout Road and St Stephens Road. The former would utilise the existing access serving the light industrial units located to the north of Onslow Mills. The access from Trout Road, would serve buildings A, B, C, G and H; whilst the access from St Stephens Road would serve Buildings D, E, F and J. Through access would not be provided via the centre of the site, although access for service and emergency vehicles would be provided. Cumulatively 57 parking spaces are proposed at ground floor level, 43 of which would function as accessible parking spaces.

3.7 Revised plans were received on 9th February 2026 which included amendments to increase the quantum of three-bedroom dwellings, alongside alterations to the building entrances and increase in ground floor residential floorspace across the site, notably along the canal facing elevations of Blocks E, F and G which is achieved in part through a reduction in the ground level cycle parking. The site location plan was also amended to account for updates to land ownership.

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



Figure 10: 3D Visual showing Design and Massing of Development



***Figure 11:** Illustrative CGI of Canal View*



Figure 12: ***Illustrative CGI of Central Area of Public Open Space***



Figure 13: ***Illustrative CGI of Building J adjoining Yiewsley High Street***



4 Relevant Planning History

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

4.2 The site is subject to a long and complex planning history comprising of a mixture of planning applications and enforcement activity. This includes various enforcement notices which have been served on the site.

4.3 Of particular relevance is outline planning permission (38058/APP/2013/1756) for the demolition of existing premises and erection of 99 residential units (C3), 50 unit extra care/dementia sheltered housing scheme (C3), 1,529.4sq.m light industrial floorspace comprising 17 business units (B1c) and 611.30sq.m of restaurant/cafe (A3) floorspace, associated open space, car parking and landscaping. Reserved matters approval was also granted under reference 38058/APP/2017/1340.

4.4 The above permissions are material when considering the principle of residential development on the site; however, it must be noted that this consent was not implemented and has now expired. Nevertheless, this permission is referenced within the site allocation policy - SA39 (Trout Road, Yiewsley).

4.5 In 2013 an enforcement investigation was undertaken into the unlawful use of the site as an off-airport car park. On 26/04/2013 it was noted that all vehicles had been removed from the site therefore the breach remedied. In 2014 an enforcement investigation was again undertaken into the unlawful use of the site as an off-airport car park. Again, upon investigation this breach was voluntarily remedied. On 31/03/2015 a Planning Contravention Notice was served on the landowner on the basis that the site was again being operated as an off-airport car park. As the breach of planning control continued an enforcement notice was served on 17/10/2016 requiring the unlawful use to cease and the land to be cleared. An appeal against the notice was successful and a temporary permission for the use as an off airport granted by the Inspectorate for up to 12 months. The date for this permission was 08/06/2017 therefore the permission expired 08/06/2018. Despite the permission expiring, the use on the land continued unlawfully, a further notice was served 21/12/2018 requiring the use of the land to cease and land to be cleared. An appeal against the enforcement notice was submitted however it is understood that due to COVID-19 and lack of airport passengers the use ceased of its own. No decision was made by PINS and the linked appeal case withdrawn.

4.6 In August 2019 site works were undertaken which included new drainage and laying of additional hardstanding. A further notice was served 19/02/2021 for the removal of the cabins on site and any associated signage across the front entrance of the site. On 12/04/2021 a site visit was undertaken and found there to be aggregates stored on the land along with plant machinery used for concrete batching. At the time Officers were told by site operatives that this was a temporary use for 1 month.

4.7 An enforcement notice was served on the sui generis use of the site including aggregate storage, open storage, and cabins stored on the land on 15/10/2021 with a one-month compliance period to clear the land.

4.8 An application for temporary Planning permission (meanwhile use) was granted in 2022 (38058/APP/2022/64) for the retention of entrance gates and change of use for use class sui generis including container and skip storage; open and closed storage of building, scaffolding and lighting materials; storage of aggregate materials; vehicle storage and sales; and associated installation of portacabins, container stores, transportable silos and other structures for a period of 12 months. The meanwhile use application was approved on the basis that it would provide the council with an element of control over the harm derived by the unlawful activity on the site through the approval of a site plan securing the location and operations within the site boundary and mitigation through conditions. Unfortunately, site operators did not conform with these conditions. A subsequent planning application to use the site for these purposes for a period of three years was refused (38058/APP/2023/2220) in March 2024. A previous application to use part of the site for car parking (sui generis use) and retention of two portacabin units for 24 months (38058/APP/2018/3554) was refused in May 2020.

4.9 Following the refusal of 2023 application to extend the Sui Generis Use for a further 3 years enforcement proceedings re-commenced and a further notice was served requiring the unlawful operations and structures to be removed. An appeal was lodged against the notice and the refusal of the planning application, however the leaseholder agreed to withdraw the appeals and vacate the land upon agreement to vary the compliance period to 05/04/2026. It is understood that this use has now ceased.

5 Planning Policy

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 495 surrounding properties were directly notified regarding the development. Site notices were posted in multiple locations surrounding the site, whilst the application was advertised in the West London Gazette newspaper.

6.2 Following receipt of amended plans on 09/02/2026, full readvertisement was carried with all neighbouring properties previously notified, whilst amended site notices were posted and the application was readvertised in the West London Gazette newspaper.

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

Table 1: Summary of Representations Received

Representations	Summary of Issues Raised	Planning Officer Response
A total of 16 public comments have been received in objection to the planning application.	1. Increase in traffic generation.	This matter is addressed in Paragraphs 7.129 to 7.132 of the report.
	2. Insufficient parking provided and concerns regarding displacement of parking within surrounding streets.	This matter is addressed in Paragraphs 7.122 to 7.129 of the report.
	3. Overlooking of existing properties.	This matter is addressed in Paragraphs 7.76 to 7.98 of the report.
	4. Noise from energy centre and impact on adjoining occupiers.	This matter is addressed in Paragraphs 7.99 to 7.103 of the report.
	5. Height and scale of development would be excessive.	This matter is addressed in Paragraphs 7.39 to 7.45 of the report.
	6. Overshadowing of existing properties given the height of the development.	This matter is addressed in Paragraphs 7.76 to 7.98 of the report.
	7. Pressure on existing infrastructure including schools and healthcare provision, potential increased risk of crime.	A contribution of £618,167 would be secured through the S106 agreement towards improving local healthcare provision. A contribution of would also be secured through CIL towards community infrastructure. A condition requiring appropriate

		Secured by Design Accreditation is also recommended to be attached should Members determine to approve the application.
	8. Environmental impact on canal including litter, noise and visual intrusion, including future management.	Canal and River Trust have raised no objection to the development subject to relevant conditions. Their consultation response is included below, and these matters are also addressed in the main body of this report. A Secured by Design Condition is proposed to ensure that the design of the development provides appropriate safety and security measures and would limit opportunities for crime.
	9. Concern regarding traffic generation and noise during construction works.	The impact of the development on the surrounding highways network is addressed in Paragraphs 7.118 to 7.132 of this report. A condition requiring the submission of a Construction Management and Logistics Plan would be secured by condition.
	10. Overprovision of flats in development.	The mix of housing is addressed in Paragraphs 7.23 to 7.25 of this report. There is no policy provision to include housing rather than flats, it is considered that the housing type and size is appropriate accounting for the site context.
A total of 3 public comments have been received in support of the	1. The development is well designed.	Comments in support are noted.

planning application		
	2. Welcome the provision of public spaces and cafes.	Comments in support are noted.
	3. Development will regenerate and improve quality of the area.	Comments in support are noted.

Table 2: Summary of Consultee Responses

Consultee and Summary of Comments	Planning Officer Response
<u>Greater London Authority (GLA)</u> The proposed redevelopment of the brownfield site for residential-led with industrial and commercial floorspace is supported in strategic land use terms in line with London Plan Policy H1 and Good Growth Objective GG2. The proposal delivers 128 affordable housing units (35% by habitable room). Subject to acceptable affordable tenures and confirmation of the current land uses; the proposals may be eligible to follow the fast-track viability route. The masterplan principles of the building layout are broadly supported; the car parking should be reduced where possible to enhance landscaping and useable and functional space for residents. The materials are largely supported, but it is recommended that more cohesive elements are integrated to across the group of buildings. The form and massing is largely acceptable, an assessment under London Plan Policy D9(C) will be considered at Stage 2 as the building meets the definition as a tall building. Revised information on the Active Travel Zone assessment, cycle parking and trip generation is required. Other matters on sustainable development and environmental infrastructure also require resolution prior to the mayor's decision-making stage.	The comments in support of the principle of development, general mix of dwellings and provision of affordable housing is noted. Further discussion has taken place between the Council and the GLA, such that officers are satisfied that sufficient detail is provided to make a recommendation on the transport impact of the development, subject to relevant planning conditions. Further information has been provided in relation to the circular economy objectives of the development, the detail of which is currently under review by the GLA specialist team. Recommended conditions would be applied regarding the circular economy

	outcomes and approach to whole life carbon.
Airport Safeguarding - Heathrow No objection subject to conditions requiring the submission of a Bird Hazard Management Plan and Glint and Glare Assessment for solar panels.	The suggested conditions are attached to the recommended list of planning conditions.
Transport for London – Underground Infrastructure Protection No comments to make.	Noted.
Ministry of Defence Safeguarding The development would have no detrimental impact on the operation or capability of a defence site or asset.	Noted
National Air Traffic Services (NATS) No objection	Noted.
Thames Water No objection in relation to foul or surface water drainage. Advise that a condition is require specifying that no piling is carried out until a Piling Method Statement is submitted.	The suggested condition is attached to the recommended list of planning conditions.
NHS – Healthy Urban Development Unit There is not sufficient existing primary healthcare capacity locally to address demand generated by the development. Mitigation is therefore required in the form of a financial contribution of £618,167 towards the capital cost of delivering the additional primary care floorspace required to serve residents of the new development. Without this mitigation, the development would not comply with Strategic Policy SO9 of the Hillingdon Local Plan (2012), Hillingdon Strategic Infrastructure Plan (SIP) (2017), Policies GG3 and S2 of the London Plan (2021) and paragraphs 56 to 59 of the NPPF and related Planning Practice Guidance.	The comments received from the NHS are noted and a financial contribution is accepted by the Applicant and included in the recommended Heads of Terms.

Canal and Rivers Trust The amendments to the scheme are generally positive though there does not seem to be any additional information in relation to the potential to move height to the centre of the site, or provision of additional visual viewpoints from the canal. Nevertheless, in terms of routes from buildings to the towpath, there appears to be an improvement for Block E, but perhaps not from other blocks. In addition, it is noted that residential units have now been included at ground floor level facing onto the canal which will aid activation, though there seems to have been a reduction in the commercial frontages to the canal and some back of house elements remain. The area to the north-west of Block G would also still appear largely secluded. Whilst it would be preferable to further increase activation to the canalside it is acknowledged that the amendments do go some way to addressing our previous concerns. With regards to the indicative landscape proposals, further details should be required by condition. The additional information refers to street furniture; please note our comments previously did not suggest this should be on Trust land and details on any street furniture should be addressed as part of the detailed landscaping condition. The plans do however show that some works would be required outside the red line site area on Trust land to connect with the canal corridor. As per our previous response, details on the future maintenance and management of the landscaping area, including landscaping outside the site boundary, should be secured by S106 obligation to mitigate the increased impacts on the canal corridor from increased use and to ensure the management regime works as a whole; not split by ownership, to ensure it feels part of the wider development. Any obligations for towpath / access improvements should also contain sufficient flexibility to permit funds to be allocated towards any of the measures we outlined previously, and the Trust would welcome the opportunity to review any draft S106 wording proposed for any obligations relating to the Trust's	The comments received from CRT are addressed further in the sections of this report relating to design, transport and ecology. A relevant landscaping condition is included. A Section 106 contribution of £259,860 is required and agreed with the Applicant towards improvements to the canal towpath north of Trout Road leading to Packet Boat Lane.

infrastructure (landscaping and towpath/access improvements).	
<u>Metropolitan Police (Secured by Design):</u> No response received.	Whilst Officers have not received detailed comments from Secured by Design Officers, a condition is proposed to secure appropriate accreditation.
<u>Metropolitan Police</u> Financial contribution of £99,975.43 sought alongside the provision of 150sqm facility on site at peppercorn rent for use as Police Accommodation, up to 4 parking spaces for emergency vehicle use. The request is sought on the basis of the additional pressure placed upon policing resources accounting for the scale of the development.	The Metropolitan Police (Estate Strategy & Engagement) comments are noted and taken into 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.
London Fire Brigade No response received.	Fire safety matters have been reviewed by HSE and the GLA and are assessed to be acceptable. A condition is attached requiring the submission of a comprehensive Fire Statement prior to the first occupation of the development.
Greater London Archaeological Advisory Service (GLAAS) Considering of the nature of the development, the archaeological interest and/or practical constraints a two-stage archaeological condition could provide an acceptable safeguard. This would comprise firstly, an evaluation to clarify the nature and extent of surviving remains, followed, if necessary, by a full investigation.	The suggested condition is attached to the recommended list of planning conditions.
Cadent Gas No objection	Noted.
Health and Safety Executive (HSE) Following a review of the information provided in the planning application, the HSE is content with the fire safety design as set out in the project description, to the extent it affects land use planning considerations.	Comments are noted.
Internal Consultees	
Planning Policy Following the proposed percentage increase in 3-bedroom dwellings and agreement with the NHS that the applicant make a financial contribution towards	Noted. Matters relating to the housing mix are addressed in Paragraphs 7.23 to 7.25 of the report and

healthcare provision in the area, no objections are raised.	matters relating to healthcare provision are addressed in Paragraphs 7.143 to 7.148 of the report.
<u>Highways</u> The development would provide 14no. standard and 43no. disabled persons parking spaces, 12no. short-stay and 734no. long-stay cycle parking spaces for the residential use; 8no. short-stay, 2no. long-stay for the commercial use; and 2no. short-stay, 9no. long-stay for the light industrial use. The number of disabled persons parking and cycle parking spaces proposed is in full accordance with the standard required in the London Plan 2021 Policy T6.1 Residential Parking and T5 Cycling and is accepted. The number of car parking spaces proposed is significantly below the maximum that the London Plan standard would allow, this is supported as a car-lite development places less stress upon an already congested road network. This also offers air quality, climate change and public health benefits as people would chose to walk, cycle or use public transport as opposed to driving alone in a private car. The development would be in accordance with the London Plan 2021 Policy T2 which requires that development proposals should "*reduce the dominance of vehicle on London's streets*". Pedestrian access is proposed throughout the site with the aim of increasing permeability between High Street and the canal. There would be four main points of pedestrian and cycle access, which include along Trout Road, High Street, St Stephen's Road, and the canal. The proposed development seeks to reduce the number of vehicular access points from three to two, limiting them to the north eastern access on Trout Road and the south western access on St Stephen's Road. To avoid the creation of a 'rat-run' through the site, no through-route for vehicles would be provided for vehicles across the site (except for controlled access for emergency service vehicle). This would be supported through a series of turning heads located within the site, enabling vehicles to manoeuvre and egress at the same point of access.	The comments are noted and are addressed further within Paragraphs 7.118 to 7.132 of this report relating to transport matters. The suggested financial contribution towards active travel measures is included in the draft heads of terms identified in Paragraphs 7.133 to 7.135 of this report. A revised Travel Plan is also proposed to be secured by appropriately worded condition.

In accordance with the Council's requirements the applicant has submitted a Transport Assessment containing an Active Travel Zone assessment (ATZ). However, the Highway Authority considers that the scope of this document limited, it does not include a comprehensive and thorough assessment of all the routes to key destinations to identify the barriers to walking, cycling and public transport use. In response the Highway Authority has carried out an Active Travel Zone assessment of its own. The Highway Authority require that the applicant enter a Section 106 legal agreement that commits the developer to delivering the improvements identified. The Highway Authority requires a contribution of £154,660, this would be used to deliver a range of necesscary active travel works within the vicinity of the site. A Framework Travel Plan has been submitted in support of this planning application which is broadly acceptable, the Highway Authority require that a full Travel Plan is provided for assessment, this should include targets to reduce the number of people travelling to the development site by private car, these should align with the London Plan 2021 objective of increasing mode share for walking, cycling and public transport (excluding taxis) of 53% by 2041. It should also set out those measures that would be put in place to achieve these targets, how the Travel Plan would be monitored and the steps that would be taken should the targets not be achieved.	
<u>Access Officer</u> The following accessibility comments should be observed: A convenient drop off point would be required for door to door transport services such as Dial a Ride, taxis, and hospital transport. An accessible parking bay should be allocated to every M4(3) wheelchair accessible/adaptable unit. Plans should be amended accordingly. The affordable housing M4(3) units should be suitable for 'day one occupation' by a wheelchair user. These units should be designed and fitted as	Comments are noted and matters relating to accessibility are further addressed in Paragraphs 7.149 to 7.152 of this report. A Delivery and Servicing Plan would be secured by condition, it is noted that the Delivery and Servicing Strategy includes allocated bays which may be used for taxi's and

per the prescribed standards for a Wheelchair Accessible M4(3) unit, as set out in ADM 2015. The kitchen/dining/living areas within the required M4(3) units must meet the technical specifications set out in Table 3.2 and 3.4, as prescribed in Approved Document M to the Building Regulations (2015 edition). The kitchen design should be capable of providing a section of 'rise and fall' worktop to accommodate a sink and hob unit installed side by side. Plans should demonstrate a user-friendly wheelchair accessible layout within the kitchen. A floor plan at no less than 1:100 should be submitted for each of the different M4(3) units. All details, to include transfer zones, wheelchair storage area, and other spatial requirements within bedrooms, bathrooms, living and dining areas, should be shown on a separate plan for every different unit type. All new developments are required to ensure reliable, convenient and dignified means of escape for all building users in accordance with London Plan policy D5 and D12. Accordingly, where lift access is provided, at least one lift per stair core should be capable of being used as an evacuation lift in compliance with BS EN 81-20 and BS EN 81-70. Details should be required on the accessible play equipment for disabled children, including those with a sensory impairment, or complex multiple disabilities. Provisions could include outdoor sound tubes, colour and lighting canopies, and other play equipment that could stimulate the olfactory senses. Inclusive play is a key requirement of any new residential development.	hospital transport. Details of accessible play equipment are proposed to be secured by an appropriately worded condition.
<u>Noise Officer</u> 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.	Relevant conditions are attached to ensure that appropriate noise mitigation is secured.

Contaminated Land Officer No objection subject to a condition requiring the submission of a scheme for dealing with contamination before the commencement of development (excluding demolition, site clearance and initial ground investigation works) and the submission of a verification report relating to remediation to be submitted before first occupation of the development.	The suggested condition is attached to the recommended list of planning conditions.
Urban Design Officer The proposed redevelopment of the site between the Grand Union Canal and West Drayton High Street could be supported in principle, subject to the following considerations. The existing site is centrally located yet currently underutilised. The proposed scheme seeks to make better use of the site through a mixed-use, residential-led redevelopment. The proposal adopts a nuanced, design-led approach that aims to establish a positive new character for the site while balancing housing delivery and wider planning objectives with site viability and overall design quality. In doing so, the scheme results in a number of competing trade-offs to achieve a viable, deliverable masterplan that also aligns with key planning objectives and maximises the site's strategic potential. The redevelopment aims to deliver much-needed affordable housing alongside premium high-quality commercial space in a well-connected location, contributing towards local employment opportunities and complementing the High Street's offer.	Matters relating to the design approach are addressed further in Paragraphs 7.38 to 7.65 of this report.
Waste Strategy Officer Noted that some refuse stores are located more than 10 metres from a refused collection point the maximum pull distance for operational crews is 10m. For distance that are over the 10m requirement a caretaker will be required. To pull the bins out on collection day before 6am. A dropped kerb must be provided, and the route must be smooth, impermeable, have a gradient of less	A final Delivery, Servicing and Waste Management Plan is recommended to be secured by condition.

than 1.2, and avoid any areas where parked cars may obstruct access. Access for the operational vehicles appears to be clearly demonstrated in the Design and Access Statement, and no issues are anticipated.	
<u>Economic Development</u> No objection subject to an Employment/Construction Training Scheme secured in accordance with the Council's Planning Obligations SPD via a S106 Agreement.	This request is a recommended Heads of Terms to be secured in the S106 Legal Agreement.
<u>Air Quality Officer</u> A section 106 agreement with the LAP of £145,908 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 S106 financial contribution is included in the recommended Heads of Terms, whilst recommended conditions are also proposed to be attached.
<u>Local Lead Flood Authority (Metis)</u> Recommend that the following details are provided prior to determining the planning application: •Provide an explanation on how the collected rainwater will be reused. •Greenfield, existing and proposed runoff volumes should be provided for the 1 in 100 year 6 hour storm event. •Provide supporting calculations to demonstrate that no flooding will occur on site in the 1 in 30-year event. •The applicant should provide updated calculations that use the total site area of 2.3 ha or confirm how these areas will drain if not into the proposed drainage system. •Exceedance flow routes should be illustrated on a drawing. •State a maintenance owner and consider health and safety risks relating to the construction, operation and maintenance and decommissioning of the drainage system.	The applicant has submitted an updated drainage strategy in response to the request from Metis who are currently reviewing the submitted details. Officers will provide an update to Members at Planning Committee should comments be received in time. Officers are confident that matters can be resolved through an appropriate condition.

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 site is included with the Council's site allocations and Designations Local Plan Part 2 under allocation Policy SA39 (Trout Road, Yiewsley). The application site is referred to as Site A, comprising the former Rainbow and Kirby Industrial Estates. The site policy states that the Council will support development proposals that contribute to the regeneration of Yiewsley Town Centre. Sites B and C as referred to under the site policy have since been redeveloped for residential uses.

7.3 The specific policy for Site A states that the site should be developed in accordance with the broad parameters of the approved scheme ref: 38058/APP/2013/1756, subject to site-specific constraints. This relates to an outline planning permission granted on 16th June 2014:

Demolition of existing commercial premises and existing dwelling and erection of 99 residential units (C3), 50 unit extra care/dementia sheltered housing scheme (C3), 1,529.4sqm light industrial floorspace comprising 17 business units (B1c) and 611.30sqm of restaurant/cafe (A3) floorspace associated open space, car parking and landscaping.

7.4 Whilst the above referenced permission was never implemented and permission has expired, the principle of a mixed used redevelopment consisting of residential, industrial and retail/commercial space has been assessed to be acceptable in planning terms under this permission and is duly reflected under Policy SA39.

7.5 The proposed development incorporates a similar mix of uses, albeit with a significant increase in the number of residential dwellings proposed. Whilst the previous scheme provided 149 dwellings (inclusive of extra care housing), the present proposals would provide 433 dwellings, an uplift of +284 dwellings in total as well as a minor uplift in commercial space (+156sqm). The site policy states that development should be carried out in accordance with the broad parameters of the previously consented but now expired, lower density scheme. There are substantial planning grounds to consider a higher quantum of homes on the site.

7.6 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.

7.7 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.

7.8 In line with Paragraph 124 of the NPPF and Policy H1 of the London Plan, the site would represent a suitable site for the delivery of a high-density development which optimises the potential for housing delivery. Part of the site lies within Yiewsley and West Drayton Town Centre, whilst the remainder of the site is immediately adjacent to the town centre. While the Transport for London PTAL ratings can be a useful measuring tool for guidance on the level of sustainability of a site, it can on occasion fail to provide a realistic presentation of this. Officers consider this to be the case here given that the site is located within 800 metres of West Drayton Station (Elizabeth Line) and within walking distance to various bus stops which are on routes to Uxbridge Town Centre, Hayes Town Centre and Heathrow Airport. Furthermore, as explained above the site is partly located within the Town Centre and partly on the edge of it meaning that occupants would have access to all of the required infrastructure needs for everyday life such as schools, health care, parks, shops and other commercial and community uses. All of these reasons point towards the site being an appropriate location for a higher density optimisation of the site subject to achieving good design.

7.9 In relation to the quantum of units proposed, Policy DMHB17 of the Local Plan Part 2 requires that all new residential development should take account of the Residential Density Matrix contained in Table 5.3. Part of the site adjoining Yiewsley High Street falls within West Drayton Town Centre, where a density of 150-250 units per hectare, or 450-750 habitable rooms may be acceptable for mainly flatted development. It is however noted that no residential dwellings are proposed within this part of the site. The remainder of the site falls within the category of residential areas of a mainly suburban character within 800 metres of a town centre whereby a density of 50-110 dwellings per hectare or 150 to 330 habitable rooms per hectare may be acceptable. The application site measures approximately 2.3 hectares in area and the proposals which would provide 433 dwellings (188 dwellings per hectare). This would be over the density figures referenced within Table 5.3 for development within this location. In principle however, where considering the emphasis placed on achieving an optimum density of development under Paragraph 124 of the NPPF and Policy H1 of the London, there is a clear policy basis to consider that the proposed density of dwellings on the site is acceptable in principle, subject to compliance with the wider policy provisions in the Local Plan Parts 1 and 2; the NPPF 2024; and London Plan 2021.

7.10 It is acknowledged that the Council cannot currently demonstrate a five-year supply of deliverable housing sites (the most recent position statement published on 01/04/2026 confirmed a 2.5 year supply). In accordance with Footnote 8 of the NPPF, the policies which are most important for determining the application are therefore considered out-of-date. Consequently, Paragraph 11(d) of the Framework is engaged, and the 'tilted balance' applies. This requires that planning permission be granted unless any adverse impacts of doing so would significantly and demonstrably outweigh the benefits, when assessed against the policies in the Framework taken as a whole.

7.11 The scale of the development and appropriateness of the development in design terms is discussed in further detail in the relevant section of the report below. There is however precedent within Yiewsley and West Drayton Town Centre and surrounding sites for high density residential development on sites adjoining West Drayton Station and Sites B and C of Site Allocation SA39.

7.12 It is considered that the proposals represent an efficient and appropriate re-use of previously developed land, and that principle of the proposed development is therefore acceptable. The principle of residential development on this site has been previously established under the previously consent 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.

Provision of Industrial Uses and Loss of Existing Industrial Uses

7.13 Policy E7 of the London Plan states that mixed or residential development proposals on Non-Designated Industrial Sites should only be supported where: there is no reasonable prospect of the site being used for the industrial and related purposes set out in Part A of Policy E4 Land for industry, logistics and services to support London's economic function; or industrial, storage or distribution floorspace is provided as part of mixed-use intensification (see also Part C of Policy E2 Providing suitable business space).

7.14 Policy E7 also requires compliance with a range of criteria set out in Part D of the Policy, namely that

1) *The industrial and related activities on-site and in surrounding parts of the SIL, LSIS or Non-Designated Industrial Site are not compromised in terms of their continued efficient function, access, service arrangements and days/hours of operation noting that many businesses have 7-day/24-hour access and operational requirements.*
2) *the intensified industrial, storage and distribution uses are completed in advance of any residential component being occupied*

3) *appropriate design mitigation is provided in any residential element to ensure compliance with 1 above with particular consideration given to: safety and security the layout, orientation, access, servicing and delivery arrangements of the uses in order to minimise conflict design quality, public realm, visual impact and amenity for residents agent of change principles vibration and noise air quality, including dust, odour and emissions and potential contamination.*

7.15 In the context of Policy E7 of the London Plan, it is proposed that the residential development would be delivered as part of a mixed-use scheme which includes the provision of industrial floorspace (2005sqm). It is stated that there is currently 1255sqm (GIA) of industrial floorspace on the site and that the proposals would therefore amount to an increase in industrial floorspace of 750sqm, consisting of 21 individual units. This is proposed within Building J adjoining Yiewsley High Street. The status/use of the remaining parts of the site which previously contained buildings and have since been used for a series of temporary and unauthorised uses is discussed within the section above and the below section relating to the provision of affordable housing. It is however considered that these parts of the site would not have a lawful industrial use given that all existing buildings on the site have been demolished following extensive damage caused by fire in 2011 and since this time the site has not been used for industrial purposes, see appeal references APP/R5510/C/16/3163200 & 3163365. On this basis, there would not be a requirement that the applicant provide additional industrial space on the site, beyond the scope of the existing buildings to account for the industrial floorspace that was previously provided on site but has since been lost.

7.16 Matters referenced under Policy E7 relating to servicing and access arrangements are considered in detail in Paragraphs 7.127 and 7.129 of this report that deals with transport impacts. Matters relating to design quality, public realm, visual impact and amenity for resident's agent of change principles vibration and noise air quality, including dust, odour and emissions and potential contamination are covered within the relevant sections of this report. It is however considered that the industrial and residential uses can effectively co-exist on the site in the manner proposed without compromising the functionality of the industrial uses, or amenity of existing or future occupiers.

7.17 The relocation and reconfiguration of what would be flexible employment space within the proposed location would assist in providing footfall and an intensification of activity within this part of the site. This would therefore contribute towards enhancing the vitality of Yiewsley/West Drayton Town Centre.

7.18 The proposals would therefore deliver an appropriate intensification of industrial use on the site, whilst providing higher quality light industrial space, compared with the somewhat disordered and poorly designed arrangement of industrial uses on the site at present. The incorporation of the uses into a new building would allow for appropriate mitigation of noise and other associated amenity impacts, which is not effectively achieved through the existing on-site

arrangement. In line with part 2) of Policy E7 of the London Plan, planning approval would be conditional on the provision that the industrial uses are provided in advance of the occupation of the residential accommodation. Subject to compliance with these provisions, it is considered that the development would comply with Policies E4 and E7 of the London Plan.

Community Use

7.19 A two-storey building located in the south east corner of the site (The Forge) adjacent to St Stephens Road is presently in use as an Islamic community centre and place of worship. Retrospective planning permission was granted at appeal on 07/09/2012 to change the use of the building from a Class B1 use to use as an Islamic Culture and Educational Community Centre for a temporary period of two-years. An application for the continuation of this use was refused in October 2015 and no further applications have been made to regularise this use. Planning permission was granted in June 2025 to change the use of 152-162 High Street from an office use to use as a place of worship (Use Class F1(f)). Al-Falah Masjid, presently based in The Forge would occupy this premises.

7.20 Policy DMCI 1 of the Local Plan Part 2 states that Proposals involving the loss of an existing community facility will be permitted if:

A) the specific use is no longer required on-site. In such circumstances, the applicant must provide evidence demonstrating that:
i) the proposal would not lead to a shortfall in provision for the specific use within the local catchment area;
ii) there is either no demand for another suitable social infrastructure use on-site, or that the site/premises is no longer appropriate for social infrastructure uses; and
iii) any replacement/relocated facilities for the specific use provides a level of accessibility and standard of provision at least equal to that of the existing facility.
B) the activities carried out are inconsistent and cannot be made consistent with acceptable living conditions for nearby residents; and
C) the redevelopment of the site would secure an over-riding public benefit.

7.21 Policy S1 of the London Plan states that development proposals that would result in a loss of social infrastructure in an area of defined need as identified in the borough's social infrastructure needs assessment required under Part A should only be permitted where:1) there are realistic proposals for re-provision that continue to serve the needs of the neighbourhood and wider community, or;
2) the loss is part of a wider public service transformation plan which requires investment in modern, fit for purpose infrastructure and facilities to meet future population needs or to sustain and improve services.

7.22 The present use of The Forge as an Islamic Culture and Educational Community Centre does not benefit from permanent planning permission. Nevertheless, planning permission however has been granted to use an alternative, more suitable premises that would better accommodate the community uses within 300 metres of the site and work is underway to implement this use. On this basis

the loss of the community use is accepted as provision is made for this use to re-provided in a more suitable and accessible location, within the Yiewsley/West Drayton area. The proposals would therefore comply with Policy DMCI 1 of the Local Plan Part 2 and Policy S1 of the London Plan.

Housing Mix

7.23 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.

7.24 The application is accompanied by a development specification which sets out the following target housing mix:

- One-bedroom units 53% (229 units)
- Two-bedroom units 37% (159 units)
- Three-bedroom units 10% (45 units)

7.25 It is acknowledged that the development proposes a 10% provision of family sized homes (three or more bedrooms) which would sit below the quantum of larger units that may typically be sought. It is however taken into consideration that the application site sits close to the Elizabeth Line and adjacent to West Drayton Town Centre and represents an appropriate site for high density development, whereby a greater number of one- and two-bedroom dwellings would typically be expected in line with Policy H10. Furthermore, given the Council's housing land supply position identified above and the substantial contribution that the development would make towards this, it would be appropriate to ensure that an optimum delivery of residential dwellings is secured. Accounting for the context of the site, the proposed mix of dwellings is considered appropriate in line with Policy H10 of the London Plan (2021) and Policy DMH 2 of the Hillingdon Local Plan: Part 2 - Development Management Policies (2020).

Affordable Housing

7.26 Policy H5 of The London Plan (2021) outlines that development that provides 35 per cent or more affordable housing (measured by habitable room (may follow the Fast Track Route where the tenure mix is acceptable to the borough or the Mayor where relevant. A minimum of 50% affordable housing is however

required for Strategic Industrial Locations, Locally Significant Industrial Sites and Non-Designated Industrial Sites appropriate for residential uses in accordance with Policy E7 Industrial intensification, co-location and substitution where the scheme would result in a net loss of industrial capacity. Policy H6 of the London Plan states that affordable residential development products should be split a minimum of 30 per cent low-cost rented homes, as either London Affordable Rent or Social Rent, allocated according to need and for Londoners on low incomes, a minimum of 30 per cent intermediate products which meet the definition of genuinely affordable housing, including London Living Rent and London Shared ownership, and the remaining 40 per cent to be determined by the borough as low-cost rented homes or intermediate products (defined in Part A1 and Part A2) based on identified need.

7.27 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.

7.28 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.

7.29 A total of 128 affordable homes is proposed on the site (29%) of the 433 homes proposed. Of the affordable homes 88 would be social rented and 40 shared ownership (intermediate tenure). Measured by habitable room 35% of all habitable rooms within the residential part of the development would be of affordable tenure.

7.30 As noted above, a minimum of 50% affordable housing is however required for Strategic Industrial Locations, Locally Significant Industrial Sites and Non-Designated Industrial Sites appropriate for residential uses in accordance with Policy E7 Industrial intensification, co-location and substitution where the scheme would result in a net loss of industrial capacity. The northern part of the site is used for light industrial uses, primarily related to vehicle servicing and repairs and would fall into the category of non-designated industrial land. It is stated that there is currently 1255sqm (GIA) of industrial floorspace on the site, it is proposed that the residential development would be delivered as part of a mixed-use scheme which includes the provision of industrial floorspace (2005sqm). The proposals would therefore amount to an increase in industrial floorspace of 750sqm, where assessed against the extent of the floorspace currently on site.

7.31 Previously there was a greater quantum of industrial floor space provided on the site located on the land in the central and southern sections of the site within a series of buildings which were destroyed by fire in 2011, and the land has since been cleared. As noted in the planning history of the site, there have been several intervening uses on the site, both temporary and unauthorised uses which have been subject of enforcement action. The site is currently in use for the storage of construction materials and skips; temporary permission was granted for this use on the provision that this use must cease 12 months following the grant of planning permission (31/08/2022). Given that the uses are ongoing without the benefit of planning permission, these uses are unauthorised and are not lawful.

7.32 Commentary was provided in relation to the use of the vacant land on the site by an appeal Inspector in 2016 (APP/R5510/C/16/3163200 & 3163365) relating to an enforcement notice served in relation to the unauthorised use of the land for car parking (sui-generis use). The inspector commented that:

"Following the clearance of the buildings on the site, there must be considerable doubt as to whether the site has a lawful use. Any historic use of the land would appear to have been lost with the demolition of the buildings and no Lawful Development Certificate [LDC] has been drawn to my attention to substantiate a claim to a lawful use"

7.33 Giving due regard to the Inspector's comments and considering the current status of the site and intervening uses, it is reasonable to conclude that the site would not benefit from a lawful industrial use. Nearly 15 years have elapsed following the destruction of the buildings on the site by fire and all buildings on the site have since been cleared. The co-location of all existing functional industrial floor space is proposed within the planning application with the development delivering +750sqm of additional industrial floorspace. Based on this assessment, the development should provide a minimum of 35% affordable housing by habitable room, rather than 50% provision to meet the minimum requirements of Policy H5. On this basis 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) and is eligible to follow the fast track route for affordable homes. 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.

<u>Compliance with Town Centre Policy, Provision of Industrial and Commercial Uses</u>

7.34 As noted above, a section of site lies within the Yiewsley and West Drayton Town Centre which is classed as District Centre in the Local Plan. The site occupies a presently vacant plot of land between the Aldi food store and a recently

redeveloped site, comprising a ground floor retail unit, with residential uses located above. Policy DMTC 1 of the Local Plan states that the Council will support 'main town centre uses' where the development proposal is consistent with the scale and function of the town centre. The section of the site which lies within the town centre area also lies within a secondary shopping frontage

7.35 Policy DMTC 2 of the Local Plan states that in secondary shopping areas, the Council will support the ground floor use of premises for retail; financial and professional activities; restaurants, cafes, pubs and bars; launderettes and other coin operated dry cleaners; community service offices, including doctor's surgeries provided that:

i) a minimum of 50% of the frontage is retained in retail use; and
ii) the uses specified in policy DMTC4 are limited to a maximum of 15% of the frontage;
iii) the proposed use does not result in a concentration of non retail uses which could be considered to cause harm to the vitality and viability of the town centre.

7.36 It should be noted that Policy DMTC 1 predates the introduction of the Class E use class which allows significantly more flexibility to allow for retail premises to be used for other uses falling within Class E. A ground floor retail/commercial use is proposed on the corner of the High Street and the new access route into the site. Industrial uses are also proposed at ground floor level, although not within the unit facing the High Street. Previously there was a retail unit on this part of the site prior to the demolition of the building in 2012, but the site has remained vacant since the removal of the building. The provision of a commercial unit which may be used for purposes such as for retail or use as a café/restaurant would align with Policy DMTC 1 and DMTC 2 of the Local Plan and would contribute positively to the vitality of the secondary shopping frontage.

7.37 Policy E9 of the London Plan supports generally the provision of new retail uses, particularly within Town Centres. Outside of designated Town Centres and primary and secondary shopping frontages, Local Plan Policy DMTC 1 requires that where retail floorspace is provided and would consist of more than 200sqm that a retail impact assessment is needed. Two commercial units are proposed within Buildings F and G covering a floor area of 95sqm and 100sqm, cumulatively measuring 195sqm, below the threshold of 200sqm. It is expected that a sequential approach is taken to main town centre uses to demonstrate that there are no available or suitable sites in a town centre where an edge of centre or out of centre location is proposed, using a sequential approach. The commercial uses with Buildings F and G fall outside of the defined Town Centre area for Yiewsley/West Drayton in what would be classed as an edge of centre location. As noted above the uses are small in scale and would be complementary to the Town Centre given the sites spatial proximity and the improved connections and general benefits arising from the regeneration of a prominently located brownfield site. On this basis, it is considered that the provision of what are small commercial units would be acceptable in terms of their location and spatial relationship to the town centre and would comply broadly with Policy E9 of the London Plan; and Local Plan Policy DMTC 1.

Design, Density and Impact on the Character and Appearance of the Area

7.38 Policies DMHB 11 and DMHB 12 of the Hillingdon Local Plan: Part 2 - Development Management Policies (2020); Hillingdon Local Plan Part 1: Strategic Policies (2012) Policy BE1; as well as Policies D1, D3 and D4 of the London Plan (2021); in addition to Paragraph 135 of the NPPF each seek to ensure that development achieves the highest standard of design, which integrates positively to the character its surroundings.

7.39 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 or Hayes Town Centre, or within an area identified by the borough as being appropriate for such buildings. Tall buildings should be located within areas of high public transport accessibility. 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.

7.40 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.

7.41 The application proposes the comprehensive redevelopment of the site which would involve the clearance of all existing buildings and the redevelopment of the site for residential, commercial and industrial uses, as well as the provision of landscaping and public open space. The site includes light industrial buildings which are of a poor design standard, whilst the southern section of the site formerly used for storage purposes has been cleared consistent with the enforcement notice requiring that this use is ceased and the site cleared. The site occupies a prominent position, with a section of the site falling within the Yiewsley/West Drayton Town Centre, forming a frontage to the Yiewsley High Street. The south western edge of the site forms a prominent frontage to the Grand Union Canal, with a towpath running adjacent to the site. The present condition of the site is unsightly and detracts from the character of the surrounding area, whilst also severing physical and visual connectivity between the canal and Town Centre. Redevelopment of the site offers substantial opportunities to enhance the character of the surrounding area, regenerating a Town Centre/edge of Town Centre site and improving the Canalside frontage.

7.42 As noted within the above sections of this report, a relatively high density of development is proposed consisting primarily of apartment buildings located across the site. The proposed apartment buildings (Blocks A-G) would vary between 5 and 11 storeys (17.3 and 35.8 metres) in height with the taller of these buildings being Block G (11 storeys) and Block B1 and Block F being concentrated along the canal frontage. Blocks A and F, which are located along Trout Road and Block E which would sit on the corner of St Stephens Road and the Canal path would each be 6 storeys.

7.43 The development would sit within the immediate context of other relatively recent apartment buildings of a similar form, albeit of a lower scale than the proposed development, this includes Caxton House and Onslow Mills, which are five and six storeys in scale and Rowlock House, Kiln Lodge and Quion House, each of which are five storeys in scale. There is precedent therefore for larger buildings within the context of the site, albeit that the scale would still be greater than that of the surrounding development. The piecemeal development of this part of the site presents significant constraints in allowing for the redevelopment of the application site, resulting in mutual overlooking between the two sites, this matter is further addressed in the amenity section of this report. Development on St Stephens Road to the south east and along Trout Road to the north consists of a more modest scale of development, typically comprising a mix of suburban and more traditional early 20th century housing. In response to the lower scale of development to the north and south east, the buildings proposed within these locations (Blocks C and E) respectively are of a generally lower scale and height.

7.44 Whilst parts of the development would be notably taller than surrounding development within the immediate context, there is some precedent for development for relatively tall buildings within West Drayton Town Centre, including the development on the Tavistock Works site at Tavistock Road adjacent to West Drayton Town Centre and Station. The application site is also adjacent to and partly within Yiewsley/West Drayton Town Centre as well as being located within a close distance of West Drayton Station (600 metres) and would be classed as being within an area of high public transport accessibility. On this basis the site is considered to represent an appropriate location for high buildings.

7.45 The approach to the siting of the taller buildings and massing more generally across the site is considered acceptable. A transition in height is proposed between the existing three to four storey buildings closest to the High Street and the taller buildings adjoining the canal. Building J would be two to three storeys in height which would be commensurate with the height of existing buildings within the High Street, including the adjacent, recently constructed four storey apartment building to the south and the parade of shops with apartments above to the south east (112 to 134 High Street). Building J includes a ground floor retail frontage, which offers the opportunity to provide an active frontage such as a café, which would contribute positively to activity and the vitality of the town centre. The provision of an adjoining area of public open space, which would include soft landscaping, seating and an extensive frontage would substantially improve what is presently vacant land located to the rear of hoardings. The

redevelopment of this space would substantially improve the public realm and street scene as a whole. The building would have an industrial appearance in terms of its character and form, which would be in keeping with the character and heritage of the site, in terms of its former industrial use and proposed continued use for small scale light industrial workspace units.

7.46 Presently there is no activation to the canal frontage as the section of site adjoining the towpath consists of an area of open-air storage separated from the towpath by a metal fence. The proposals include the provision of new soft landscaping as well as pedestrian connections between the towpath and the site, as well as the town centre. The proposed ground floor plans have been amended during the application process to increase the quantum of residential space provided at ground floor level through a reduction in the extent of plant and cycle parking. Whilst some inactive uses remain at ground floor level, the extent of activation as well as the provision of landscaping and new public realm would be a substantial improvement compared with the existing context. It is noted that the previously approved outline plans from 2013 (38058/APP/2013/1756) for this section of the site included ground level car parking along the canal frontage, providing a substantially lower level of surveillance/activation along this key route.

7.47 A substantial area of public open space is proposed within the centre of the site, extending from the canal frontage to the High Street. This would provide an attractive area of landscaped public realm with tree planting and soft landscaping, providing visual and physical connectivity between the High Street and canal. The proposals would substantially improve the quality of the public realm, which presently consists of industrial buildings and vacant land and is substantially lacking in trees or other natural features. Commercial uses are proposed at ground floor level within Blocks F and G adjoining the public realm, this would provide activation of the open space. Amendments made to the proposed plans include the provision of additional residential space at ground floor level, following amendments to reduce the extent of cycle parking providing additional activation and surveillance of the public realm.

7.48 Blocks A and C both of which would be six storeys in scale would be broadly commensurate in scale with Caxton House (five storeys) and Onslow Mills (six storeys) which are located between the two buildings along the frontage of Trout Road. It is considered that the scale of these buildings responds appropriately to the adjoining development. Furthermore, the architectural design including the façade treatment and use of buff brick materials would be responsive to the architectural design of Caxton House and Onslow Mills.

7.49 Buildings D1 to D3 would be of a lower scale of three to five storeys. It is intended that the reduced scale would achieve a transition in height between the taller buildings facing the canal and the two-storey suburban scale of housing along St Stephens Road. Block E would be six storeys in scale and would adjoin the two-storey housing in St Stephens Road with 20 St Stephens Road being located just to the north of this building. Whilst the scale of development within this parcel

of the site would be lower than the other two buildings adjoining the canal, there would be a notable contrast between the scale of this building and the two storey housing to the north east. Whilst there would be a defined difference between the scale of blocks D1-D3 and Block E and the two-storey housing, the scale of development here is considered to be broadly appropriate, given the edge of town centre location and requirement in policy terms to achieve an optimum density of development, whilst accounting for the site-specific context. It is acknowledged that to make effective use of a sustainably located previously developed site that a contrast in scale with lower height and lower density suburban development would be likely and would be required to deliver an appropriate number of homes, thereby providing an appropriate contribution in addressing the Councils 5 year housing land supply shortfall.

7.50 The application is accompanied by a Townscape and Visual Impact Assessment. The submitted TVIA indicates that visibility beyond adjacent views from the High Street, Trout Road and St Stephens Road is likely to be limited. Within the context of the impact of the development in these immediate views, as discussed above it is considered that the scale of the development would be appropriate for a large, allocated edge of town centre site. Whilst larger in scale than the surrounding development, the scale of is justified by the site's location. Development along the Trout Road frontage is broadly commensurate with the scale of other relatively recent buildings along Trout Road. As also noted above, the vacant condition of the site and poor-quality existing development detracts from the character, therefore the sites reuse for residential of a good architectural standard, albeit of an increased scale would be beneficial overall considering the existing circumstances.

7.52 The scale and height of development, particularly Blocks G, F and E would be prominent and would alter the character of the canalside frontage when viewed from the towpath in immediate views, including those from the towpath to the north at Trout Road and canal bridge. This would however be the case with any development on the site given the sites existing vacant condition. Much of the canal frontage on both sides leading north from Colham Bridge, West Drayton to Kingsville Court and the Tesco development to the north of the site consists of apartment buildings of varying scale

7.53 The submitted TVIA considers longer distance views including those from the north east (Manor Farm Pastures and Yiewsley Recreation ground); and views from the west and north west beyond the developed area of West Drayton; and well as long range views from the canal towpath from the north. Within these longer range views, the vast majority of the development would be obscured by intervening buildings or vegetation with only upper sections of the development visible. In each instance the development would sit within the context of the urban edge of West Drayton and is not considered to have an adverse visual impact.

7.54 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 set out in Paragraph 124 of the NPPF; Paragraph H1 of the London Plan; and Policy DMHB17 of the Local Plan Part 2. On this basis, accounting for the edge of town centre location and surrounding context it is considered that the scale, height and massing would be appropriate.

7.55 The proposed masterplan demonstrates clear urban design benefits, notably the creation of a new public green spine and the opening up of the canal-side. These interventions in principle have the potential to strengthen local connections, enhance public access, and contribute positively to the local public realm offer, aligning with borough objectives for improving canal-side use, safety and activation, encouraging cycling, wider permeability, and quality of life improvements.

7.56 The green spine provides a key visual and physical connection between the High Street and canal side. Whilst this section of the site consists of a relatively narrow frontage to the High Street, the proposals include the provision of a ground floor commercial frontage adjoining the High Street and workspace frontages along the newly created route linking the High Street, the linear park and canal side. This would significantly enhance the character and appearance of this section of the High Street, which appears currently neglected. There would be the opportunity for the provision of additional soft landscaping, including the provision of trees and benches, as well as a pleached tree planting buffer which would obscure views of the blank façade of the adjoining Aldi supermarket

7.57 The central 'Canal Garden' is a large area of open space which would provide a mix of soft landscaping, general amenity grassland for public use, as well as play and integrated SuDS. It is intended that this space would link into the 'Canal Walk SINC' and area where would be the focus for biodiverse planting and ecological enhancement. There are notable benefits to this space in providing a development free buffer between the built form and the canal, and maintaining a green, biodiverse frontage to the towpath. The proposals within this space would substantially enhance the present visual aspect from the canal, which is compromised by way of the neglected condition of the site and provision of high utilitarian metal fencing along the towpath. The overall landscape strategy is considered to set positive principles for providing a high standard of public realm and amenity for future residents and the wider public. There is however an absence of substantial detail, as to the approach to the design and functionality of these spaces, in addition to the overall strategy for play provision, which is addressed further in the relevant section of this report. A detailed landscaping strategy would therefore be required by condition which sets out a comprehensive strategy for providing a visually attractive public realm, which includes play provision and contributes in a multi-dimensional sense to urban greening, biodiversity net gain and sustainable drainage. Further detail is also required regarding lighting to ensure that an appropriate balance is provided to ensure public safety, limit crime and anti-social behaviour and preserve biodiversity.

7.58 Amendments have been made during the planning process to improve the quality, legibility and prominence of elevations to the apartment buildings. Further amendments have been made to increase the provision of active frontages at ground floor level adjacent to the canal route and central park, primarily through the removal/relocation of ground floor cycle parking stores and plant. Sufficient activation is provided adjacent to these key areas of new and existing public realm providing security and natural surveillance. Particularly in the context of the canal towpath, this is a significant improvement on the existing situation where there is no surveillance of the path. The provision of commercial frontages adjacent to the new areas of public realm and towpath are a notable benefit and would assist in activating the public realm within this part of the site and drawing footfall through the site.

7.59 The buildings across the site differ in their architectural character in terms of the façade treatment, in addition to the noted variance in height and massing discussed in detail above. Notwithstanding this, there is a consistent palette of materials with various tones of brick as well prominent metal cladding used on the roof of Building J and as a secondary material elsewhere on the site such as adjacent to entrances and stores/plant enclosures. Differing colours of darker buff/red bricks are proposed within the centre of the site and within Building J which forms the frontage to Yiewsley High Street and within the central parcel of the site. The surrounding area is varied in its architectural character. The majority of existing development on the High Street consists of mid to late 20th century buildings of varying design and quality, although red/brown brick is predominant as the primary material. The more recent, and larger scale existing development adjoining Trout features buff brick, with the sections of the site adjoining these surrounding buildings are proposed to be of mid to light buff materials in the case of Buildings A, C and the Houses (H1, H2 and H3).

7.60 Building J which adjoins the High Street may be characterised as a contemporary industrial design and appearance, emphasised in the saw tooth roof design and prominent metal cladding. There is design justification for this approach in considering the proposed industrial/commercial use of the site and considering the sites historic industrial use. In a similar vein, Buildings E, F and G feature characteristics similar to historic industrial warehouse buildings typically associated with a canalside setting and similarly reflect the industrial character of the site. Within the centre of the site buildings are of a more residential character. Block B has the character of a large mansion block, whilst Block D features a mansard roof, to provide a greater degree of relationship with the pitched roof, more suburban housing to the south at St Stephens Road. Houses H1, H2 and H3 are intended to relate to the low scale of the existing traditional row of houses along Trout Road. Blocks A and C are intended in scale, architectural appearance and materiality to relate to the more recent, adjoining apartments along Trout Road.

7.61 Variance in the design approach is proposed which would add visual interest and the approach taken terms of architectural appearance and use of materials provides a contextual link to the sites history and surrounding area in which the site would be located. The overall architectural approach is appropriately justified

and would be appropriate subject to conditional approval of external materials and other detailed aspects of the design.

7.62 In terms of the impact of the proposed development on the microclimate, the applicant team have submitted a Wind and Microclimate Assessment. The assessment concludes that there are no safety risks at ground, terrace or balcony levels were identified either within the site or the surrounding area. Positive changes are observed compared with the existing baseline conditions in terms of the comfort level at ground level throughout the development, including within the public realm, with the larger area of public space performing well, with sitting conditions across the vast majority of the public open space in summer and winter. The majority of the balconies/terraces at upper level are observed to perform well during summer and winter with comfort levels at sitting. In order to set out mitigation to ensure that spaces which perform lower than expected, a condition is recommended requiring the submission of a detailed assessment of wind effects and relevant mitigation required.

7.63 Whilst the Metropolitan Police were consulted regarding the planning application no response has been provided 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 is recommended which requires the applicant to achieve Secured by Design accreditation Subject to the recommended condition the proposal complies with the NPPF, Policy D11 of The London Plan, and Policy DMHB 15 of the Local Plan Part 2.

Summary of Design Approach

7.64 To summarise, there are clear and demonstrable benefits to be gained in design terms from the redevelopment of a site currently consisting of a long-term vacant land and various vehicle repair stores. The improvements to both Yiewsley High Street and the canal side would be particularly notable. Whilst the scale of development is comparatively large, it is considered on balance that this would be appropriate accounting for the edge of town centre location of the site and where considering the visual impact in key views. The provision of additional tree planting and new areas of public open space would provide further enhancements to the character of the area and for the amenity of future residents and the public more widely.

7.65 On this basis it is considered that the development would comply with the provisions of policies DMHB 10, DMHB 11, DMHB 12 of the Hillingdon Local Plan Part 2; Policies D2, D3, D4, D9, G2 of the London Plan 2021; and the NPPF Chapters 11 and 12.

Heritage

7.66 The site is not located within a Conservation Area, nor within the setting of a Conservation Area. The site does not contain any listed buildings and does not lie within the immediate setting of any designated heritage assets. It is therefore

assessed that the development would not result in any harm to the significance of any designated heritage assets.

7.67 The George and Dragon Public House and the former Methodist Chapel are both locally listed buildings of buildings of architectural and local heritage significance and would be therefore classed as non-designated heritage assets.

7.68 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, among other requirements, it sustains and enhances the significance of the heritage asset and puts them into viable uses, will not lead to a loss of significance or harm unless it can be demonstrated that it will provide public benefit that would outweigh the harm and it makes a positive contribution to the local character and distinctiveness of the area.

7.69 Paragraph 216 of the NPPF 2024 sets out that the effect of an application on the significance of a non-designated heritage asset should be taken into account in determining the application. In weighing applications that directly or indirectly affect non-designated heritage assets, a balanced judgement will be required having regard to the scale of any harm or loss and the significance of the heritage asset.

7.70 Owing to the layout of the site, the specific design of the proposals and spatial proximity to the George and Dragon Public House officers would conclude that the impact on the setting of this locally listed building would not be substantial, nor detrimental and would not result in harm to the significance of this non-designated heritage asset.

7.71 The former Methodist Chapel is located immediately opposite the rectangular parcel of the site, which forms an existing break in the built form along Yiewsley High Street. Whilst development is proposed within this parcel of the site the building would be of a height that is broadly commensurate with the existing buildings on the High Street and would be of a high standard of design. The sites existing vacant condition and presence of hoardings at ground floor level detracts from the setting of the locally listed building, whilst it is further noted that prior to its demolition in 2012 there was a sizeable, poorly designed long-term vacant commercial building on the site. It is considered that the sensitive redevelopment of the site would contribute positively to the setting of the locally listed building and would enhance, rather than harm its significance.

7.72 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.

Archaeology

7.73 The application site lies within the Colne Valley area of archaeological interest as identified in the Local Plan. An archaeological desk-based assessment (DBA) has been submitted in support of the planning application which identifies that the site lies in an area where Palaeolithic implements have been found within the gravel and brickearth. A Roman road may also cross the site. Although the site has been previously occupied by a factory, archaeology may survive outside the footprint of the former factory buildings.

7.74 The Greater London Archaeological Advisory Service (GLAAS) have been consulted and have reviewed the submitted DBA and recommend that archaeological trial trenching be carried out on the site. If geotechnical investigations are proposed, these should be monitored by an archaeologist and geo-archaeologist. Gravel should be sampled within the trenches and the arisings should be examined by a geo-archaeologist in order to establish the potential for Palaeolithic material on the site.

7.75 GLAAS have advised that a two-stage archaeological condition would be necessary. This would consist of a Stage 1 written scheme of investigation (WSI) to be submitted to and approved by the local planning authority in writing. If heritage assets of archaeological interest are identified by Stage 1 then for those parts of the site which have archaeological interest a Stage 2 WSI shall be submitted to and approved by the local planning authority in writing. Officers concur with GLAAS assessment that the suggested pre-commencement condition would be necessary to safeguard the archaeological interest on this site in line with Paragraph 218 of the NPPF and Policy DMHB 7 of the Local Plan Part 2 and is therefore included in the list of recommended conditions contained in the appendix to this report.

Residential Amenity of Existing Occupiers

7.76 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.

7.77 There are several properties surrounding the site on all sides and the impact on each of these requires assessment. The impact on the individual properties is assessed below:

Caxton House, Onslow Court, Rowlock House and Adjoining properties in Trout Road

7.78 Onslow Court is a five-storey block of flats which adjoins the main vehicular entrance and proposed Block C in the northern corner of the site, adjoining Trout Road. There would be a separation distance of between 16 and 17 metres between facing sets of windows within the proposed building and the windows in the north elevation of Onslow Court. There would be a separation distance of 18 metres between proposed Blocks B and Onslow Court.

7.79 Caxton House is a six-storey block of flats which adjoins the north western edge of the site and faces Trout Road and is located closest to Block A in the proposed development. There would be a separation distance of between 18 and 21 metres between facing windows serving habitable rooms in Blocks D1, D2 and D3 and Caxton House.

7.80 Rowlock House is located to the west of the site. A separation distance of approximately 21 metres would be retained between Block A and Rowlock House, whilst a distance of approximately 32 metres would be retained between Block G and Rowlock House. It is considered that the retained separation distance would be adequate accounting for the urban context of the site and to ensure that the development would not appear overbearing in relation to these surrounding properties.

7.81 It is considered that the retained separation distance would be adequate accounting for the urban context of the site and to ensure that the development would not appear overbearing in relation to these surrounding properties. Where separation distance would be lower, such as between Block C and Onslow Court, these buildings would be separated by an internal access road and greater flexibility in terms of separation between facing sets of windows would typically be afforded in this scenario.

7.82 The applicants Daylight and Sunlight Assessment indicates that Caxton House and Onslow Court are likely to be impacted more significantly than other surrounding properties, particularly in the case of ground and first floor flats nearest to the proposed development where these units are directly facing the built form on the site. In instances the impact on existing properties is likely to be significant, where applying one or more of the BRE tests. This would also be the case with Rowlock House and Quion House, albeit to a slightly lesser degree, as noted in the conclusions below this is weighed up against the benefits of the scheme as a whole including the need to optimise the density of development on the site.

7.83 In relation to the amenity spaces serving Caxton House, there would be a 20% reduction in sunlight to the communal amenity spaces serving this property, however 76.6% of the communal amenity space would achieve more than 2 hours of direct sunlight on 21st March, this is considered acceptable in amenity terms.

2-20 St Stephens Road

7.84 Block E within the proposed development is in the southern corner of the site and the siting of this building is located closest to 20 St Stephens Road which is a two storey detached house. Block F is sited to the north west of Block E. Both buildings would impact upon the amenity of 20 St Stephens Road, as well as the other neighbouring properties located on the northern side of St Stephens Road to a varying degree. Proposed Blocks D1, D2 and D3 are located to the north of the gardens serving numbers 4a to 20 St Stephens Road.

7.85 A separation distance of between 29 and 38 metres is proposed between Blocks D1, D2 and D3 and the facing windows of the adjoining properties in St Stephens Road. This is considered to be an appropriate distance in ensuring that the windows of the facing habitable rooms are not unacceptably overlooked.

7.86 The side facing windows in 20 St Stephens Road are understood to serve stairs and a bathroom and would not therefore be classed as habitable rooms that would be otherwise overlooked by Block E. The orientation of 20 St Stephens Road and proposed Block F would limit the degree to which any windows in the rear elevation of 20 St Stephens Road would be overlooked. A separation distance of 12 metres would be provided between the side facing windows and the rear garden of this property. Whilst there would be some loss of privacy and an impact on the outlook of this property by reason of the scale and siting of Blocks E and F, the development would not substantially compromise the amenity of future occupiers and where balanced against the need to make effective use of the site, the impact of the development on the amenity of this property is considered acceptable.

7.87 The submitted Daylight and Sunlight Assessment concludes that the impact of the development in terms of loss of light to the windows serving habitable rooms in each of the properties in St Stephens Road is unlikely to be substantial where considered as a whole accounting for each of the relevant BRE tests.

7.88 The impact on the rear garden spaces of Nos.14 to 20 St Stephens Road has been assessed in terms of the percentage areas receiving more than 2 hours of direct sunlight on 21st March. In the case of 20 St Stephens Road, there would be a percentage reduction of 32.45% when assessed against this measure, whilst 62.2% of the garden would achieve more than 2 hours of direct sunlight. Whilst there would be reduction in sunlight to the rear garden, a substantial amount of the garden would continue to benefit from appropriate daylight. In the case of the other properties, the percentage reduction in sunlight would be 2.5% to 0% and is considered marginal.

131 High Street

7.89 131 High Street is a recently completed development consisting of a building of three storeys at the front facing Yiewsley High Street and two storeys to the rear, comprising five two-bedroom flats and commercial space at ground floor level. The building has a blank, windowless side elevation facing the north eastern part of the application site which adjoins the side (east) elevation of proposed Block J. 131 High Street has an area of first floor amenity space at podium level which is screened by a wall to the north. Windows area located on the east and west facing elevations of the two and three storey sections of 131 facing inwards to the courtyard and rear facing windows serving habitable rooms and a terrace are located on the west elevation of 131 facing the application site. Between this building and the application site are commercial workshop units (125 and 127 High Street).

7.90 Building J immediately adjoins 131 High Street. It is proposed that the building would be used for light industrial purposes consisting of small workshop units across three levels. The internal parts of Block J immediately adjoining 131 High Street consists of circulation space. Whilst the height of the building is reduced where this adjoins the communal courtyard spaces serving the flats at 131 High Street. Aside from windows serving stairs that face away from any habitable living accommodation given their location to the rear of No.125 High Street there are no windows proposed within the south elevation of Block J. The siting of this block would not therefore result in overlooking or a loss of privacy to the occupiers of 131 High Street.

7.91 Given the siting of Block J, the building is likely to enclose the existing flats at 131 and impact on existing outlook to the north given the introduction of built form of up to three storeys across much of the southern elevation of the building. There remains however a broadly open aspect to the south and west, given that the existing development at 125 and 127 High Street is single storey in scale. The southern part of Block J which adjoins the eastern boundary of the application site would also be single storey in scale. There would be a perceivable impact on this property in relation to the NSL (No Sky Line) and VSC (Vertical Sky Component) tests listed in the Daylight and Sunlight Assessment, although each of the habitable rooms within 131 High Street is indicated to be compliant with APSH (Annual Probable Sunlight Hours) minimum levels.

11-19 Peplow Close

7.92 Nos.11 to 19 Peplow Close are a row of flats located on the opposite side of the Grand Union Canal to the south west of the application site. A separation distance of approximately 32 metres would be retained between Blocks E, F and G and these properties. These buildings would be 6, 9 and 11 storeys respectively. Whilst the latter of these buildings would be relatively high, an appropriate separation would be retained, such that the scale of the development would not appear overbearing in relation to these properties. Likewise, the retained separation would ensure that the development would not result in a significant loss of privacy, by reason of overlooking.

7.93 The submitted Daylight and Sunlight Assessment indicates that the development is likely to result in a loss of light, which in instances is likely to be significant (between 30 and 47%) in relation to the NSL BRE test relating to daylight. Notwithstanding this, however the remaining daylight performance is considered to be appropriate on balance, with the existing figures being indicative of there being no buildings on the site at the present time.

Commentary on Amenity Impact on Existing Properties

7.94 As noted above the siting of the development would have an impact on the amenity of the above mentioned adjoining residential dwellings, by reason of the scale of the development which would have a corresponding impact on daylight/sunlight, as well a degree of increased overlooking. Whilst there would

also be some degree of limited impact on other neighbouring properties to a lesser degree, not specifically addressed above.

7.95 Regarding Daylight and Sunlight Impacts, the GLA Housing Guide SPG 2016 advises that an appropriate degree of flexibility needs to be applied when using BRE guidelines to assess the daylight and sunlight impacts of new development on surrounding properties, as well as within new developments themselves. Guidelines should be applied sensitively to higher density development, especially in opportunity areas, town centres, large sites and accessible locations, where BRE advice suggests considering the use of alternative targets. This should account for local circumstances; the need to optimise housing capacity; and scope for the character and form of an area to change over time. The degree of harm to adjacent properties and daylight targets within a proposed scheme should be assessed drawing on broadly comparable residential typologies within the area and of a similar nature across London. Decision makers should recognise that fully optimising housing potential on large sites may necessitate standards which depart from those presently experienced, but which still achieve satisfactory levels of residential amenity and avoid unacceptable harm.

7.96 This flexibility is further reflected in Paragraph 130 (c) of the NPPF 2024 which 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).

7.97 The proposals would deliver an optimum density of housing on a sustainably located edge of town centre site with good standards of public transport accessibility. The site is allocated within the Local Plan for housing development, an allocation which predates development recently constructed on adjoining parcels of land, namely Caxton House, Onslow Court and 131 High Street. Presently the open outlook and degree to which these properties would benefit from daylight and sunlight is uncharacteristic overall of what is an urban edge of town centre location. Whilst individual flats, particularly those at ground floor level within these buildings would be impacted in terms of daylight/sunlight in some cases significantly, it is appropriate to afford flexibility so that development on parcels of the application site is not precluded or substantially constrained. An approach is taken in terms of the siting of the development and massing proposed to reduce the height of development to ensure that this is commensurate with the scale of adjoining development, notably Blocks A, B and C which adjoin Caxton House and Onslow Court. This serves to limit the impact of the development on the amenity of occupiers within these buildings whilst ensuring that the development potential of the adjoining parcels of the application site is optimised.

7.98 In summary, it is concluded that the impact of the development on the amenity of the adjoining properties would be acceptable on balance, accounting for the context of the site and where affording weight to the flexibility set out under

Paragraph 130 of the NPPF and guidance set out in the GLA Housing Guide SPG 2016.

Noise

7.99 The application site is partly located within the Town Centre and the rest of the edge of the Town Centre where background noise levels would naturally be higher than the average residential street. There is also a National Rail and Elizabeth Line train line which is located approximately 300 metres to the south of the site. Furthermore, to the south of the Grand Union Canal lies a large proportion of more industrial type uses including land occupied by car repair companies, open storage and waste storage and transfer facilities. These uses are within a reasonable distance for them to be factored into the assessment of existing background noise levels.

7.100 The northern part of the application site consists of various vehicle repair workshops and associated areas of open-air storage space used for vehicle storage and associated works. The remainder of the site was historically used for various industrial uses, prior to the removal of the buildings on the site. Other intervening uses have taken place involving open air storage. The present uses on the site are noise generating and the loss of these uses would benefit the amenity of surrounding residents, particularly those adjoining the northern and western parts of the site.

7.101 To compensate for the loss of the existing industrial uses on the site, workshop industrial units are proposed within Block J. The provision of the replacement industrial floorspace within a new building would be an enhancement compared with the existing circumstances as the industrial uses would be fully within the building allowing for the implementation of appropriate sound insultation measures details of which would be secured by planning condition.

7.102 There are other noise generating uses surrounding the site which include motor vehicle repair uses at 125 and 127 High Street; the Aldi servicing and delivery area adjoining Houses H and Block C; and motor repair units on the opposite side of the Grand Union Canal at Bentinck Road to the south. It is considered that with the implementation of appropriate sound insultation measures that appropriate standards of amenity would be provided for future residents to safeguard against existing sources of noise.

7.103 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).

Quality of Residential Accommodation (Internal and External)

7.104 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.'

7.105 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.

7.106 Review of the submitted floor plans confirms that the development would comply with nationally described internal space standards as required under Policy DMHB 16 of the Local Plan. Due to the orientation and design of the buildings, the majority of the units within the development would be dual aspect and would benefit from appropriate standards of daylight. It is also considered that the siting and orientation would provide appropriate outlook for future occupiers.

7.107 The submitted Daylight and Sunlight Assessment sets out that 84% of the 1,109 rooms assessed will achieve the minimum levels of Median Daylight Illuminance (MDI) recommended within the UK National Annex for residential buildings. The overall standard of daylight/sunlight performance is assessed to be good overall, particularly accounting for the density and urban location of the development. In relation to the public open space across the site, it is indicated that 85% of the public realm would receive 2 or more hours of sunlight on the 21st of March, significantly exceeding the BRE target standard of 50%. As noted in the above section relating to the impact of the development on existing properties, the GLA Housing Guide SPG 2016 advises that an appropriate degree of flexibility needs to be applied when using BRE guidelines to assess the daylight and sunlight impacts of new development on surrounding properties, as well as within new developments themselves. This is similarly reflected under Paragraph 130 (c) of the NPPF 2024.

7.108 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.

7.109 Each of the proposed flats would be provided with either balconies or terrace spaces exceeding the minimum dimensions for balconies specified under Policy DMHB 18 of the Local Plan Part 2. Each of the three-bedroom dwellings would benefit from a combination of private gardens and a second floor terrace, providing a cumulative area of amenity space of approximately 54sqm. This would fall marginally short of the minimum requirement to provide amenity space of 60sqm for two or three bedroom homes. Cumulatively the balconies and

terraces would provide 2601sqm of private amenity space within the development. No communal areas of private amenity space are proposed within the development.

7.110 Cumulatively, based upon the housing mix proposed, there would be a requirement to provide 9995sqm of private amenity space within the development. The development would fall significantly short of this requirement. The submitted Design and Access Statement clarifies that approximately 5270sqm of public open space would be provided. It is stated that a further 3987sqm of 'semi-public open space' would be provided, although officers consider that the areas of semi-public open space would have very limited amenity value, as the spaces function mainly as smaller landscaped areas adjoining parking courts and accesses. The provision of large areas of good quality amenity space and the accessibility of this space in relation to future occupiers would provide some mitigation for the under-provision of private and communal amenity spaces within the development. Yiewsley Recreation Ground and the River Pinn Manor Farm Pastures are each within 1000m of the site and are sizeable existing areas of public open space.

7.111 Notwithstanding this, there would be a shortfall in the quantity of both public open space and private amenity space that would be provided on site. It would be expected that that a total of 23,122sqm of public open space is provided within the development and accounting for the shortfall in public open space that is proposed, a financial contribution of £346,630 would be required to be secured through the accompanying Section 106 agreement.

7.112 Subject to payment of this contribution, it is considered that the proposal would provide suitable accommodation for its residents and would 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

7.113 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 play space should be provided per child.

7.114 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.

7.115 Where applying the GLA's child yield calculator, there would be a requirement to provide 1587sqm of play space, comprising the following quantum of play space for each age group:

- 0-4 years – 776sqm
- 5-11 years – 542sqm
- 12-17 years – 270 sqm

7.116 The applicants Design and Access Statement sets out the distribution of play provision across the site, with most of the play space being provided within the central area of public open space. The quantum of play space proposed for the various age groups would be as follows:

- 0-4 years – 782sqm
- 5-11 years – 542sqm
- 12-17 years – 270 sqm

7.117 The quantum of place space indicatively shown would exceed the minimum provision required under Policy S4 of The London Plan when applying the GLA child yield providing compliant levels of age space for each age group. The submitted plans do not however clearly indicate the form of play provision/equipment that would be provided with the plans being indicative at this stage. It is therefore necessary that further details relating to the play strategy are provided by condition, including details of equipment to ensure compliance with Policy S4 of The London Plan (2021) and Policy DMCI 5 of Hillingdon Local Plan Part 2.

Transport, Highway Impact and Parking

7.118 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.

7.119 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.

7.120 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.

7.121 To avoid the creation of a 'rat-run' through the site, no through-route for vehicles would be provided for vehicles across the site (except for controlled access for emergency service vehicle). This would be supported through a series of turning heads located within the site, enabling vehicles to manoeuvre and egress at the same point of access.

Car and Cycle Parking

7.122 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').

7.123 The application site is classed as PTAL 3 and has good accessibility to public transport. The site is within 800 metres of West Drayton Station (Elizabeth Line) and lies within close proximity to bus stops on the High Street that provide regular services to Uxbridge, Ruislip, Hayes, Hounslow and Heathrow Airport. In line with Policy T6.1 of the London Plan, a maximum provision of up to 0.75 spaces may be provided for one or two bedroom dwellings; and 1 space for three bedroom or larger units.

7.124 A total of 57 parking spaces is proposed of which 43 spaces would be accessible parking bays; and 14 being for general use. This would equate to an overall parking ratio of 0.13 spaces per unit which is comfortably below the maximum standards permitted under Policy T6.1 of the London Plan. Accounting for the accessibility to a range of regular public transport links particularly the close distance to West Drayton Station, a car lite development is considered acceptable within this location. Furthermore, the site is adjacent to a range of local shops, facilities and services available in Yiewsey/West Drayton Town centre.

7.125 In considering the impact of overspill parking, officers note that all the surrounding streets are subject of parking controls and are restricted to parking for residents only. This includes Trout Road and St Stephens Road. It would be

required that the applicant enter into a legal agreement which prohibits future occupiers from obtaining permits to park vehicles within the surrounding streets in the interests of preventing overspill parking within streets where there is existing parking pressure. Accounting for good range of access to public transport, the level of parking proposed is considered appropriate and would reduce vehicle movements associated with the development and thereby pressure on the surrounding road network.

7.126 The applicant has stated that electric parking provision would be provided to serve a minimum of 20% of all parking spaces. This would comply with the minimum requirements specifies under Policy T6.1 of the London Plan and provision would be secured by planning condition with passive provision for all remaining spaces

7.127 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).

7.128 It is considered that an appropriate quantum of cycle parking has been provided within the development. It is noted that this has been reduced in line to increase the quantum of residential floorspace proposed at ground floor level, adjoining the community park and canalside parts of the site. The reduction in cycle parking is based upon an objective assessment of need for cycle parking set out within the GLA's recently published Support for Housing LPG document dated March 2026. A total of 419 cycle spaces are provided for residents, of which 14 spaces are allocated for visitors, based upon a ratio of 0.7 spaces per 1 bed unit; 1.2 spaces per two bed unit; and 1.5 spaces for units of 3 or more rooms. A total of 2 long-stay and 8 short-stay cycle parking spaces are proposed for commercial uses located in Plots F, G and J. A total of 1 long-stay and 4 short-stay cycle parking spaces are provided for workspace uses in Plot J. The proposed ratio of parking spaces is considered acceptable accounting for the location of the site, whilst giving consideration to the GLA's recently published guidance. Details, including the location and specification of all cycle parking would be required by condition to ensure compliance with Policy T5 of the London Plan.

Trip Generation

7.129 Accounting for the proposed ratio of parking spaces, overall quantum of development and associated servicing needs it is estimated that the combined trip generation for all the uses on the site would equate to 237 two-way trips over a 24-hour period and 62 servicing and delivery trips. This is compared with 277 trips associated with the existing uses, including 19 delivery/servicing trips. This would equate to a reduction of 40 trips over a 24hr period.

7.130 Accounting for the low parking provision and likely reduction in trip generation, highlighted above, it is considered that the development would not have a significant cumulative adverse impact on the existing road network and highway safety in general.

7.131 In relation to traffic associated with construction activity, the submission of a Construction Management and Logistics Plan will be required by condition prior to the commencement of development. It is considered that vehicle movements associated with construction activity can be appropriately managed, including the appropriate routing of construction vehicles, management of access into the site; and avoidance of deliveries at peak AM and PM hours.

7.132 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).

Active Travel and Public Transport

7.133 An Active Travel Zone (ATZ) assessment has been submitted, which identifies several improvements to the active travel environment on routes to key trip attractors. The Highways Authority and TfL have both considered the scope of the ATZ Assessment to be limited as it does not include a comprehensive and thorough assessment of all the routes to key destinations to identify the barriers to walking, cycling and public transport use. In response the Highway Authority has carried out an Active Travel Zone assessment of its own. The Highway Authority require that the applicant enter a legal agreement that commits the developer to delivering the improvements identified. This is a requirement of the published London Plan 2021 Policy T2 Healthy Streets that requires that development proposals should "*demonstrate how they will deliver improvements that support the ten Healthy Streets indicators in line with Transport for London guidance*". This investment would broaden residents travel choice thereby reducing their reliance on the private car for trip making. If this investment is not provided resident may resort to owning a car and in the absence of parking on-plot they may park injudiciously on-street leading to parking stress, and increased risk to road safety and hindering the free flow of traffic. The Highway Authority requires a contribution of £154,660; this would be used to enhance active travel within the immediate vicinity of the site.

7.132 As noted within the design section of this report, the development would provide key improvements to pedestrian access and permeability of movement within the area. A direct, accessible and attractive route between the High Street/Town Centre and the canal towpath and new east to west and east to north connections between Trout Road and St Stephens Road and the High Street respectively would be provided within the development, this would provide notable public benefits.

7.133 It is noted within the consultation response received from the Canal and Rivers Trust that improvements to the existing towpath to the north of Trout Road are identified as necessary. The Council consider that a financial contribution would be reasonable and necessary accounting for the scale of the development and

increased use of the canal towpath, which is a well-used active travel route and is likely to be used extensively by future occupiers of the site. A financial contribution of £259,860 is requested towards the resurfacing of a 900-metre section of the path between Trout Road and Packet Boat Lane. The contribution would be secured through the accompanying Section 106 agreement.

7.134 Within their consultation response, the GLA initially raised concern regarding the potential impact on the surrounding public transport network and advised that a contribution towards bus service enhancements may be required. This request has since been withdrawn following further review by TfL of existing service provision and it is considered that a financial contribution towards bus service enhancements would no longer be considered necessary.

7.135 A Framework Travel Plan has been submitted in support of this planning application which is broadly acceptable. The Highway Authority require that a full Travel Plan is provided for assessment, this should include target to reduce the number of people travelling to the development site by private car, these should align with the London Plan 2021 objective of increasing mode share for walking, cycling and public transport (excluding taxis) of 53% by 2041. It should also set out those measures that would be put in place to achieve these targets, how the Travel Plan would be monitored and the steps that would be taken should the targets not be achieved. Should the application be determined for approval then it is recommended that a revised Travel Plan be secured by way of an appropriately worded condition.

Air Quality

7.136 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.

7.137 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.

7.138 The proposed development is located within the LBH Air Quality Management Area and within and/or in the catchment area of the West Drayton/Yiewsley Focus Area, bringing additional traffic emissions which will contribute to detriment of local air quality. As per the London Plan, developments need to be air quality neutral as minimum and LBH requires development proposals located in Focus Areas (or that are likely to affect such sensitive areas) to apply a more stringent air quality neutral approach and be air quality positive (LBH Air Quality Local Action Plan 2019-2024), contributing to the reduction of emissions in these sensitive areas.

7.139 According to LBH Local Action Plan, proposed development with impacts within Focus Areas (or with impacts on Focus Areas) require more stringent air quality neutral procedures and needs to be Air Quality positive, with a total emission mitigation approach. The proposed development is air quality neutral and is not air quality positive and therefore further appropriate mitigation is required.

7.140 The level of mitigation required from the proposed development for traffic emissions is £171, 657. Once all deductions were applied, the remaining value of mitigation due is £145,908. Flat rate deductions applied are as follow: Travel Plan (10%), Green Sustainable Measures (5%), totalling a reduction of £25,749. Therefore, a financial contribution of £145,908 is 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 reduce human exposure to pollution levels, in association with the operation of the proposed development. This contribution would be secured through the accompanying Section 106 agreement.

7.141 A condition requiring the submission of a plan setting out details relating to the control of dust and emissions during demolition and construction is recommended to be attached should the application be determined for approval. A condition is also recommended that 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.

7.142 Subject to securing the air quality contribution through a Section 106 legal agreement, alongside the submission of appropriate details to be secured by condition, the proposal is considered to comply 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

7.143 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.

7.144 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.

7.145 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.

7.146 The NHS have identified capacity issues with healthcare infrastructure capacity in the direct vicinity of the proposal site, namely Otterfield Medical Centre, Yiewsley Family Practice and the High Street Practice, which are most likely impacted by the proposed development given their proximity to the site and predominant patterns of patient access in the area. All these surgeries are within the Colne Union Primary Care Network (PCN). These practices are within a reasonable walking distance of less than 15 minutes from the development site. The NHS have assessed the capacity of the impacted practices to establish if they have adequate overall floorspace (clinical rooms and supporting accommodation) to provide services to the existing local population, in line with the 2019 NHS Long Term Plan objectives relating to primary care provision. The development would therefore have an impact on primary healthcare provision in the area as there would not be capacity within the local area to accommodate the population growth that will be generated by the development.

7.147 The implications, if unmitigated, would therefore be unsustainable. There had been early engagement with the NHS regarding the delivery of a new health centre on the site, however following review of existing capacity in the area the NHS have advised that a substantial financial contribution would be acceptable in the circumstances. A financial contribution of £618,167 has therefore been calculated and requested by the NHS Healthy Urban Development Unit (HUDU) to increase capacity to provide health services to account for a net population increase resulting from the development. This would need to be secured through a legal agreement. The required S106 contribution is therefore based on delivering the required additional floorspace via extension/refurbishment of existing NHS premises.

7.148 Given the capacity issues identified above by the NHS, the scale of development proposed and additional pressure on local healthcare services, the requested financial contribution is considered reasonable and necessary to mitigate the impact of the development in line with Policy GG3 of the London Plan; Policy CI1 of the Local Plan and Paragraph 98 of the NPPF.

Accessibility

7.149 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.

7.150 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.

7.151 The council's Access Officer has reviewed the proposals. 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. Details are also required to demonstrate that convenient and dignified means of escape for all building users is provided alongside accessible play equipment. It is recommended that compliance with these requirements be secured by an appropriately worded condition.

7.152 Subject to the above-mentioned condition, 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

7.153 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.

7.154 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.

7.155 The trees contained within the site itself are limited to a cluster of four sycamore trees located in the north west corner of the site adjoining Trout Road. It is proposed that these trees would be retained with crown reduction carried out. There is a row of trees located along the Grand Union Canal towpath of varying quality (Category U to B2) which provide a collective contribution to the visual amenity of this route and the character of the area as a whole. It is proposed that five individual trees would be removed, alongside a group of Norway maple and Sycamore trees. There is a further row of trees located along the south eastern boundary of the site in several of the adjoining properties at St Stephens Road. These trees are outside of the site and would be retained.

7.156 In relation to the trees that would be removed these are of a relatively low quality. Five of the trees/tree groups are classed as Category U (lowest category); whilst two of the trees are classed as Category C2 (of low visual amenity value).

7.157 Retention of the trees that are not indicated for removal is considered feasible given their location outside of their spatial proximity to the proposed buildings. Given the relative value of the trees to the visual amenity of the area, conditions are required specifying that all trees scheduled for retention must be retained accordingly and protected during the course of all works.

7.158 The combination of landscaping measures proposed within the site, which are discussed in the above section relating to design/landscaping would deliver an urban greening factor score of 0.419. This would exceed the minimum UGF score of 0.4 required for residential developments as set out in Policy G5 of the London Plan.

7.159 The proposals would therefore comply with Policy DMHB 14 of the Local Plan and Policy G5 of the London Plan.

Ecology

7.160 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.

7.161 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.

7.162 The majority of the buildings on the site have been identified as negligible or no suitability to accommodate bats. The residential bungalow at 22 St Stephens Road is identified as offering low suitability for bats, whilst the Al Falah Masjid was identified as offering moderate potential for roosting bats. Emergence surveys were carried out which conclude no presence of bats within either building. The site is identified as not offering suitable habitats for any other protected species.

7.163 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.

7.164 The majority of the site consists of hardstanding or existing buildings and therefore has no discernible ecological value. A small area of the site in the south west corner would be classed as other broadleaved woodland, whilst other sections of the site are classed as vacant/derelict land; and sparsely vegetated land owing to the time which parts of the site has been vacant. The biodiversity net gain report assesses the site as having a baseline biodiversity value of 0.96 habitat units and 0.31 watercourse units.

7.165 It is proposed that additional habitat areas would be created throughout the site consisting of green roofs, modified grassland, shrub planting and a total of 151 individual trees, 650 metres of hedgerow habitat, and enhancements to the riparian habitat along the canalside.

7.166 The enhancements proposed are expected to provide on-site net gain of 416.57% in habitat units compared to the baseline condition of the site at present, as well as a +2.36 increase in hedgerow units (currently 0 units). There would be an expected -0.02 decrease in watercourse units which would need to be compensated for with a minimum 10% increase delivered. It is identified that the increase in watercourse units would need to be delivered off-site. Within the submitted consultation response the Canal and Rivers Trust have advised that the shortfall in watercourse units may be delivered on land owned by the CRT. In any event confirmation is required demonstrating that off-site biodiversity credits are required where any net gain cannot be delivered on site, in this case this is likely to be limited to watercourse units.

7.167 To ensure the delivery of appropriate biodiversity net gain (whether on or off-site) a Biodiversity Gain Plan would be required by condition. This would be required to include a Biodiversity Gain Plan and On-Site Enhancement and 30-year Habitat Management Plan. Subject to the submission of these plans by condition, it is considered that the development would comply with Policy DMEI 7 of the Local Plan and Policy G6 of the London Plan.

Flooding and Drainage

7.168 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.

7.169 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).

7.170 The drainage strategy includes the incorporation of swales into the public realm as well as a natural water storage area located close to the south western edge of the site adjacent to the canal. Green roofs are proposed across the majority of the buildings on the site. Permeable paving is proposed across the access roads and pedestrian routes through the site. Three cellular storage tanks are proposed across the site, the largest of which would be provided below the central area of public open space.

7.171 The submitted Drainage Strategy and Flood Risk Assessment is currently being reviewed by Metis, the council's Drainage Consultants, following the submission of further information including drainage calculations, rainwater collection, details of runoff volumes and maintenance calculations. An updated response

regarding the acceptability of the submitted information will be provided to Members at planning committee should it be received within an appropriate timeframe. Officers are confident that acceptable details can be secured by an appropriately worded condition.

7.172 Subject to the submission of a detailed Sustainable Drainage Strategy, which is recommended to 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).

7.173 It is noted that within their consultation response that Thames Water have raised no objection to the development on the basis of surface water drainage or foul water network capacity. This is subject to a piling method statement to be submitted before any piling works are carried out, this is subject to a condition that is recommended to be attached should the application be determined for approval.

Waste Management

7.174 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.

7.175 The provision for waste management within the site has been reviewed by the council's Waste Management Team and is considered broadly acceptable from an operational perspective. A final Delivery, Servicing and Waste Management Plan is recommended to be secured by condition that would set out a final strategy for the management of waste disposal and collection on site. Subject to the provision of this final strategy, the proposals are therefore considered to comply with Policy D6 of the London Plan.

Sustainability

7.176 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.

7.177 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.

7.178 A combination of the following measures are proposed to reduce energy usage:

- High insulation and high-performance glazing.
- Minimisation of air permeability.
- Thermal bridging.
- Maximising natural lighting.
- High efficiency and sensor-controlled lighting.
- Mechanical Ventilation Heat Recovery (MVHR)
- Waste water heat recovery.

7.179 A site-wide communal heating system is proposed which would feature centrally located, highly efficient air source heat pumps (ASHPs) to provide heating and hot water to all residential units. In addition to ASHPs, solar Photo Voltaic panels (PVs) is proposed to provide an onsite source of renewable energy.

7.180 The combination of the measures listed within the applicant's energy statement are forecast to achieve an 80.75% reduction in carbon emissions, where assessed against the building regulations baseline requirement. This would significantly exceed the minimum target requirement of 35% as set out within Policy SI 2 of the London Plan. In relation to the savings achieved through energy efficiency measures, this is forecast to be 15.6% for the residential part of the development and 9.4% for the non-residential parts. This falls short of the target requirements of 10% for residential and 15% for non-residential developments as set out under Policy SI 2 of the London Plan. As such, a carbon offset payment is required to be secured. The Applicant's submitted Energy Statement identifies that there would be a need to offset 3103.8 tonnes of CO2 offsite associated with the residential development and 14.5 tonnes associated with the non-residential element of the scheme over 30 years. This would equate to a financial contribution of £296,238.50 as an offsetting payment, which would be secured through the accompanying Section 106 legal agreement.

7.181 The applicant has submitted a Whole Life-cycle Carbon (WLC) Assessment, as required by London Plan Policy SI2. The WLC Assessment does not yet comply with London Plan Policy SI2. Further technical information is required on operational modelling methodology, information on Built Environment Carbon Database, all material types and quantities for all applicable building element categories, estimated mass (kg) of reusable and recyclable materials for each building element, details of refrigerants and the GWP template. A condition is therefore recommended requiring that the applicant submit a post-construction assessment to report on the development's actual WLC emissions.

7.182 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. A Circular Economy has been prepared and submitted in support of the planning application which is currently subject to review by the GLA. A post-construction report is required, which is recommended to be secured by planning condition.

7.183 Accounting for the above assessments, 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

7.184 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.

7.185 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. A Bird Hazard Management Plan will be required to mitigate the risk of birdstrike in relation to landscaping, ecological enhancements and design elements. A Glint and Glare Assessment would also be required to mitigate risk of glare from the provision of solar panels. Conditions are proposed to be attached to any grant of planning consent that would secure both a Bird Hazard Management Plan and Glint and Glare Assessment.

7.186 Subject to the submission of the required assessments listed above, it is considered that the development would accord with Policy DMAV 1 of the Hillingdon Local Plan Part 2.

Land Contamination

7.187 The application is accompanied by a Phase 1 Contamination Assessment Report which addresses on site sources of potential contamination associated with historic and existing industrial uses on the site. The risks from soil and groundwater contamination and ground gas are assessed to be moderate.

7.188 The Phase 1 Contamination Assessment Report has been reviewed by the council's Contaminated Land Officer who has advised that the report provides and appropriate assessment of risk. A condition is recommended requiring the submission of a written method statement outlining details of remediation required, this shall be submitted prior to the commencement of development.

7.189 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

7.190 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.

7.191 The application is accompanied by a Fire Safety Statement in respect of the outline phases and a separate more detailed report for the former cinema. 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 and are considered to set out appropriate measures to mitigate fire risk. The submitted drawings confirm a second staircase is included within all buildings over 18 metres as required. The details have been reviewed by the GLA and HSE, both of whom have raised no objection to the development on fire safety grounds. It is therefore considered that the development would comply with Policy D12 of the London Plan.

Planning Obligations

7.192 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.

7.193 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

7.194 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.

7.195 Section 106 Heads of Terms are as follows:

i. To secure on-site affordable housing, to include a provision of 35% by habitable room with 70% being London Affordable Rent (LAR) and 30% Shared Ownership.
ii. Air Quality Mitigation Contribution of £145,908
iii. Residential Parking Permits restriction (excluding Blue Badge holders)
iv. An Employment/ Construction Training Scheme secured in accordance with the Council's Planning Obligations SPD.
v. London Healthy Urban Development Unit (HUDU) financial contribution of £618,167 to fund enhanced or new health facilities within the London Borough of Hillingdon.
vi. Financial contribution of £259,860 towards improvements to connections, access and enhancements of the Grand Union Canal.
vii. Designation of public open space within the site to remain publicly accessible in perpetuity.
viii. Active Travel Contribution of £154,660
ix. A Project Management and Monitoring Fee, equalling 5% of the total financial contributions to be paid under this agreement.

8 Other Matters

Human Rights

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

Equality

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

Local Finance Considerations and CIL

8.3 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.

8.5 Please note, this commentary has been provided for the purpose of assisting in the determination of the planning application only. If approved, the final CIL liability would be set out in the CIL Liability Notice following determination of the application in line with the CIL Regulations. This would be issued following a full review of all the material available to the Council's Planning Obligations Team at that time.

9 Conclusion / Planning Balance

9.1 It is acknowledged that the Council cannot currently demonstrate a five-year supply of deliverable housing sites (the most recent position statement published on 01/04/26 confirmed a 2.5 year supply). In accordance with Footnote 8 of the NPPF, the policies which are most important for determining the application are therefore considered out-of-date. Consequently, Paragraph 11(d) of the Framework is engaged, and the 'tilted balance' applies. This requires that planning permission be granted unless any adverse impacts of doing so would significantly and demonstrably outweigh the benefits, when assessed against the policies in the Framework taken as a whole.

9.2 The application is considered to comply with the Development Plan in this case. In addition, when considered against the policies of the Framework (read as a whole), any adverse impacts of granting consent (as identified within this report) would not significantly and demonstrably outweigh the benefits. In reaching this decision, substantial weight is afforded to the contribution that the proposal makes towards the Borough’s housing supply (net contribution of 433 residential units).

9.3 It is considered that the proposals represent an efficient and appropriate re-use of a previously developed site which is allocated for a mix of residential, commercial and industrial uses. The principle of the proposed development is therefore acceptable and has been previously established under the previously consented planning application and is acceptable in principle in line with the Local Plan, London Plan and NPPF. The proposals would deliver an appropriate intensification of industrial use on the site, whilst providing higher quality light industrial space in line with the provisions of Policies E4 and E7 of the London Plan. The redevelopment of a long-standing and neglected brownfield site would provide significant enhancements to the appearance of the public realm and street scene, particularly where viewed from Yiewsley High Street, the Grand Union Canal Towpath and Trout Road. It is considered that the development is appropriately designed in a manner which is responsive to the character of the

street scene and surrounding area and would comply with the provisions of policies DMHB 10, DMHB 11, DMHB 12 of the Hillingdon Local Plan Part 2; Policies D2, D3, D4, D9, G2 of the London Plan 2021; and the NPPF Chapters 11 and 12.

9.4 A total of 57 parking spaces is proposed of which 43 spaces would be accessible parking bays; and 14 being for general use. This would equate to an overall parking ratio of 0.13 spaces per unit which is comfortably below the maximum standards permitted under Policy T6.1 of the London Plan. Accounting for the accessibility to a range of regular public transport links particularly the close distance to West Drayton Station, a car lite development is considered acceptable within this location. The forecast trip generation is likely to be lower than the existing use and is considered to not impact adversely on highway safety and amenity in compliance 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).

9.5 The development would impact on the amenity of adjoining residential properties regarding privacy and loss of light/overshadowing, as well as the impact of the scale of the building which would affect outlook. The site is however largely vacant with some low-height buildings and any development which provides for an optimum density of development on this allocated site would be expected to have a degree of impact upon the amenity of existing occupiers. Furthermore, there would be some amenity benefit to existing occupiers by reason of the removal of the existing noise-generating industrial uses on the site and their replacement with less disruptive residential uses and industrial uses within a dedicated building, whereby the noise impact may be better mitigated. It is considered that appropriate levels of amenity would still be retained for future occupiers, whilst adequate standards of daylight/sunlight and outlook would be achieved for future occupiers and provision is made within the development for private balconies/terraces in the case of the proposed flats and gardens in the case of the private houses. It is concluded that the impact of the development on the amenity of the adjoining properties would be acceptable on balance, accounting for the context of the site and where affording weight to the flexibility set out under Paragraph 130 of the NPPF.

9.6 Appropriate means may be secured by condition or through relevant planning obligations to mitigate/control land contamination, drainage, air quality, noise impact, impact on existing trees, aviation safety; and to protect biodiversity and ensure the delivery of biodiversity net gain. The development would therefore ensure appropriate standards of environmental protection.

9.7 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.

9.8 The planning application is therefore recommended for approval, subject to the conditions set out in Appendix 1, the Section 106 Heads of Terms detailed in this

report, and subject to the necessary Stage II referral to the Greater London Authority.

10 Background Papers

10.1 Relevant published policies and documents taken into account in respect of this application are set out in the report. Documents associated with the application (except exempt or confidential information) are available on the ff, 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

38058/APP/2025/2613

Appendix 1: Recommended Conditions and Informatives

Conditions

1. A1 **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. B1 **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:

458-PTA-ZZ-ZZ-DR-A-3000 Proposed site block plan
458-PTA-ZZ-ZZ-DR-A-4000 Proposed site elevations

458-PTA-ZZ-00-DR-A-1100 Masterplan General arrangement plan - Level 00
458-PTA-ZZ-01-DR-A-1101 Masterplan General arrangement plan - Level 01
458-PTA-ZZ-02-DR-A-1102 Masterplan General arrangement plan - Level 02
458-PTA-ZZ-03-DR-A-1103 Masterplan General arrangement plan - Level 03
458-PTA-ZZ-04-DR-A-1104 Masterplan General arrangement plan - Level 04
458-PTA-ZZ-05-DR-A-1105 Masterplan General arrangement plan - Level 05
458-PTA-ZZ-06-DR-A-1106 Masterplan General arrangement plan - Level 06
458-PTA-ZZ-07-DR-A-1107 Masterplan General arrangement plan - Level 07
458-PTA-ZZ-08-DR-A-1108 Masterplan General arrangement plan - Level 08
458-PTA-ZZ-09-DR-A-1109 Masterplan General arrangement plan - Level 09
458-PTA-ZZ-10-DR-A-1110 Masterplan General arrangement plan - Level 10
458-PTA-ZZ-11-DR-A-1111 Masterplan General arrangement plan - Level 11 Roof

458-PTA-A-ZZ-DR-A-1200 Building A General arrangement
458-PTA-A-ZZ-DR-A-1300 Building A Elevations

458-PTA-B-ZZ-DR-A-1200 Building B1, B2, B3 General arrangement
458-PTA-B-ZZ-DR-A-1201 Building B1, B2, B3 General arrangement
458-PTA-B-ZZ-DR-A-1202 Building B1, B2, B3 General arrangement
458-PTA-B-ZZ-DR-A-1203 Building B1, B2, B3 General arrangement
458-PTA-B-ZZ-DR-A-1204 Building B1, B2, B3 General arrangement
458-PTA-B-ZZ-DR-A-1300 Building B1, B2, B3 North and South elevations

458-PTA-C-ZZ-DR-A-1200 Building C General arrangement plans
458-PTA-C-ZZ-DR-A-1300 Building C Elevations

458-PTA-D-ZZ-DR-A-1200 Building D1, D2, D3 General arrangement
458-PTA-D-ZZ-DR-A-1201 Building D1, D2, D3 General arrangement
458-PTA-D-ZZ-DR-A-1202 Building D1, D2, D3 General arrangement
458-PTA-D-ZZ-DR-A-1300 Building D1, D2, D3 North and South elevations

458-PTA-BD-ZZ-DR-A-1300 Building B1,D1,B3,D3 East and West elevations
458-PTA-BD-ZZ-DR-A-1301 Building B1,D1,B2 D2 West elevations
458-PTA-BD-ZZ-DR-A-1302 Building B2,D2,B3,D3 East elevations

458-PTA-E-ZZ-DR-A-1200 Building E General arrangement
458-PTA-F-ZZ-DR-A-1200 Building F General arrangement
458-PTA-G-ZZ-DR-A-1200 Building G General arrangement
458-PTA-E-ZZ-DR-A-1300 Building E Elevations
458-PTA-F-ZZ-DR-A-1300 Building F Elevations
458-PTA-G-ZZ-DR-A-1300 Building G Elevations

458-PTA-H-ZZ-DR-A-1200 Houses H1, H2 and H3 General arrangement
458-PTA-H-ZZ-DR-A-1300 Houses H1, H2 and H3 Elevations

458-PTA-J-ZZ-DR-A-1200 Building J Ground floor General arrangement
458-PTA-J-ZZ-DR-A-1201 Building J Level 1 General arrangement
458-PTA-J-ZZ-DR-A-1202 Building J Level 2 General arrangement
458-PTA-J-ZZ-DR-A-1203 Building J Roof General arrangement
458-PTA-J-ZZ-DR-A-1300 Building J Elevations

458-PTA-LA-00-DR-A-2000 Proposed masterplan landscape plan
458-PTA-LA-00-DR-A-2200 Ground floor landscape plan
458-PTA-LA-00-DR-A-2201 Ground floor landscape plan
458-PTA-LA-00-DR-A-2202 Ground floor landscape plan
458-PTA-LA-00-DR-A-2203 Ground floor landscape plan

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. COM4 **Approved supporting documents**

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

458-PTA-MP-ZZ-RP-A-0001 - Design and Access Report
458-PTA-ZZ-ZZ-SH-A-0002 - Schedule of accommodation

Air Quality Assessment dated September 2025 - 10.092
Aviation Safeguarding Assessment dated October 2025 - KLG211/R1/Issue 1
Daylight Sunlight and Overshadowing Report dated 9th September 2025 - 21281
Framework Travel Plan dated September 2025 - 24/119 D002 Rev 2.0
Noise Assessment dated September 2024 - 10.092 Rev 2.0
Operational Waste Management Strategy dated September 2025 - 24-119 D012 Rev 1.0
Planning Fire Statement Revision 01
Sustainability Statement dated September 2025 - 10.092 Version 02
Townscape Visual Impact Assessment dated October 2025 - 5029-TVIA
Ventilation and Extraction Statement dated September 2025 - 10.092
Whole Life Cycle Carbon Assessment dated September 2025 - 10.092 Version 02
Wind Microclimate Assessment Report dated September 2025 - 21281
Arboricultural Impact Assessment dated October 2025 - 240546-TMA-XX-RP-AP-2700-P00
Archaeological Desk Based Assessment dated August 2025 issue 1
Delivery and Servicing Management Plan dated September 2025 Version 2.0 - 24/119 D003
Phase 1 Contamination Assessment Report dated 24th September 2025 - RMA-RC2789 Issue 2
Transport Assessment dated September 2025 Version 2.0 - 24-119 D001 Rev 2.0
Ecological Appraisal (including Biodiversity Net Gain) dated October 2025
Energy Statement dated September 2025 Issue 02
Utilities Statement dated September 2025 Revision P02
Whole Life Carbon Assessment dated September 2025 Revision 02
Affordable Housing Statement dated October 2025
Planning Statement dated 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 the development complies with the provisions Hillingdon Local Plan Parts 1 (November 2012) and 2 (January 2020) and the London Plan (2021).

4. COM4 **Phasing Plan**

Prior to the commencement of development, a Phasing Plan setting out the delivery of the phases across the site shall be submitted to and approved in writing by the Local Planning Authority. The Phasing Plan shall confirm the extent of each phase of development. The development shall 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 provision of the Hillingdon Local Plan Parts 1 (2012) and 2 (2020) and the London Plan (2021).

5. OM9 **Commercial Units Use Restriction**

The commercial units at ground floor level, as identified on drawing nos. 458-PTA-F-ZZ-DR-A-1200 PL2; 458-PTA-G-ZZ-DR-A-1200 PL2; 458-PTA-J-ZZ-DR-A-1200 PL2 shall only be used for purposes falling under use Class E (a, b and, c) of the Town and Country Planning (Use Classes) Order 1987 (as amended) and shall not be used for any other purposes including uses falling under use Class E (f or g).

REASON
To safeguard the amenity of the occupants of the proposed development in accordance with Policy DMHB 11 of the Hillingdon Local Plan Part 2 (2020) and to ensure the provision of Town Centre uses in Building J in accordance with Policies DMTC 1 and DMTC 2.

6. NONSC **Building J Use Restriction**

The ground, first and second floor spaces within Building J indicated on drawing nos. 458-PTA-J-ZZ-DR-A-1200 PL2; 458-PTA-J-ZZ-DR-A-1201 PL2; and 458-PTA-J-ZZ-DR-A-1202 PL2 labelled for use as workspace/makerspace shall only be used only for purposes falling under use Class E(g)(iii) of the Town and Country Planning (Use Classes) Order 1987 (as amended).

REASON
To ensure the reprovision of an appropriate quantity and standard of industrial floorspace on the site to compensate for the loss of existing industrial floorspace and to ensure that a deficit in the provision of industrial floorspace in line with Policies E4 and E7 of the London Plan 2021.

7. RES7 **Hours of Use**

The ground floor commercial premises (falling under use Class E (a, b and, c) of the Town and Country Planning (Use Classes) Order 1987 (as amended)) shall only be open to the public between the following hours:

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

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

8. RES9 **M4(3) Compliance**

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

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

9. NONSC **Plant Noise**

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).

10. NONSC **Internal Noise Standards**

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).

11. NONSC **Piling**

No piling shall take place until a Piling Method Statement (detailing the depth and type of piling to be undertaken and the methodology by which such piling will be carried out, including measures to prevent and minimise the potential for damage to subsurface sewerage infrastructure, and the programme for the works) has been submitted to and approved in writing by the Local Planning Authority in consultation with Thames Water.

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

REASON
The proposed works will be in close proximity to underground sewerage utility infrastructure

and piling has the potential to significantly impact / cause failure of local underground sewerage utility infrastructure. Development is required to comply with Policy SI 5 of the London Plan (2021).

12. NONSC **Materials**

Notwithstanding the plans submitted and prior to commencement of the development above ground level, details and samples of materials shall be submitted to and approved in writing by the Local Planning Authority in consultation with the Canal and Rivers Trust. This shall include:

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

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

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

13. NONSC **Play Provision**

Prior to commencement of above ground works (excluding demolition), details of the play area for children shall be submitted to and approved in writing by the Local Planning Authority. This should include details of accessible play equipment for disabled children, including those with a sensory impairment, or complex multiple disabilities. Thereafter, the play areas shall be provided prior to the occupation of any unit within the development and maintained for this purpose.

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

14. NONSC **Parking Design and Management**

Prior to the first occupation of the development, a Parking Design and Management Plan shall be submitted to and approved in writing by the Local Planning Authority. This shall detail car parking provision, indicating how the car parking will be designed and managed, with reference to Transport for London guidance on parking management and parking design. This should ensure that parking spaces are allocated appropriately, are leased and are not sold. It should also identify future provisions for electric vehicle charging points and disabled persons parking should a review identify that additional provision is required.

The Parking Management Plan shall be implemented as approved and shall remain in force for the life of the development.

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

15. NONSC **Covered and Secure Cycle Storage**

Prior to the first occupation of the development, details of covered and secure cycle storage, shall be submitted to and approved in writing by the Local Planning Authority. Thereafter, the development shall not be occupied or brought into use until the approved cycling facilities have been implemented in accordance with the approved plan, with the facilities being permanently retained for use by cyclists.

REASON
To ensure the provision and retention of facilities for cyclists to the development and hence the availability of sustainable forms of transport to the site in accordance with Hillingdon Local Plan Part 2 Policies (2020) Policy DMT 1, DMT 2 & DMT 6 and Policies T4 and T6 of the London Plan (2021).

16. NONSC **Residential Travel Plan**

Prior to the first occupation of the residential development hereby approved, a Residential Travel Plan shall be submitted to and approved in writing by the Local Planning Authority. The approved plan shall thereafter be adhered to in perpetuity for the relevant phase of the development.

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

17. NONSC **EV Charging**

Prior to first occupation of the development, details of the provision of active and passive electric vehicle charging points shall be submitted to and approved in writing by the Local

Planning Authority. The relevant phase of the development shall not be occupied until the approved electric vehicle charging points have been implemented. These shall be retained as such and in working order thereafter.

REASON
To support carbon-free travel and more sustainable modes of transport, in accordance with Policy T6 of the London Plan (2021).

18. NONSC **Delivery and Servicing Plan**

Prior to the first occupation of the development, details of a final Delivery, Servicing and Waste Management Plan shall be submitted to and approved in writing by the Local Planning Authority. This should accord with Transport for London's Delivery and Servicing Plan Guidance.

Thereafter the development shall be operated in full accordance with the approved details.

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

19. NONSC **Fire Statement**

Prior to the first occupation of the development, a final comprehensive Fire Statement shall be submitted to and approved in writing by the Local Planning Authority. This should be accompanied by the Building Control Decision Notice or equivalent.

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

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

20. NONSC **Secured by Design**

The buildings shall achieve 'Secured by Design' accreditation awarded by the Hillingdon Metropolitan Police Crime Prevention Design Adviser (CPDA) on behalf of the Association of Chief Police Officers (ACPO). No building shall be occupied until accreditation has been achieved.

REASON
In pursuance of the Council's duty under section 17 of the Crime and Disorder Act 1998 to consider crime and disorder implications in excising its planning functions; to promote the well being of the area in pursuance of the Council's powers under section 2 of the Local

Government Act 2000 to ensure the development provides a safe and secure environment in accordance with Policy DMHB 15 of the Hillingdon Local Plan: Part 2 (2020) and Policy D11 of the London Plan (2021).

21. NONSC **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 **Tree Protection**

No site clearance or construction work shall take place for each relevant development phase, 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).

23. NONSC **Construction Management and Logistics Plan**

Prior to commencement of development a full and detailed Construction Logistics Plan and Construction Management Plan shall be submitted to and approved in writing by the Local Planning Authority. These documents shall be prepared in accordance with the GLA Control of Dust and Emissions from Construction and Demolition SPG (or any successor document) relevant to that phase has been submitted to, and approved in writing by, the Local Planning Authority. The development shall be carried out in accordance with the approved Construction Management Plan.

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).
(i) Details of wheel washing facilities.
(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).
(x) a dust risk assessment, including means to monitor and control dust, noise and vibrations, following the published guidance by The Institute of Air Quality Management (IAQM) on how to assess impacts of emissions of dust from demolition and construction sites.

The relevant phase of development shall be carried out in strict accordance with the approved Construction Logistics Plan.

REASON
To ensure that the proposed development does not interfere with the free flow of traffic and conditions of safety on the public highway, to ensure the development process does not have a significant adverse impact on the amenities of nearby residential properties, in accordance with Policies DMT 1, DMT 2, and DMEI 14 of the Hillingdon Local Plan: Development Management Policies (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: Development Management Policies (2020).

24. NONSC **External Lighting**

Prior to installation details of any external lighting including levels of illumination, position, design, structure, direction of illumination, shall be submitted to and approved in writing by the Local Planning Authority in consultation with the Canal and Rivers Trust. The development shall be implemented and maintained in accordance with those details as may be approved.

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).

25. NONSC **Estate Management**

Prior to the first occupation of the development, an Estate Management and Maintenance Plan 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 under this phase, 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.

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).

26. NONSC **Whole Life Carbon**

Prior to the 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, along with any supporting evidence as per the guidance. Confirmation of submission to the GLA shall be submitted to, and approved in writing by, the local planning authority, prior to occupation of the relevant building.

REASON
In the interests of sustainable waste management and in order to maximise the re-use of materials in accordance with Policy SI 2 of the London Plan (2021).

27. NONSC **Circular Economy**

Prior to the first occupation of the development, a post construction monitoring report, for the relevant phase, shall be completed in line with the GLA's Circular Economy Statement Guidance. The report should be submitted to and approved by the Local Planning Authority in writing before first occupation of the development.

REASON:
In order to maximise the re-use of materials and in the interests of sustainable waste management in accordance with Policies SI 7 and SI 8 of the London Plan.

28. NONSC **Landscape Scheme**

Notwithstanding the approved plans, prior to commencement of works above ground level (excluding demolition), a landscape scheme shall be submitted to and approved in writing by the Local Planning Authority, in consultation with relevant stakeholders (including the Canal

& River Trust). The scheme shall include:-

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

2. Details of Hard Landscaping
2.a Refuse Storage
2.b Cycle Storage (including access provisions, in accordance with London Cycling Design Standards)
2.c Full details of the means of enclosure and boundary treatments, including product details with materials and finish
2.d Car Parking Layouts:
2.e Hard Surfacing Materials (including the external areas and amenity areas which would be accessible to older and disabled people, including wheelchair users)
2.f External Lighting (External lighting should be angled downwards, and light directed into the site, and it should not provide flood lighting to the canal corridor to show consideration for bats and other nocturnal species).
2.g Other structures (including the access gate(s), play space, alongside accessible and inclusive equipment provisions (i.e. sensory impairment and complex multiple disabilities)).

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

4. Schedule for Implementation

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

6. Confirmation of the final Urban Greening Factor score

Confirmation of financial contribution and agreement with the Canal and River Trust to carry out landscaping and public realm works on the land between the canal towpath and the application site.

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

REASON
To ensure that the proposed development will preserve and enhance the visual amenities of the locality and provide adequate facilities in compliance with Policies DMHB 11, DMHB 12, DMHB 14, DMT 2, DMT 6 and DMEI 1 of the Hillingdon Local Plan: Part 2 (2020) and Policies G1, G5, T5, T6, T6.2 and T7 of the London Plan (2021).

29. NONSC **WSI**

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

If heritage assets of archaeological interest are identified by Stage 1 then for those parts of the site which have archaeological interest a Stage 2 WSI shall be submitted to and approved by the Local Planning Authority in writing. For land that is included within the Stage 2 WSI, no demolition/development shall take place other than in accordance with the agreed Stage 2 WSI which shall 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. Where appropriate, details of a programme for delivering related positive public benefits
C. The programme for post-investigation assessment and subsequent analysis, publication & dissemination and deposition of resulting material. This part of the condition shall not be discharged until these elements have been fulfilled in accordance with the programme set out in the stage 2 WSI.

REASON
To prevent and mitigate potential harm to archaeological assets in accordance with Policy DMHB 7 of the Local Plan Part 2; Policy HC1 of the London Plan; and the NPPF 2024.

30. NONSC **Bird Hazard Management Plan**

Prior to the commencement of above ground works (excluding demolition) a Bird Hazard Management Plan has been submitted to and approved in writing by the Local Planning Authority. 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.
- The installation of 'No Feeding of Birds' signage on parts of the development adjacent to the Grand Union Canal.

The Bird Hazard Management Plan shall be implemented as approved and shall remain in

force for the life of the buildings. No subsequent alterations to the plan are to take place unless first submitted to and approved in writing by the Local Planning Authority.

REASON
It is necessary to manage the flat roofs and not to encourage the feeding of 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).

31. NONSC **Glint and Glare Assessment**

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 to accord with the requirements of Policy DMAV 1 of the Hillingdon Local Plan: Part 2 (2020).

32. NONSC **Contamination**

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

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

(b) A written method statement providing details of the remediation scheme and how the completion of the remedial works will
be verified shall be agreed in writing with the LPA prior to commencement, 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 Policies DMEI 11 and DMEI 12.

33. NONSC **BNG Plan**

Prior to commencement of above ground construction works for the development, 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 shall include:

i. Baseline Biodiversity Assessment: Using the latest Defra Biodiversity Metric, a report of the site's pre-development biodiversity value including the site watercourse units; and
ii. On-Site Enhancement and 30-year Habitat Management Plan (HMP) detailing measures to achieve BNG on-site, including species protection, habitat creation, and ongoing management strategies to maintain gains for a minimum of 30 years. The HMP should, as a minimum, include:

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

h) Details of the persons responsible for the implementation and monitoring.
i) Report to the Council routinely regarding the state of the Biodiversity Net Gain requirements for development in years 1 (post-completion), 3, 5, 10, 20, and 30, with biodiversity reconciliation calculations at each stage; or
Where a biodiversity net gain of 10% is not achievable on site and/or the proposal results in the loss of watercourse units (e.g. the existing pond proposed for removal), in addition to the Baseline Biodiversity Assessment (i), the following shall be included in the BGP:
iii. Off-Site Biodiversity Credits or Statutory Credits: Where on-site measures do not achieve the 10% net gain and/or results in the loss of watercourse units (e.g. the existing pond proposed for removal), confirmation of the purchase of off-site biodiversity credits or statutory credits must be provided, including a receipt or proof of transaction as part of the Plan.

The 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).

34. RES15 **Control of Dust - Construction**

No development shall commence until a Plan has been submitted to, and approved in writing by, the LPA. This must demonstrate compliance (drawn up accordance with) the GLA Control of Dust and Emissions from Construction and Demolition SPG (or any successor document).

REASON
Compliance with London Plan Policy SI 1 and in accordance with Mayor of London "The Non-road mobile machinery (standard condition recommended by Mayor of London, London Local Air Quality Management Policy Guidance 2019).

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

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

REASON
Compliance with the London's Low Emission Zone for non-road mobile machinery as per requirements of the London Environment Strategy in accordance with Policy SI 1 of the London Plan 2021 and Policy DMEI 14 of the Hillingdon Local Plan Part 2 (2020).

36. NONSC **Wind Effects**

Prior to the commencement of above ground works, a detailed assessment of the wind effects and related mitigation for that phase of development. The assessment shall 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).

37. NONSC **Sustainable Water Management**

Prior to the commencement of development (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. The scheme shall clearly demonstrate how it manages water and demonstrates 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. 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.

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 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.

Thereafter the detailed 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).

38. NONSC **Sustainable Drainage Completion**

No building shall be occupied until evidence (photographs and installation contracts) is submitted to demonstrate that the sustainable drainage scheme for the relevant phase of development has been completed in accordance with the submitted details. The sustainable drainage scheme shall be managed and maintained thereafter in accordance with the agreed management and maintenance plan for all of the proposed drainage components.

REASON
To comply with the Non-Statutory Technical Standards for Sustainable Drainage Systems, the National Planning Policy Framework Paragraph 103, London Plan Policies SI 12 and SI 13, along with associated guidance to these policies and Hillingdon Council's Local Plan Part 1 Policy EM6.

39. NONSC **Detailed Energy Assessment**

Prior to above ground works for the relevant phase, a detailed Energy Assessment shall be submitted to and approved in writing by the Local Planning Authority. The Energy Assessment shall conform to the GLA Energy Assessment Guidance (June 2022 or amended) and shall set out the specific measures (including specifications, type and location) to achieve the zero carbon target required by London Plan SI2. The Energy Assessment shall set out clearly the baseline performance across the development (total kwhr per annum and kgCO2 per annum) and then how the 'be lean', 'be clean' and 'be green' measures set out in the London Plan shall be applied. The Energy Assessment shall be accompanied by plans and specification of any low or zero carbon technology to be used, including plans of its inclusion with the development. The report shall also clearly set out any 'shortfall' in carbon emissions below the zero carbon target that will form part of a carbon offset payment. The development must proceed and operate in accordance with the approved scheme.

REASON
To ensure the development contributes to a reduction in CO2 emissions in accordance with Policy SI 2 of the London Plan (2021).

Informatives

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

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

2.

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)

3.

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

4.

The applicant/developer is advised to contact the Canal & River Trust Works Engineering Team on 0303 040 4040 in order to ensure that any necessary consents are obtained and that the works comply with the Canal & River Trust "Code of Practice for Works affecting the Canal & River Trust".

5.

The applicant is advised that any surface water discharge to the Grand Union canal or modification to existing sewer infrastructure will require prior consent from the Canal & River Trust. As the Trust is not a land drainage authority, such discharges are not granted as of right-where they are granted, they will usually be subject to completion of a commercial agreement. Please contact Chris Lee, Utilities surveyor on chris.lee@canalrivertrust.org.uk to discuss this further.(chris.lee@canalrivertrust.org.uk).

6.

The applicant/developer is advised to contact Bernadette McNicholas of the Canal & River Trust's Estates Team (Bernadette.mcnicholas@canalrivertrust.org.uk) in order to ensure that the necessary licences or agreements are obtained prior to any works being carried out on, over or under Trust owned land/waterspace.

7.

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/ourservices/ 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

8. 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.

9. 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.

10. I63 **Public Sector Equality Duty of the Equality Act 2010.**

As part of the decision making process the Local Planning Authority have taken due regard to the public sector equality duty of the Equality Act 2010.

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.

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

Under the terms of the Planning Act 2008 (as amended) and Community Infrastructure Levy Regulations 2010 (as amended), this development is liable to pay the London Borough of Hillingdon Community Infrastructure Levy (CIL) and the Mayor of London's Community Infrastructure Levy (CIL). This will be calculated in accordance with the London Borough of

Hillingdon CIL Charging Schedule 2014 and the Mayor of London's CIL Charging Schedule 2012. Before commencement of works the development parties must notify the London Borough of Hillingdon of the commencement date for the construction works (by submitting a Commencement Notice) and assume liability to pay CIL (by submitting an Assumption of Liability Notice) to the Council at planning@hillingdon.gov.uk. 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.

I53 **Compulsory Informative (2)**

The decision to GRANT planning permission has been taken having regard to the policies and proposals in the Hillingdon Local Plan Part 1 (2012) and Part 2 (2020) set out below, including Supplementary Planning Guidance, and to all relevant material considerations, including The London Plan - The Spatial Development Strategy for London consolidated with alterations since 2011 (2016) and national guidance.

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
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Appendix 2: Relevant Planning History

38058/APP/2012/1203 Rainbow And Kirby Industrial Estates Trout Road Yiewsley

Demolition of existing buildings and existing dwelling and erection of 108 residential units, a 50 unit extra care/dementia sheltered housing scheme, 1,529 m2 light industrial floorspace and 437 m2 of restaurant/cafe floorspace associated open space, car parking and landscaping (Outline Application with Access, Layout and Scale being determined).

Decision: 22-02-2013 Withdrawn

38058/APP/2013/1756 Rainbow And Kirby Industrial Estates Trout Road Yiewsley

Demolition of existing premises and erection of 99 residential units (C3), 50 unit extra care/dementia sheltered housing scheme (C3), 1,529.4sq.m light industrial floorspace comprising 17 business units (B1c) and 611.30sq.m of restaurant/cafe (A3) floorspace, associated open space, car parking and landscaping (Outline Application).

Decision: 16-06-2014 Approved

38058/APP/2017/1340 Rainbow And Kirby Industrial Estates Trout Road Yiewsley

Reserved Matters relating to Appearance and Landscaping of outline planning permission ref: 38058/APP/2013/1756 dated 23-07-2014 for Demolition of existing premises and erection of 99 residential units (C3), 50 unit extra care/dementia sheltered housing scheme (C3), 1,529.4sq.m light industrial floorspace comprising 17 business units (B1c) and 611.30sq.m of restaurant/cafe (A3) floorspace, associated open space, car parking and landscaping.

Decision: 04-12-2018 Approved

38058/APP/2018/3554 Land At Rainbow Industrial Estate Trout Road Yiewsley

Continued use of land for car parking (sui generis use) and retention of two portacabin units for 24 months.

Decision: 04-12-2018 Refused **Appeal:** 22-05-2020 Withdrawn

38058/APP/2022/64 Land At Rainbow Industrial Estate Trout Road Yiewsley

Retention of entrance gates and change of use for use class sui generis including container and skip storage; open and closed storage of building, scaffolding and lighting materials; storage of aggregate materials; vehicle storage and sales; and associated installation of portacabins, container stores, transportable silos and other structures for a period of 12 months (retrospective application).

Decision: 18-05-2022 Approved

38058/APP/2025/40 Land At Rainbow Industrial Estate Trout Road Yiewsley

Request for a Screening Opinion under The Town and Country Planning (Environmental Impact Assessment) Regulations 2017 for the construction of a residential-led mixed-use scheme comprising several buildings ranging from two to eleven storeys in height to deliver approximately 400 homes, light industrial space, commercial space, public gardens, and a green link from the High Street to the canal.

Decision: 16-04-2025 Screen/Scope Issued

60929/APP/2005/1988 Land West Of High Street And North Of Trout Road Yiewsley West Drayton

REDEVELOPMENT OF SITE TO PROVIDE 116 RESIDENTIAL UNITS AND RETAIL STORE (7,390 sq.m) WITH ASSOCIATED CAR PARKING AND ACCESS FROM HIGH STREET AND TROUT ROAD (OUTLINE APPLICATION)

Decision: 05-10-2005 Refused **Appeal:** 28-11-2006 Withdrawn

60929/APP/2006/1742 Land West Of High Street And North Of Trout Road, Yiewsley

REDEVELOPMENT OF SITE TO PROVIDE 87 RESIDENTIAL UNITS AND RETAIL STORE (7,390 SQ.M) WITH ASSOCIATED CAR PARKING AND ACCESS FROM HIGH STREET AND TROUT ROAD (OUTLINE APPLICATION).

Decision: 21-12-2006 Refused

60929/APP/2006/1743 Land W Of High Street,N Of Trout Road And E Of Grand Union Canal Yiewsley

REDEVELOPMENT OF SITE TO PROVIDE 90 RESIDENTIAL UNITS AND RETAIL STORE (7,390 sq m gross) ASSOCIATED PARKING, ACCESS AND LANDSCAPING (OUTLINE APPLICATION)

Decision: 26-03-2007 Not Determined **Appeal:** 26-03-2007 Dismissed

Appendix 3: List of Relevant Planning Policies

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

Part 1 Policies:

PT1.BE1	(2012) Built Environment
PT1.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
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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
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LPP D12	(2021) Fire safety

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LPP D2	(2021) Infrastructure requirements for sustainable densities
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LPP H7	(2021) Monitoring of affordable housing
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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
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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
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Report of the Head of Development Management and Building Control Committee Report

Case Officer: **Mike Kemp**	**76551/APP/2025/3242**

Date Application Valid:	**23/12/2025**	Statutory / Agreed Determination Deadline:	**24/04/2026**
Application Type:	**Reserved Matters**	Ward:	**Wood End**

Applicant:	**London Borough of Hillingdon Council**
Site Address:	**Land at Avondale Drive, Hayes, UB3 3PP**
Proposal:	**Reserved Matters Application (Access, Appearance, Landscaping, Layout and Scale) pursuant to Condition 1 of Application ref: 76551/APP/2025/2861 (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).**
Summary of Recommendation:	**GRANT planning permission subject to conditions**
Reason Reported to Committee:	**Required under Part 1 of the Planning Scheme of Delegation (Major application recommended for approval)**

Summary of Recommendation:

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

Section 106 Legal Agreement

This Reserved Matters application does not require a separate legal agreement as the original planning permission for the development (reference 76551/APP/2021/4502) was subject to a detailed Section 106 legal agreement. In addition, Members resolved at the Planning Committee held on 11th March 2026 to grant consent to a Section 73 planning application (reference 76551/APP/2025/2861) to amend the original planning permission, subject to a Deed of Variation to secure the following amendments to the legal agreement accompanying the original permission:

- 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 the event that parking management measures are not implemented; and a financial contribution of £6,363 should parking management measures be introduced.

The proposals contained within the Reserved Matters application under consideration are deemed to align with the obligations set out in the legal agreement accompanying planning application 76551/APP/2021/4502 as well as the Heads of Terms outlined above, relevant to the Section 73 application (76551/APP/2025/2861). No legal agreement is therefore required as part of the Reserved Matters application, nor is any further Deed of Variation required.

1 Executive Summary

1.1 Planning permission is sought for the approval of all remaining Reserved Matters (Access, Appearance, Landscaping, Layout and Scale) pursuant to Condition 1 of Application ref: 76551/APP/2025/2861 (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)).

This Reserved Matters application relates to all remaining parts of the site which currently benefit from outline planning permission.

1.2 The proposals contained within the Reserved Matters application are consistent with Section 73 application 76551/APP/2025/2861 in terms of quantum of units that would be provided on the site, with a total of 266 homes proposed under the Reserved Matters application across all remaining phases of the development. The proposals do not exceed the maximum number of homes (266) or dwellings per hectare (285 units per hectare) as would be controlled under the recommended conditions attached to Section 73 application 76551/APP/2025/2861. The housing mix aligns fully with the target housing mix specified under the Section 73 application 76551/APP/2025/2861 and provides an appropriate mix of dwelling sizes, including the provision of larger (3 and 4 bedroom) family sized homes. In line with the Section 73 application, the proposals represent an efficient and appropriate re-use of previously developed land, and that the principle of the proposed development is therefore acceptable. The principle of residential development on this site has been previously established under the previously consent hybrid planning application, whilst Section 73 application 76551/APP/2025/2861 sets out parameters relating to the total number of dwellings and density of development that would be acceptable on the site. The quantum of housing proposed is acceptable in principle in line with the Local Plan, London Plan and NPPF, subject to all wider implications which are assessed further below and is consistent with Section 73 application 76551/APP/2025/2861.

1.3 The development would align with the height parameters specified under Section 73 application 76551/APP/2025/2861. An appropriate approach is taken to the layout of the development and scale and massing of the built form on the site to ensure that this would respond appropriately to the character of the surrounding

area. Likewise, the approach to the architectural design and treatment of the proposed development is considered acceptable and of a high standard. 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.

1.4 The impact of the scale of the development in relation to outlook, daylight, sunlight and overlooking of surrounding properties was assessed under the Section 73 application and was deemed to be acceptable on balance, accounting for the need to achieve an appropriate density of development, whilst balancing this requirement against the impact on future occupiers. The impact of the detailed design approach taken within this Reserved Matters application is considered to not have a significantly adverse impact on the amenity of any adjoining properties consistent with the previous assessment of the impact of the Section 73 proposals given the developments conformity with the Section 73 parameter plans. It is considered that the proposals would provide suitable accommodation for future residents and would 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).

1.5 The proposed vehicular access arrangements are consistent with the consented access and movement parameter plans. The proposed parking ratio per dwelling would be 0.23 across the site, which would be below the maximum quantum of 0.25 spaces per unit indicatively shown within the Section 73 proposals, as 4 fewer parking spaces are proposed. The parking provision would align with Policy T6.1 of London Plan 2021 and the development would not have an adverse impact on the local highways network. The provision of cycle parking would comply with London Plan Policy T5. The proposals would improve pedestrian access and permeability through the site and seek to prioritise pedestrian movement in line with Policies T1 and T2 of the London Plan; and Policies DMT1 and DMT5 of the Local Plan Part 2.

1.6 It is acknowledged that the Council cannot currently demonstrate a five-year supply of deliverable housing sites (the most recent position statement published on 01/04/26 confirmed a 2.5 year supply). In accordance with Footnote 8 of the NPPF, the policies which are most important for determining the application are therefore considered out-of-date. Consequently, Paragraph 11(d) of the Framework is engaged, and the 'tilted balance' applies. This requires that planning permission be granted unless any adverse impacts of doing so would significantly and demonstrably outweigh the benefits, when assessed against the policies in the Framework taken as a whole.

1.7 The application is considered to comply with the Development Plan in this case. In addition, when considered against the policies of the Framework (read as a whole), any adverse impacts of granting consent (as identified within this report) would not significantly and demonstrably outweigh the benefits. In reaching this decision, substantial weight is afforded to the contribution that the proposal makes towards the Borough's housing supply (net contribution of 152 residential units

accounting for the demolition of the existing dwellings on the site). Accordingly, it is recommended that planning permission is granted, subject to the proposed conditions.

1.8 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.

1.9 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 The Reserved Matters application relates to all remaining parts of the site covered under the outline element of hybrid planning permission 76551/APP/2021/4502 and to surrounding covered and uncovered areas of parking, accesses and areas of hard and soft landscaping. Phase 1A of the approved development, which benefits from full planning permission adjoins Minet Junior School was completed in September 2025 and contains a total of 30 dwellings. This Reserved Matters application does not relate to Phase 1A of the site. The specific part of the site to which this Reserved Matters application relates is shown in the location plan below.

Figure 1: Location Plan (reserved matters site area outlined in red and outline area outlined in blue)

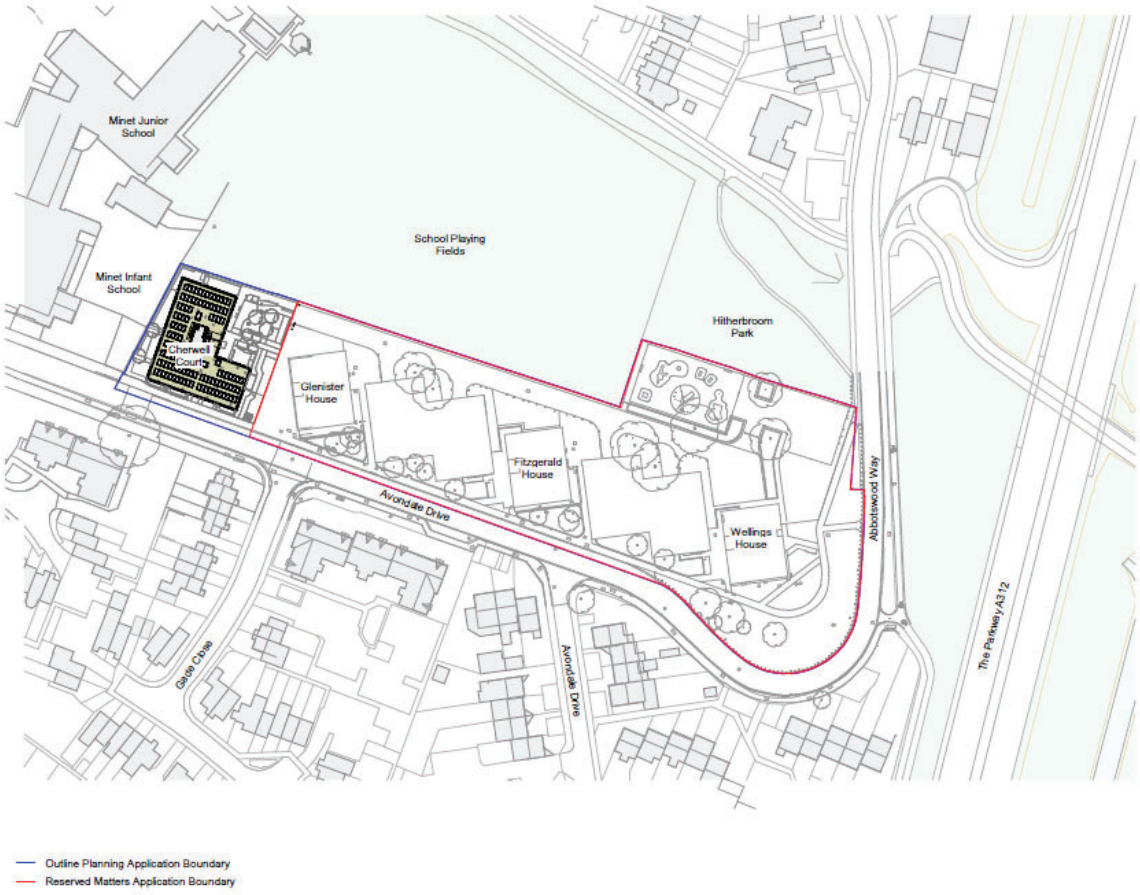


Figure 2: Aerial Image of Application Site



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: View of Site from Hitherbroom Park to north east



Figure 7: South east corner of Site adjoing Abbotswood Way



3 Proposal

3.1 Permission is sought for the approval of all remaining Reserved Matters (Access, Appearance, Landscaping, Layout and Scale) pursuant to Condition 1 of Application ref: 76551/APP/2025/2861. 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.

3.2 Revised plans were received by officers on the 8th April 2026 which incorporate minor changes to the design of the buildings including the addition of brick detailing around the top of the buildings, residential entrances, the bottom of the mid-rise buildings and phase 1B duplexes which would include replacing the thick white band with similar brick detailing as the top of the mid-rise.

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



Figure 9: Proposed First Floor Plan



Figure 10: CGI showing view towards the development site from Avondale Drive to the west of the site.



Figure 11: CGI showing view towards the development from Abbottswood Road to the north east of the site adjacent to Hitherbroom Park.



4 Relevant Planning History

4.1 The applications of primary relevance to the planning application are hybrid planning permission reference 76551/APP/2021/4502, as well as Section 73 application reference 76551/APP/2025/2861 recently considered by members at the planning committee held on 11th March 2026. Members resolved to approve Section 73 application 76551/APP/2025/2861 subject to a deed of variation to secure various changes to the Section 106 agreement set out in the summary of recommendations section of the report above.

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 330 neighbouring properties were consulted directly regarding the proposed development. Site notices were posted surrounding the site on 20th January 2026. The application was advertised within the local press on 15th 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
1 public comment has been received in objection to the planning application.	1. Concern regarding impact of demolition works.	The submission of a Construction Management Plan that includes measures to manage works during demolition was secured by condition under the original hybrid planning permission and is therefore applicable.

Table 2: Summary of Consultee Responses

Consultee and Summary of Comments	Planning Officer Response
Airport Safeguarding - Heathrow No objection subject to conditions relating to the submission of a Bird Hazard Management Plan and Glint and Glare Assessment.	These conditions are attached to planning application 76551/APP/2025/2861 and therefore are applicable.
Transport for London – Underground Infrastructure Protection No comments to make.	Noted
Ministry of Defence Safeguarding The proposed development would have no detrimental impact on the operation or capability of a defence site or asset. The MOD has no objection to the development proposed.	Noted
National Air Traffic Services (NATS) No objection	Noted
Thames Water	The recommended condition is attached

No objection subject to submission of piling plan to be secured by planning condition.	to the outline consent and is therefore applicable.
<u>Transport for London</u> Consider that the site layout is responsive to the context of the site and a good balance of publicly accessible space and private space. It also makes a welcome and legible public realm connection to Hitherbroom Park, which will be clearly visible from Avondale Drive, and incorporates generous tree planting. Consideration should be given to omitting the railings between the Hitherbroom Link and the park. Careful consideration should be given to ensuring that selection of tree species do not obstruct the pedestrian paths adjacent to right of way. Details regarding the choice of material for crossing the access to the car parks adjacent to Avondale Drive and Abbotswood Way should aim to assert the continuity of pedestrian space and should avoid creating trip hazards for pedestrians from locations where different kerb heights meet. Pedestrian access to the car parking area and some of the cycle stores for the eastern building is from the footpath to the rear of the building between Hitherbroom Link and Abbotswood Way. This is not likely to feel safe to use 24/7 and mitigating measures such as lighting need to be applied to address this. Access to most of the cycle stores is from car parking areas, which is unlikely to feel safe and attractive. It will also be difficult for people, particularly users of larger cycles, to access these stores between and behind car parking spaces. Such an arrangement could work as a secondary means of access but the primary access should either be from a dedicated external entrance or the building lobby. Cycle parking should be designed in line with London Cycle Design Standards, as referred to in Policy T5 of the London Plan. This includes providing appropriate aisle widths, ensuring access to cycle	Officers note the issues raised within TfL's response and consider that the additional details requested may be provided as part of a detailed landscaping plan which requires the submission of details relating to surfacing, boundary treatments, soft landscaping and cycle parking, which is required by planning condition.

parking areas if automated and that an appropriate mix of cycle parking stands (including providing at least 5 per cent being suitable to accommodate larger and adapted cycles (i.e. 1.8m spacing between Sheffield stands).	
Highways Authority (London Borough of Hillingdon) The safety of vehicular access is assessed to be acceptable, however to provide good visibility for vehicles leaving the Phase 1B access onto Abbotswood Way it is required that the tree proposed to be planted immediately to the south of this access is relocated, this is to improve driver sightlines. Across both phases of the development the ratio of car parking spaces to dwelling units would be 0.26, this is satisfactory. The applicant has confirmed that spaces would be leased and not sold. The quantum of disabled car parking and spaces with active electric vehicle charging spaces is in accordance with the London Plan 2021 Policy 6.1 Residential Car Parking and is accepted. The Parking Management Plan mentions that "any unauthorised vehicle that is observed to be repeatedly parking within the car park may then be subject to a penalty, issued by LBH via their standard procedures". The Highway Authority require the applicant to confirm that the Council's parking enforcement team is willing to carry out this enforcement.	It is considered feasible that the tree may be relocated as part of the detailed landscaping proposals to be secured by planning condition if required to achieve appropriate visibility. It is envisaged that the parking management within the site would be managed by the company responsible for managing the site rather than the Councils parking enforcement team. Detail for parking enforcement would be set out within the car parking management plan to be secured by planning condition.
Access Officer Play equipment, including for children with disabilities is required. No apparent indication of accessible M4(2) and M4(3) units shown on plan. Typical floor plan layouts lack detail, showing dimensions and clear access zones.	Details relating to the provision of accessible play equipment is required as a condition of the original planning permission. It is a requirement by condition that 90% of dwellings are 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).
<u>Urban Design Officer</u> The reserved matters building heights are all shown as below the maximum of the outline application. Therefore, the massing is within the constraints of the parameter plan. The proposed vehicle, pedestrian and emergency routes comply with Parameter Plan 3 Access and Movement of the outline application. The elevations are considered overly simplistic. The use of contrasting brickwork at the building corners is not sufficient to clearly articulate a vertical or horizontal expression and is too insignificant to add interest to the elevations. The wrapping corner detail appears arbitrary and unrelated to the rest of the building, especially as the duplexes are not discernible in window arrangement and this detailed is positioned immediately edging a window which looks odd. Additionally, a full material specification for every material used for the proposed buildings is required at Reserved Matters stage to allow proper assessment of the quality of the proposed appearance. Additionally, all materials samples	Amendments have been made to the submitted plans which include additional brick detailing to the building tops and lower sections of the buildings which add some additional visual interest. Whilst noting that elements of the design approach are simplistic, the general design approach is considered appropriate, in keeping with the character of the area and would not appear harmful, incongrous or otherwise out of place.

should be sent to the planning authority or a mock up of the materials built on site. Further, the rainwater goods should be shown on the elevations and the location of any expansion joints. The information provided associated with the landscape proposals both hard and soft is comprehensive. Play equipment includes too many elements that does not sufficiently encourage physical activity such as play panels. This type of equipment mainly promotes sedentary or low-movement play. More consideration should be given to play equipment that encourages activity, or is popular with a wider range of children such as swings.	Additional details relating to materials and play provision would be secured by planning condition.
<u>Noise Officer</u> No objection	Noted.
<u>Waste Strategy Officer</u> No comments received	Noted that no comments have been received. Details relating to waste and recycling are required in line with Condition 8 of the planning permission.
<u>Economic Development</u> No objection subject to an Employment/Construction Training Scheme secured in accordance with the Council's Planning Obligations SPD via a S106 Agreement.	This request is a recommended Heads of Terms to be secured in the Deed of Variation to the original S106 Agreement.
<u>Local Lead Flood Authority (Metis)</u> No objection	Noted
<u>Metropolitan Police</u> No comments received.	No objections were raised by the Police in relation to the original planning application. A condition was attached to the Section 73 application 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 Section 73 application 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</u> The Building Safety Regulator (BSR) is content with the fire safety design as set out in the project description, to the extent it affects land use planning considerations.	Noted
<u>Greater London Economy Circular Economy Team)</u> The Council are currently awaiting comments from the Circular Economy Team at the GLA any comments received prior to the planning committee will be published as an addendum to this report or reported verbally to members.	

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 Policy GG4 (Delivering the homes Londoners need) of the London Plan (2021) states the aim to create a housing market that works better for all Londoners.

7.3 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.

7.4 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 improve living conditions for returning and new residents.

7.5 London Plan (2021) 'Policy H8; Loss of existing housing and estate regeneration' relates specifically to proposals for housing estate regeneration. And states 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. Demolition of affordable housing, including where it is part of an estate redevelopment programme, should not be permitted unless it is replaced by an equivalent amount of affordable housing floorspace.

7.6 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. The proposals would provide an additional 56 dwellings above the previously consented quantum of dwellings and a net increase of 152 units, compared to the number of dwellings currently provided on site within the three blocks of flats.

7.7 The proposals contained within the Reserved Matters application are consistent with Section 73 application 76551/APP/2025/2861 in terms of the number of units that would be provided on the site, with a total of 266 homes proposed across all remaining phases of the development. The proposals do not exceed the maximum number of homes (266) or dwellings per hectare (285 units per hectare) as would be controlled under the recommended conditions attached to Section 73 application 76551/APP/2025/2861.

7.8 It is acknowledged that the Council cannot currently demonstrate a five-year supply of deliverable housing sites (the most recent position statement published on 01/04/26 confirmed a 2.5 year supply). In accordance with Footnote 8 of the NPPF, the policies which are most important for determining the application are therefore considered out-of-date. Consequently, Paragraph 11(d) of the Framework is engaged, and the 'tilted balance' applies. This requires that planning permission be granted unless any adverse impacts of doing so would significantly and demonstrably outweigh the benefits, when assessed against the policies in the Framework taken as a whole. As the proposals would facilitate the provision of 266 homes (+156 net increased accounting for the existing units that would be demolished) the substantial contribution of the development in providing new homes within the borough must be afforded significant weight where considering the public benefits of the development.

7.9 In line with the Section 73 application, the proposals represent an efficient and appropriate re-use of previously developed land, providing an uplift in housing on the site as part of an estate regeneration scheme and is considered acceptable. The principle of residential development on this site has been previously established under the previously consented hybrid planning application, whilst Section 73 application 76551/APP/2025/2861 sets out parameters relating to the total number of dwellings and density of development that would be acceptable on the site. The quantum of housing proposed is acceptable in principle in line with the Local Plan Parts 1 and 2, the London Plan (2021) and the NPPF (2024), subject to all wider implications which are assessed further below.

Housing Mix

7.10 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.

7.11 Section 73 application 76551/APP/2025/2861 sets out that the following mix of dwelling sizes must be delivered 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%

7.12 Any Reserved Matters application must therefore provide a mix of dwellings which falls within the above range. The mix of dwellings proposed for Phases 1B and 2 as proposed is set out below:

Size of Dwelling	Total (units)	%
1 bed	94	35%
2 bed	114	43%
3 & 4 bed	58	22%
Total	266	100%

7.13 The above housing mix aligns fully with the target housing mix specified under the Section 73 application 76551/APP/2025/2861 and provides an appropriate mix of dwelling sizes, including the provision of larger (3 and 4 bedroom) family sized homes. The proposals therefore align with Policy H10 of the London Plan and Policy DMH 2 of the Local Plan Part 2.

Affordable Housing

7.14 Affordable housing equating to 51.7% of all dwellings (by floorspace) was secured within the legal agreement accompanying planning permission 76551/APP/2021/4502. Section 73 application 76551/APP/2025/2861 proposed to increase provision to 53%. In both instances affordable housing provision would be above the existing quantum of affordable floorspace provided on site as a higher number of larger homes (3 and 4 bedrooms) are being proposed than existing. The plans submitted under this Reserved Matters application would deliver the indicative quantum of affordable floorspace proposed under the Section 73 application. On this basis the proposals would comply 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).

Design, Density and Impact on the Character and Appearance of the Area

7.15 Policies DMHB 11 and DMHB 12 of the Hillingdon Local Plan: Part 2 - Development Management Policies (2020); Hillingdon Local Plan Part 1: Strategic Policies (2012) Policy BE1; as well as Policies D1, D3 and D4 of the London Plan (2021); in addition to Paragraph 135 of the NPPF each seek to ensure that development achieves the highest standard of design, which integrates positively to the character its surroundings.

7.16 Height parameter plans accompanied planning application 76551/APP/2025/2861 therefore all development on the site must sit within the height limits specified in the parameter plans. 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 public benefits of the development,

the development height, scale and massing was considered to be acceptable, as assessed under the original planning application. A TVIA was submitted in support of the Section 73 application, this included 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. Overall, the scope of development proposed under the Section 73 outline proposals was considered to sit appropriately within the wider townscape, likewise officers would draw similar conclusions in relation to the current proposals given their consistency with the Section 73 plans and general appropriateness of the design approach.

7.17 Phase 2 of the site consists of a single development zone. The revised building heights parameter plan for this part of the site accompanying the Section 73 application proposed 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 plans accompanying this Reserved Matters application includes 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. Providing two storey townhouses at ground floor level would be positive in design terms and 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.

7.18 The height parameter plans for Phase 1B of the development accompanying the Section 73 application included maximum height parameters at 10 storeys in height which would be broken up by areas of lower height at seven storeys (26.2 metres) and 8 storeys (29.43 metres). Whilst Phase 1B of the development includes taller elements in two areas, as assessed above, 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.

7.19 The distribution of height across the site would be consistent with the approved building heights parameter plan. In terms of massing, a variation in height is proposed across the site, to break up the overall volume of built form on the site, to ensure that the development would not appear imposing. The approach taken is considered to respond positively to the surrounding street scene, and whilst the development includes higher elements at 10 and 8 storeys, this would not appear imposing or dominating with the street scene. It must also be noted that there are also existing blocks of flats on the site are each 13 storeys and are therefore sizeable structures in scale which set some precedent for taller buildings on the site.

7.20 As noted in the above section of this report relating 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. This was afforded weight where considering the proposals submitted under the Section 73 application, whereby officers considered that the approach to the height and siting of development, as shown on the parameter plans adequately demonstrated 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. Likewise, similar conclusions may be drawn from the plans presented under the reserved matters application, as the detailed plans demonstrate that a dense development, comprising taller elements can be delivered in an appropriately designed manner.

7.21 In terms of elevational treatment, a combination of light, medium and darker shades of red brick is proposed across the proposed buildings, with white brick detailing proposed as a means of providing expression on the corners of the buildings. The palette of materials is responsive to the existing housing development in Avondale Drive, which feature a varied palette of red and buff brick. The architectural detail also takes cues from the Minet Clinic Building which occupies a prominent position in Avondale Drive to the west of the site. Phase 1A of the development which has been completed features medium red brick as a primary material across the façade of all elevations. The variation in the tone of the red brick assists in breaking up the volume of the development, providing clear differentiation between the different sections of the built form across the site. Corner detailing featuring bands of stretcher bond white brickwork is proposed to refine the edges of the taller buildings across the site. An alternating hit and miss pattern of light and dark bricks is used on the front elevation of the duplex buildings which adds visual interest to these buildings. The approach to materiality and elevational treatment is considered acceptable, subject to the submission of a detailed schedule of materials, alongside samples which would be required as a planning condition of the Section 73 application.

7.22 Active frontages are proposed along Avondale Drive, Abbotswood Way, the new area of open space and northern access route adjoining Phase 1B of the development with low boundary railings and low-level hedges providing activation and surveillance of the public realm. The landscaped private courts are attractively designed and incorporate the provision of play and soft landscaping. The spaces, as assessed in the amenity section of this report are considered to provide appropriate standards of amenity for future occupiers.

7.23 It should be noted that approval of a detailed Design Code is required prior to the commencement of development by way of a planning condition applied to the Section 73 application. It is noted that the Design Code has been submitted for approval and is currently being reviewed by officers. The Design Code and Reserved Matters applications must be consistent in their aims in ensuring that a high standard of development is achieved across the site.

Landscaping and Public Realm

7.24 The Section 73 application included 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 restricted from using this space, except for emergency vehicles. The amendments allowed 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.

7.25 The detailed design proposals achieve consistency with the Section 73 parameter plans in providing the delivery of a high-quality area of public realm which would incorporate play equipment, new planting and retention of existing trees, whilst providing direct legible pedestrian access to Hitherbroom Park. The new area of public open space would be a valuable public asset and would improve the quality of the street scene along Avondale Drive. The proposals include the planting of several street trees along Avondale Drive and Abbotswood Road, which would enhance the general quality of the public realm, whilst contributing towards urban greening and biodiversity net gain. This additional planting along with the retention of existing trees where feasible would complement existing planting along these streets and would generally enhance the quality of the public realm.

7.26 2775sqm of public open space would be provided within the development site and the distribution of the open space is in alignment with the Open Space and Public Realm Parameter Plan submitted under the Section 73 application.

7.27 In terms of the impact of the proposed development on the microclimate, the applicant team have submitted a Wind and Microclimate Assessment. The assessment concludes that there are no safety risks at ground, terrace or balcony levels were identified either within the site or the surrounding area. The majority of the balconies at upper level are observed to perform well during summer and winter with comfort levels at sitting. The assessment identifies an outdoor seating area on Phase 2 where the wind conditions are unsuitable for the intended use. As advised within the report, this may be mitigated through additional landscaping, a matter which may be addressed through the detailed landscaping scheme required by planning condition.

7.28 In summary, the approach to the provision of new landscaping and public realm within the development is considered appropriate and would substantially improve the quality of the public realm compared with the existing situation. The

detailed design approach aligns with the Open Space and Public Realm Parameter Plan submitted under the Section 73 application. Subject to the submission of a detailed landscaping strategy to be secured by condition in line with the Section 73 application, the approach to landscaping and public realm would be appropriate in design terms.

Security

7.29 Whilst the Metropolitan Police were consulted regarding the planning application no response regarding the proposals has been received. Officers are satisfied that the detail layout and design approach is acceptable from a public safety and security perspective. 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

7.30 The proposals 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

7.31 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.

7.32 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. An addendum to the submitted Daylight and Sunlight Assessment was prepared in support of the amended proposals contained with the Section 73 application, which assessed the additional scope of development proposed on daylight and sunlight to neighbouring receptors and for future occupiers. The submitted report was benchmarked against the consented scheme and included an assessment against an indicative development masterplan to account for indicative distribution of height and massing. The indicative masterplan broadly aligns with

the detailed plans submitted under this Reserved Matters application in terms of the distribution of height and massing.

7.33 The Addendum to the Daylight and Sunlight Assessment submitted under the Section 73 application indicated 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 Annual Probable Sunlight Hours (APSH), Vertical Sky Component (VSC) and No Sky Line (NSL). This includes an assessment of all adjoining properties on Avondale Drive, Gade Close and Clivesdale Drive. APSH measures the long terms average number of hours a south-facing window or area receives direct sunlight. VSC measures the amount of direct skylight reaching the centre of a window, expressed as a percentage of available light from an unobstructed sky. NSL determines areas within a room where no part of the sky is visible. In instances modest improvements are noted compared with the consented scheme. The Reserved Matters application includes a comparative assessment of the daylight and sunlight impacts of the Section 73 illustrative masterplan and the Reserved Matters application on existing properties. The submitted analysis indicates that any differences in daylight/sunlight to existing properties between the illustrative masterplan and Reserved Matters proposals would be minimal. This would be expected given the general alignment between the illustrative masterplan and detailed design proposals submitted under the Reserved Matters application.

7.34 On a similar basis, the maximum height parameters and development zone parameters submitted under the Section 73 proposals allowed for an assessment of the impact of the scale of development on existing properties in terms of outlook and the degree to which the scale of development would appear overbearing in relation to existing properties. It was concluded that 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. Accounting for the development's consistency with the Section 73 building height and development zone parameter plans, officers would similarly conclude that the detailed proposals would not have an oppressive or overbearing impact on the surrounding residential properties.

7.35 In relation to the Section 73 proposals, the assessed impact of overlooking and loss of privacy to existing occupiers was based upon the location of development zones and the height parameters as the detailed design was not provided at this stage, including details of proposed windows and balcony spaces. Nevertheless, it was concluded that the development would not result in an unacceptable loss of privacy to existing occupiers. This assessment was based upon reasonable assumptions regarding the likely location of windows and balconies. Details of the internal layout of the proposed flats, windows and balcony/external amenity spaces are provided within the Reserved Matters application and conclusions can therefore be made regarding the impact of overlooking and loss of privacy resulting from the development. The site layout and position and orientation of the balcony spaces would limit the degree of overlooking that would occur. In

relation to the nearest adjoining properties to the south of the site at Gade Close and Avondale Drive there would not be direct overlooking between facing sets of windows or from balconies in most cases. An exception would be where windows are proposed within Phase 2, facing Nos.1 to 24 Gade Close. A separation distance of between 23 and 24 metres would however be retained that would afford an appropriate privacy. In the case of No.133 Avondale Drive there would be a degree of overlooking of the garden space of this property, although a separation distance of 13 metres is proposed between windows serving habitable spaces and the garden serving this property and this is considered to be an appropriate separation distance in affording privacy for future occupiers. It must also be taken into account that all surrounding properties to the south are already overlooked to a degree by the existing flats on the site. Accounting for this, the layout of the proposed development of the site and its urban context, it is considered that the development would not have an adverse impact on the residential amenity of the adjoining properties to the south by reason of overlooking or loss of privacy.

7.36 A separation distance of 60 metres is retained to the existing residential dwellings to the north at Abbotswood Road and it is considered that the development would not impact adversely on the amenity of any of these properties by reason of overlooking or loss of privacy. Whilst the north elevation of the buildings in Phase 2 would adjoin the Minet Junior School fields, the main aspect of the units would not be facing the school, albeit that there would be habitable windows within the north elevation of these blocks. Balconies have been sited to avoid overlooking of the school to minimise any safeguarding issues.

7.37 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 Proposed Residential Accommodation (Internal and External)

7.38 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.'

7.39 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. This includes ensuring that development complies with Nationally Described Space Standards (NDSS). This

would be the case within the proposed development, as each of the flats aligns with the relevant NDSS relevant to the proposed dwelling sizes and number of occupiers.

7.40 Of the 266 units proposed 123 would be dual aspect (47%), whilst 160 (60%) of the units would be either dual or enhanced aspect (two different orientations, with the second aspect not meeting the full definition set out within the Housing Design Standards LPG). No north facing single aspect homes are proposed. The GLA's Support for Housebuilding LPG withdrew previous guidance requiring new homes to be dual aspect unless exceptional circumstances make it impractical or undesirable and requires that flexibility should be afforded to the provision of dual and single aspect dwellings by decision makers. Where single aspect dwellings are proposed, it should be demonstrated by the applicant that they will have adequate passive ventilation, daylight and privacy, and avoid overheating.

7.41 The submitted Daylight and Sunlight Assessment includes an assessment of all habitable rooms within the development, where assessed against the Illuminance (SDA) and Sunlight Exposure (SE) tests. Performance is assessed to be reasonable with 84% of all rooms within the development achieving compliant standards of daylight performance. The scale of development and proximity between the blocks has resulted in some level of underperformance within the development, however some level of underperformance is unlikely to be avoided where also developing the site to an optimum density.

7.42 As noted, Paragraph 130 of the NPPF (2024) 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) which is considered to be the case in this instance. 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.

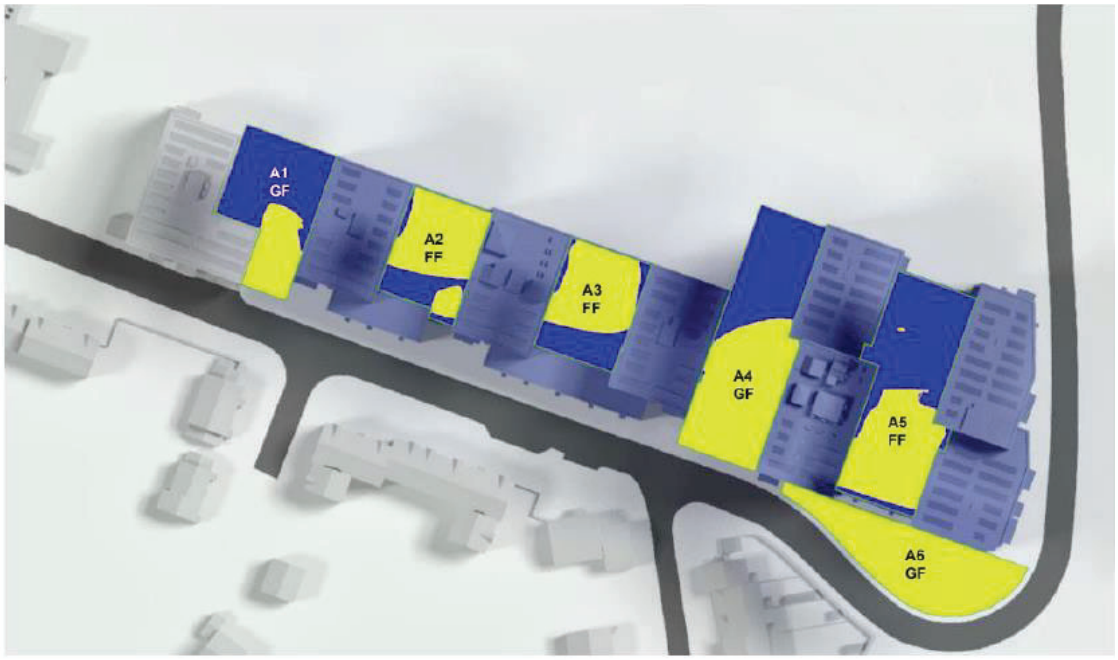
7.43 Policy DMHB 18 of the Local Plan Part 2 requires that all new residential development and conversions will be required to provide good quality and useable private outdoor amenity space in accordance with minimum amenity standards set out in Table 5.3. Each of the proposed apartments would be provided with balconies of a depth which complies with the minimum dimensions set out under Policy DMHB 18 of the Local Plan Part 2. In the case of ground floor flats and apartments adjacent to the internal communal areas, external yard spaces are proposed, the design of which are considered appropriate in amenity terms.

7.44 The applicant's Design and Access Statement and Hard and Soft Landscaping Parameter Plans which accompanied the Section 73 application indicated that 1,825 sqm of communal (private) amenity space would be provided within the development to serve future occupiers, this would be in addition to private areas of amenity space such as balconies/terraces. The quantum of communal

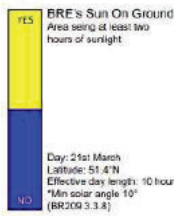
amenity spaces is consistent with the provision of communal amenity space shown under the plans accompanying the Section 73 application. As assessed under the Section 73 application there would be a shortfall in terms of the size of communal amenity space that would be provided, accounting for the quantum 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. A public open space contribution of £71,860 would also be secured towards improving public open spaces within the vicinity of the site. On this basis it was assessed that an appropriate quantity of private amenity space would be provided within the development.

7.45 The Section 73 application included an assessment of the performance of external communal amenity areas associated with the development based upon the indicative massing. The assessment concluded that all but one of the spaces exceeding the target requirement to ensure that at least 2 hours of sunlight is achieved for 50% of the amenity space 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. The diagram and table below taken from the applicants Daylight and Sunlight Assessment shows daylight and sunlight performance for each of the external amenity areas accounting for the detailed design approach presented within the reserved matters application:

Figure 12: Daylight and sunlight performance for external amenity areas



Area	Floor level	Total Area (sq.m)	Area more than 2 hours (sq.m)	Area % more than 2 hours
1	Ground	551.81	179.20	32
2	First	438.38	327.89	75
3	First	443.29	294.89	67
4	Ground	917.24	536.05	58
5	First	876.52	392.53	45
6	Ground	605.32	605.32	100
Total		3832.55	2335.87	63



7.46 The quantity of sunlight to these spaces is reduced slightly compared with the S73 proposals and it is noted that Areas 1 and 5 would not achieve the recommended 2 hours of sunlight for 50% of the amenity space on 21st March. Approximately 65% of Area 1 and 67% of Area 5 would receive two or more hours of sunlight on 21st June, where demand for use of the outside communal spaces is increased, with between 87 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 receive appropriate standards of daylight and sunlight. It is also noted that occupiers would have access to the other areas of communal and public open space, as well as existing areas of public open space located close to the site including Hitherbroom Park and Minet Country Park.

7.47 The site layout would afford a separation of 18 metres between facing sets of windows between the courtyard spaces and across most of the area of public open space. Across a small section of the development, there would be a front-to-front separation distance of 15 metres resulting from the site geometry and a narrowing of the northern section of the site. In general terms it is considered that the separation distances afforded would provide acceptable privacy for future occupiers accounting for the high-density urban context of the development site.

7.48 Accounting for the above assessment, it is considered that the proposal would provide suitable accommodation for its residents and would 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

7.49 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.

7.50 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.

7.51 Under the Section 73 application it was assessed that 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 parameter plans submitted alongside the Section 73 application indicated that the development would be capable of providing 1444sqm of play provision. The plans accompanying the Reserved Matters application indicates that 1646sqm of play provision can be provided within the site within the private communal courtyards located at first floor level in Phase 1b and Phase 2 and within the new area of public open space between these blocks leading to Hitherbroom Park as well as 'play on the way' provision adjacent to Avondale Drive.

7.52 There remains a potential shortfall of 544sqm when assessed against the target play space provision of 1988sqm. The closest parks/recreation grounds to the application site is 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. A financial contribution of £55,000 would also be secured as part of the Section 73 towards the creation of a children's play space to be provided off-site to compensate for the loss of the existing play space located on the site.

7.53 Relevant conditions are to be attached to the Section 73 application requiring details of play equipment, as part of the detailed landscaping scheme, and details of accessible play equipment required specifically under a separate planning condition.

7.54 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 (2021).

Transport, Highway Impact and Parking

7.55 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.

7.56 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.

7.57 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.

7.58 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’).

7.59 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.

7.60 The Section 73 proposals included the indicative provision of 74 car parking spaces across the site including 8 blue badge spaces. 68 car parking spaces were proposed in the outline area of the consented scheme. The indicative parking provision within Section 73 equates 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.

7.61 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. The safety and suitability of access into these parking areas from Avondale Drive and Abbottswood Way is considered acceptable, subject to the repositioning of the tree adjoining the access to Phase 1B a change which should be incorporated within the final landscaping scheme to be secured by planning condition. Phase 1A of the development that has already been constructed does not include the provision of parking spaces. A lower number of parking spaces are proposed under this Reserved Matters application than were previous indicated in the Section 73 application. 28 spaces parking spaces are proposed in the Phase 1B podium and 42 spaces in the Phase 2 podium. 8 of these spaces would be blue badge parking spaces (3%). The proposed parking ratio per dwelling would be 0.23 across the site, which would be below the maximum quantum of 0.25 spaces per unit indicatively shown within the Section 73 proposals, as 4 fewer parking spaces are proposed.

7.62 A Parking Management and Allocation Plan is required by planning condition, as per the requirements of the Section 73 and original planning applications. A Car Parking Management and Allocation Plan has however been submitted under the current application. The Management Plan confirms that the parking spaces would be leased and not sold. The Parking Management Plan sets out that car parking allocation will be prioritised to returning residents who were previously residents affected by the redevelopment proposals, it is understood that this would be an obligation on behalf of the Council as developer. Aside from the obliged allocation of parking spaces to returning residents, it would be expected that the Parking Management and Allocation Plan prioritises the allocation of parking to the larger family sized dwellings of 3 or 4 bedrooms and this provision should be included within the final Parking Management and Allocation Plan to be secured by planning condition. A condition is attached to the Section 73 application to secure the submission and approval of an appropriate Delivery and Servicing Plan to ensure compliance with Policy T7 of The London Plan (2021).

7.63 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 Section 73 application. 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.

7.64 Based on the scope of the Section 73 proposals the applicants Transport Assessment indicated 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 and an overall increase of 117 two-way vehicular trip movements per day. The increase in two-way daily and peak vehicular movements was assessed by the Highway Authority, who considered 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. The submitted Transport Assessment Addendum accompanying the Reserved Matters application suggests that the trip generation figures associated with detailed proposals would be unchanged. It is therefore considered that the proposals would not have a severe impact on the local highway network.

7.65 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 Parking

7.66 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 London Plan Policy T6.1 and is accepted.

Cycle Parking

7.67 A total of 312 cycle parking spaces is proposed primarily within the undercroft spaces of Phases 1B and 2 adjacent to the car parking provision. Private cycle parking lockers for the ground floor units facing Avondale Drive in Phase 1B. Visitor cycle parking is also proposed within the area of open space forming the link between Avondale Drive and Hitherbroom Park. The provision of cycle parking would comply with London Plan Policy T5, accounting for the proposed mix of dwelling sizes. A more detailed specification of the design of the cycle parking is required as a condition of the Section 73 application.

Pedestrian Access

7.68 As addressed in the design section of the report, the proposals include the provision of a new pedestrian access route between Hitherbroom Park and Avondale Drive. This is a significant benefit compared with the originally consented outline scheme which did not include such provision and included parking and service access within this space. The area is now proposed as public open space and the formation of this new pedestrianised space and pedestrian route to the north of Phase 1B would improve pedestrian access and permeability through the site. The proposed pedestrian access routes adjacent to Avondale Drive are considered acceptable in terms of width. As noted in the comments received from TfL, these routes must not be obstructed and the final landscaping scheme to be secured by condition must confirm that any tree planting within the public realm would not obstruct the useability of these routes.

7.69 Overall, the proposals are considered to prioritise pedestrian movements and would therefore align with the provisions of Policies T1 and T2 of the London Plan; and Policies DMT1 and DMT5 of the Local Plan Part 2.

Noise

7.70 Policy D3 of The London Plan (2021) states that development proposals should help prevent or mitigate noise impacts.

7.71 Policy DMHB 11 of the Hillingdon Local Plan Part 2 Development Management Policies (2020) states that development proposals should not adversely impact the amenity.

7.72 The submitted Section 73 application was accompanied by a Noise Impact Assessment (NIA) which was reviewed by the Council's 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.

7.73 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

7.74 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.

7.75 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.

7.76 The Site is within an Air Quality Management Area and Air Quality Focus Area. The Applicant submitted an Air Quality Assessment Addendum under Section 73 application to account for the increased scale of development relative to the original planning permission. The submitted AQA Addendum was considered to provide an acceptable level of detail to assess the air quality impact associated with the proposed development. An appropriate air quality financial contribution was required dependent upon two scenarios, depending on whether a parking management scheme were to be implemented in the surrounding streets. The submission of an Air Quality Assessment prior to superstructure works of each phase of the development would also be required under Condition 44 of the Section 73 application. The obligation and condition remain applicable and apply to the parts of the development under consideration as part of this Reserved Matters application and the design detail would not alter officers' previous assessment of the air quality impact, nor the strategy set out for mitigation.

7.77 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.

Accessibility

7.78 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.

7.79 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.

7.80 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.

7.81 Details of accessible play provision would be required under Condition 13 of the Section 73 application.

7.82 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

7.83 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.

7.84 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.

7.85 The arboricultural 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). It is confirmed under the Section 73 application that 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. Appropriate conditions are to be attached to the Section 73 decision to ensure the protection of retained trees during works and the long terms retention of these retained trees. The proposals as set out within this Reserved Matters application do not require the removal of any additional trees, other than those previously scheduled for removal under either the original permission or Section 73 proposals and is therefore considered acceptable.

7.86 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 applicant's Urban Greening Factor Assessment 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. In line with the original planning application, it is proposed that the Section 73 proposals would include 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.

7.87 The proposals would therefore comply with Policy DMHB 14 of the Local Plan and Policy G5 of the London Plan.

Ecology

7.88 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.

7.89 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.

7.90 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.

7.91 Condition 15 of the original 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. Condition 15 of the original planning permission provided an appropriate means of securing delivery of biodiversity net gain, including details of landscaping and habitat creation. Condition 15 of

Section 73 application similarly requires that detail is provided 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.

7.92 The Reserved Matters application under consideration includes a detailed landscaping strategy which incorporates the creation of new habitats which would contribute towards the delivery of biodiversity net gain, including species rich planting, tree planting, green and brown roofs. Specific figures relating to delivery of biodiversity net gain have not been set out and would be required under Condition 15 of the permission. It is however considered that 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

7.93 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.

7.94 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).

7.95 A Drainage Design Technical Note has been submitted which confirms that the development would follow the principles set out within the Section 73 application. Surface water runoff would be managed through a gravity-controlled drainage network which includes two attenuation tanks. In line with the details set out in the Section 73 application, the detailed proposals contained within this Reserved Matters application include the provision of permeable paving, as well as raingardens and green roofs as means of sustainable drainage. The proposals are therefore consistent with the Section 73 application. The submitted Drainage Technical Note 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. Condition 26 of the Section 73 application requires the submission of a scheme for sustainable water management, which aligns with the approved FRA and Drainage Strategy. This must be submitted prior to the commencement of works within any relevant phase of the Outline Area of the development.

7.96 The proposals contained within this reserved matters application are consistent with the Section 73 application and subject to the provision of this additional information that would be secured by the 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

7.97 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.

7.98 An acceptable strategy for waste management is set out within the applicant's design and access statement in relation to the storage of waste within the development, as well as the location of collection points within the development. It would be required that additional detail is set out within the delivery and servicing strategy required by planning condition to set out specific arrangement relating to refuse collection and how this would be managed. Subject to securing these details by planning condition, it is considered that the development would comply with Policy D6 of The London Plan (2021).

Energy/Sustainability

7.99 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.

7.100 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.

7.101 Condition 34 of the original planning permission includes the requirement to submit a detailed energy strategy prior to the commencement of development. Notwithstanding that the report would be required by way of planning condition, an Energy and Sustainability Strategy has been submitted alongside the Reserved Matters application setting out:

- Enhanced building fabric performance (meeting or surpassing Part L standards)
- Low g-value glazing to reduce solar gains

- High-efficiency mechanical and electrical services
- Installation of photovoltaic solar panels to support on-site electricity generation.

7.102 The report indicates that the proposed development is anticipated to achieve an overall 88% reduction in regulated carbon emissions against the Part L compliant baseline. Any carbon emissions identified shall be subject to an offsite contribution. This requirement is 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 energy assessment that would be required by planning condition.

7.103 In accordance with London Plan Policies SI7 and D3 it is required that the applicant submit a detailed Circular Economy Statement alongside any reserved applications. The applicants have submitted a Circular Economy Statement which outlines the following circular economy targets for the site:

• 95 per cent reuse/recycling/recovery of construction and demolition waste.
• 95 per cent beneficial use of any excavation waste.
• 65 per cent recycling of municipal waste by 2030.
• 20% recycled content of materials by value.

7.104 The principles outlined above as contained in the Circular Economy Statement are considered appropriate.

7.105 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

7.106 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.

7.107 The Section 73 application was accompanied by an Aviation Safeguarding Assessment which assesses the proposals against relevant safeguarding criteria, which was necessary given the height of the outline element of the scheme and the sites proximity to Heathrow Airport and RAF Northolt. The Section 73 application established height parameters which were reviewed by National Air Traffic Services (NATS), Heathrow Airport and the Ministry of Defence (MOD) and were assessed to be appropriate from an aviation safeguarding perspective. The detailed design proposals, which are in accordance with the submitted parameter plans have similarly been reviewed by each of these consultees, all of which have raised no objection to the proposals.

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 was included in the recommended list of conditions applied to the Section 73 application. Heathrow Airport within their consultation response recommended that the applicant submit a Glint and Glare Assessment before the installation of solar equipment. This is included as a condition under the overarching Section 73 application and would not therefore need to be added as a specific condition applicable to this Reserved Matters application.

7.108 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

7.109 The original planning application was accompanied by a Geotechnical and Geoenvironmental 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.

7.110 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

7.111 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.

7.112 The application is accompanied by a Fire Statement for Phases 1B and 2, intended to be read in conjunction with the outline Fire Statement submitted under the Section 73 application. 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 Building Safety Regular (BSR) which falls under the Health and Safety Executive (HSE) and are assessed as setting out appropriate measures for managing fire safety who have advised that they are content with the fire safety design as set out in the project description, to the extent it affects land use planning considerations.

7.113 Under Condition 31 of the Section 73 application, it is a requirement that the applicant submit the principles of a Fire Statement before the commencement of development under each phase and a final comprehensive Fire Statement before occupation of development within that phase.

7.114 Accounting for the above assessment and subject to the further details which would be required by condition, it is considered that the development would comply with Policy D12 of The London Plan (2021).

8 Other Matters

Human Rights

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

Equality

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

Local Finance Considerations and CIL

8.3 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 Planning permission is sought for the approval of all remaining Reserved Matters (Access, Appearance, Landscaping, Layout and Scale) pursuant to Condition 1 of Application ref: 76551/APP/2025/2861 '(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).. The Reserved Matters application relates to all remaining parts of the site which currently benefit from outline planning permission.

9.2 The proposals contained within the Reserved Matters application are consistent with Section 73 application 76551/APP/2025/2861 in terms of quantum of units that would be provided on the site, with a total of 266 homes proposed under the Reserved Matters application across all remaining phases of the development. The proposals do not exceed the maximum number of homes (266) or dwellings per hectare (285 units per hectare) as would be controlled under the recommended conditions attached to Section 73 application 76551/APP/2025/2861. The housing mix aligns fully with the target housing mix specified under the Section 73 application 76551/APP/2025/2861 and provides an appropriate mix of dwelling sizes, including the provision of larger (3 and 4 bedroom) family sized homes. In line with the Section 73 application, the proposals represent an efficient and appropriate re-use of previously developed land, and that principle of the proposed development is therefore acceptable. The principle of residential development on this site has been previously established under the previously consent hybrid planning application, whilst Section 73 application 76551/APP/2025/2861 sets out parameters relating to the total number of dwellings and density of development that would be acceptable on the site. The quantum of housing proposed is acceptable in principle in line with the Local Plan, London Plan and NPPF, subject to all wider implications which are assessed further below and is consistent with Section 73 application 76551/APP/2025/2861.

9.3 The development would align with the height parameters specified under Section 73 application 76551/APP/2025/2861. An appropriate approach is taken to the layout of the development and scale and massing of the built form on the site to ensure that this would respond appropriately to the character of the surrounding area. Likewise, the approach to the architectural design and treatment of the proposed development is considered acceptable and of a high standard. 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.

9.4 The impact of the scale of the development in relation to outlook, daylight/sunlight and overlooking of surrounding properties was assessed under the Section 73 application and was deemed to be acceptable on balance, accounting for the need to achieve an appropriate density of development, whilst balancing this requirement against the impact on future occupiers. The impact of the detailed design approach taken within this Reserved Matters application is considered to not have a significantly adverse impact on the amenity of any adjoining properties consistent with the previous assessment of the assessed impact of the Section 73 proposals given the developments conformity with the Section 73 parameter plans. It is considered that the proposals would provide suitable accommodation for future residents and would 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).

9.5 The proposed vehicular access arrangements are consistent with the consented access and movement parameter plans. The proposed parking ratio per dwelling would be 0.23 across the site, which would be below the maximum quantum of 0.25 spaces per unit indicatively shown within the Section 73 proposals, as 4 fewer parking spaces are proposed. The parking provision would align with Policy T6.1 of London Plan 2021 and the development would not have an adverse impact on the local highways network. The provision of cycle parking would comply with London Plan Policy T5. The proposals would improve pedestrian access and permeability through the site and seek to prioritise pedestrian movement in line with Policies T1 and T2 of the London Plan; and Policies DMT1 and DMT5 of the Local Plan Part 2.

9.6 It is acknowledged that the Council cannot currently demonstrate a five-year supply of deliverable housing sites (the most recent position statement published on 01/04/26 confirmed a 2.5 year supply). In accordance with Footnote 8 of the NPPF, the policies which are most important for determining the application are therefore considered out-of-date. Consequently, Paragraph 11(d) of the Framework is engaged, and the 'tilted balance' applies. This requires that planning permission be granted unless any adverse impacts of doing so would significantly and demonstrably outweigh the benefits, when assessed against the policies in the Framework taken as a whole.

9.7 The application is considered to comply with the Development Plan in this case. In addition, when considered against the policies of the Framework (read as a whole), any adverse impacts of granting consent (as identified within this report) would not significantly and demonstrably outweigh the benefits. In reaching this decision, substantial weight is afforded to the contribution that the proposal makes towards the Borough's housing supply (net contribution of 152 residential units accounting for the demolition of the existing dwellings on the site). Accordingly, it is recommended that planning permission is granted, subject to the proposed conditions.

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

76551/APP/2025/3242

Appendix 1: Recommended Conditions and Informatives

Conditions

1. 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:

AVD-LLA-ZZ-01-GA-L01-1106 Rev P02
AVD-LLA-ZZ-01-GA-L01-1107 Rev P02
AVD-LLA-ZZ-01-GA-L01-1206 Rev P02
AVD-LLA-ZZ-01-GA-L01-1207 Rev P02
AVD-LLA-ZZ-GND-GA-L01-1101 Rev P02
AVD-LLA-ZZ-GND-GA-L01-1102 Rev P02
AVD-LLA-ZZ-GND-GA-L01-1103 Rev P02
AVD-LLA-ZZ-GND-GA-L01-1104 Rev P02
AVD-LLA-ZZ-GND-GA-L01-1105 Rev P02
AVD-LLA-ZZ-GND-DR-L01-1201 Rev P02
AVD-LLA-ZZ-GND-DR-L01-1202 Rev P02
AVD-LLA-ZZ-GND-DR-L01-1203 Rev P02
AVD-LLA-ZZ-GND-DR-L01-1204 Rev P02
AVD-LLA-ZZ-GND-DR-L01-1205 Rev P02
AVD-LLA-ZZ-RF-GA-L01-1401 Rev P02
AVD-LLA-ZZ-ZZ-DET-L01-1301 Rev P02
AVD-LLA-ZZ-ZZ-DET-L01-1302 Rev P02
AVD-LLA-ZZ-ZZ-GA-L01-1002 Rev P02
AVD-LLA-ZZ-ZZ-GA-L01-1501 Rev P02
AVD-PRP-02-00-GA-A-20800 Rev P1
AVD-PRP-02-ZZ-DR-A-22200 Rev P1
AVD-PRP-02-ZZ-DR-A-22201 Rev P1
AVD-PRP-02-ZZ-DR-A-23000 Rev P1
AVD-PRP-02-ZZ-DR-A-23001 Rev P1
AVD-PRP-02-ZZ-DR-A-23004 Rev P1
AVD-PRP-02-ZZ-DR-A-23005 Rev P2
AVD-PRP-1B-00-GA-A-20700 Rev P1
AVD-PRP-1B-01-GA-A-20701 Rev P1
AVD-PRP-1B-02-GA-A-20702 Rev P1
AVD-PRP-1B-03-GA-A-20703 Rev P1
AVD-PRP-1B-04-GA-A-20704 Rev P1
AVD-PRP-1B-05-GA-A-20705 Rev P1
AVD-PRP-1B-06-GA-A-20706 Rev P1
AVD-PRP-1B-07-GA-A-20707 Rev P1
AVD-PRP-1B-08-GA-A-20708 Rev P1
AVD-PRP-1B-09-GA-A-20709 Rev P1

AVD-PRP-1B-RF-GA-A-20710 Rev P1
AVD-PRP-1B-ZZ-DR-A-21100 Rev P3
AVD-PRP-1B-ZZ-DR-A-21101 Rev P3
AVD-PRP-1B-ZZ-DR-A-21102 Rev P3
AVD-PRP-1B-ZZ-DR-A-21103 Rev P3
AVD-PRP-1B-ZZ-DR-A-21104 Rev P3
AVD-PRP-1B-ZZ-DR-A-21105 Rev P3
AVD-PRP-1B-ZZ-DR-A-21106 Rev P3
AVD-PRP-1B-ZZ-DR-A-22100 Rev P3
AVD-PRP-1B-ZZ-DR-A-22101 Rev P3
AVD-PRP-1B-ZZ-DR-A-22102 Rev P3
AVD-PRP-1B-ZZ-DR-A-22103 Rev P1
AVD-PRP-1B-ZZ-DR-A-23002 Rev P1
AVD-PRP-1B-ZZ-DR-A-23003 Rev P1
AVD-PRP-1B-ZZ-DR-A-23006 Rev P2
AVD-PRP-1B-ZZ-DR-A-23007 Rev P1
AVD-PRP-1B-ZZ-DR-A-23008 Rev P2
AVD-PRP-1B-ZZ-DR-A-23009 Rev P2
AVD-PRP-ZZ-00-GA-A-20500 Rev P1
AVD-PRP-ZZ-00-GA-A-20600 Rev P1
AVD-PRP-ZZ-02-GA-A-20602 Rev P1
AVD-PRP-ZZ-03-GA-A-20603 Rev P1
AVD-PRP-ZZ-04-GA-A-20604 Rev P1
AVD-PRP-ZZ-05-GA-A-20605 Rev P1
AVD-PRP-ZZ-06-GA-A-20606 Rev P1
AVD-PRP-ZZ-07-GA-A-20607 Rev P1
AVD-PRP-ZZ-08-GA-A-20608 Rev P1
AVD-PRP-ZZ-09-GA-A-20609 Rev P1
AVD-PRP-ZZ-RF-GA-A-20610 Rev P1
AVD-PRP-ZZ-ZZ-DR-A-21000 Rev P3
AVD-PRP-ZZ-ZZ-DR-A-21001 Rev P3
AVD-PRP-ZZ-ZZ-DR-A-21002 Rev P3
AVD-PRP-ZZ-ZZ-DR-A-21003 Rev P3
AVD-PRP-ZZ-ZZ-DR-A-22000 Rev P3
AVD-PRP-02-01-GA-A-20801 Rev P2
AVD-PRP-02-ZZ-DR-A-21206 Rev P2
AVD-PRP-ZZ-01-GA-A-20601 Rev P2
AVD-PRP-02-02-GA-A-20802 Rev P1
AVD-PRP-02-03-GA-A-20803 Rev P1
AVD-PRP-02-04-GA-A-20804 Rev P1
AVD-PRP-02-05-GA-A-20805 Rev P1
AVD-PRP-02-RF-GA-A-20806 Rev P1
AVD-PRP-02-ZZ-DR-A-21200 Rev P3
AVD-PRP-02-ZZ-DR-A-21201 Rev P3
AVD-PRP-02-ZZ-DR-A-21202 Rev P3

AVD-PRP-02-ZZ-DR-A-21203 Rev P2
AVD-PRP-02-ZZ-DR-A-21204 Rev P3
AVD-PRP-02-ZZ-DR-A-21205 Rev P3
AVD-PRP-02-ZZ-DR-A-21206 Rev P4
AVD-PRP-ZZ-01-GA-A-20601 Rev P1
AVD-PRP-02-01-GA-A-20801 Rev P1

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).

2. 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:

P2/27-02-26 - Design and Access Statement
PMP01 Rev P02 - Parking Management Plan
TN01 Rev P02 - - Transport Technical Note dated 18 December 2025
5779 Rev 3 - Energy and Sustainability Statement
5779 Issue 2 - Circular Economy Statement dated December 2025 Part 1
25-243 D012 Version 1.0 - Operational Waste Management Strategy dated December 2025
WH590-03F02 Revision 1 - Wind Microclimate CFD Report dated 11th December 2025
Fire Statement Phase 1B
Fire Statement Phase 2
AVD-IES-XX-00-RP-C-3010 Rev P01 - Drainage Design Technical Note dated December 2025
Planning Statement dated 19 December 2025
AVD-LLA-ZZ-ZZ-RP-L01-1601_P02 - Landscape Management Plan - Phases 1B & 2 dated October 2025
Daylight and Sunlight Assessment dated 19 December 2025

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

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

Informatives

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

The decision to GRANT planning permission has been taken having regard to all relevant

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

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

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

I53 **Compulsory Informative (2)**

The decision to GRANT planning permission has been taken having regard to the policies and proposals in the Hillingdon Local Plan Part 1 (2012) and Part 2 (2020) set out below, including Supplementary Planning Guidance, and to all relevant material considerations, including The London Plan - The Spatial Development Strategy for London consolidated with alterations since 2011 (2016) and national guidance.

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
NPPF- 11	NPPF-11 2018 - Making effective use of land
NPPF- 12	NPPF-12 2018 - Achieving well-designed places
NPPF- 14	NPPF-14 2018 - Meeting the challenge of climate change, flooding and coastal change
NPPF- 15	NPPF-15 2018 - Conserving and enhancing the natural environment
NPPF- 2	NPPF-2 2018 - Achieving sustainable development
NPPF- 4	NPPF-4 2018 - Decision-making
NPPF- 5	NPPF-5 2018 - Delivering a sufficient supply of homes
NPPF- 8	NPPF-8 2018 - Promoting healthy and safe communities
NPPF- 9	NPPF-9 2018 - Promoting sustainable transport
NPPF11	NPPF 2021 - Making effective use of land
NPPF12	NPPF 2021 - Achieving well-designed places
NPPF14	NPPF 2021 - Meeting the challenge of climate change flooding
NPPF2	NPPF 2021 - Achieving sustainable development
NPPF8	NPPF 2021 - Promoting healthy and safe communities

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/2025/2861 Land At Avondale Drive Hayes

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.

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
NPPF- 5	NPPF-5 2018 - Delivering a sufficient supply of homes
NPPF11	NPPF 2021 - Making effective use of land
NPPF12	NPPF 2021 - Achieving well-designed places
NPPF14	NPPF 2021 - Meeting the challenge of climate change flooding

NPPF2	NPPF 2021 - Achieving sustainable development
NPPF8	NPPF 2021 - Promoting healthy and safe communities
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
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
NPPF- 11	NPPF-11 2018 - Making effective use of land
NPPF- 12	NPPF-12 2018 - Achieving well-designed places
NPPF- 14	NPPF-14 2018 - Meeting the challenge of climate change, flooding and coastal change
NPPF- 15	NPPF-15 2018 - Conserving and enhancing the natural environment
NPPF- 2	NPPF-2 2018 - Achieving sustainable development
NPPF- 4	NPPF-4 2018 - Decision-making
NPPF- 8	NPPF-8 2018 - Promoting healthy and safe communities
NPPF- 9	NPPF-9 2018 - Promoting sustainable transport

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

Case Officer: **Emilie Bateman**	**35805/APP/2025/2756**

Date Application Valid:	**29.10.25**	Statutory / Agreed Determination Deadline:	**10.04.26**
Application Type:	**Reserved Matters**	Ward:	**Hayes**

Applicant:	**Mr Sant Punni**
Site Address:	**1 and 1A Bath Road**
Proposal:	**Reserved Matters relating to Landscaping of outline planning permission ref: 35805/APP/2020/3289 dated 01-11-2022 for (Outline planning application for the demolition of existing buildings and erection of a six storey 237-bedroom hotel (Use Class C1) (landscaping reserved for subsequent approval).).**
Summary of Recommendation:	**GRANT planning permission subject to conditions**
Reason Reported to Committee:	**Required under Part 1 of the Planning Scheme of Delegation (Major application recommended for approval)**

Summary of Recommendation:

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

1 Executive Summary

1.1 The application seeks approval of the reserved matter of landscaping pursuant to outline planning permission ref. 35805/APP/2020/3289 dated 01 November 2022, which granted consent for the demolition of existing buildings and erection of a six-storey 237-bedroom hotel (Use Class C1).

1.2 The principle of development, including the scale, layout, height, access and parking provision, was established at outline stage and is not subject to reconsideration. This application is therefore limited to the detailed landscaping proposals.

1.3 The submitted scheme provides a comprehensive landscaping strategy comprising semi-natural vegetation, woodland-style and native planting, wildflower meadow areas, groundcover planting, landscaped terraces, living green walls and biosolar roof coverage. Revisions have been made during the course of the application to address highways and accessibility comments, including amendments to cycle parking, the provision of an active electric vehicle charging point within an accessible bay and confirmation of step-free access via gently graded routes.

1.4 The Urban Greening Factor score of 0.38 exceeds the London Plan target of 0.3 for commercial development. The proposals would preserve the setting of the nearby Cranford Park Conservation Area and enhance the designated Nature Conservation Site associated with the River Crane. The Council's Design Officer has confirmed that the submitted landscape details satisfactorily address the reserved matter.

1.5 The landscaping would not result in harm to neighbouring amenity, highway safety or the Green Belt. The proposal is therefore considered to comply with the Development Plan and approval of the reserved matter of landscaping is recommended, subject to the conditions set out in Appendix 1. The conditions attached to the outline planning permission continue to apply to the development.

2 The Site and Locality

2.1 The application site is located at 1 and 1A Bath Road, Hillingdon, within an established commercial and airport-related corridor to the north of Heathrow Airport.

2.2 The site occupies a prominent position on the southern side of Bath Road and was formerly occupied by existing commercial buildings which are to be demolished in accordance with the outline planning permission. The site is irregular in shape and extends southwards to the River Crane, which forms the southern boundary.

2.3 The surrounding area is characterised predominantly by large-scale hotel, commercial and airport-related uses fronting Bath Road. Immediately adjacent the site is KFC and Starbucks drive thru' s and associated parking (previously The White Hart PH). To the east and west are further commercial premises and hotel developments. The River Crane corridor provides a linear green feature to the south, introducing a softer landscape character at the rear of the site in contrast to the more urban Bath Road frontage.

2.4 The site lies within Flood Zones 2 and 3 associated with the River Crane. However, flood risk matters, drainage strategy and site levels were addressed at outline stage and are not subject to reconsideration under this Reserved Matters application.

2.5 The application site is located approximately 60 metres to the south of the Cranford Park Conservation Area and is designated as part of a Nature Conservation Site of Metropolitan or Borough Grade I Importance, with the southern section of the site being designated as part of the Green Belt. The site has a Public Transport Accessibility Level (PTAL) rating of 2. The central part of the site is also subject to potentially contaminated land.

Figure 1: Location Plan (application site edged red)

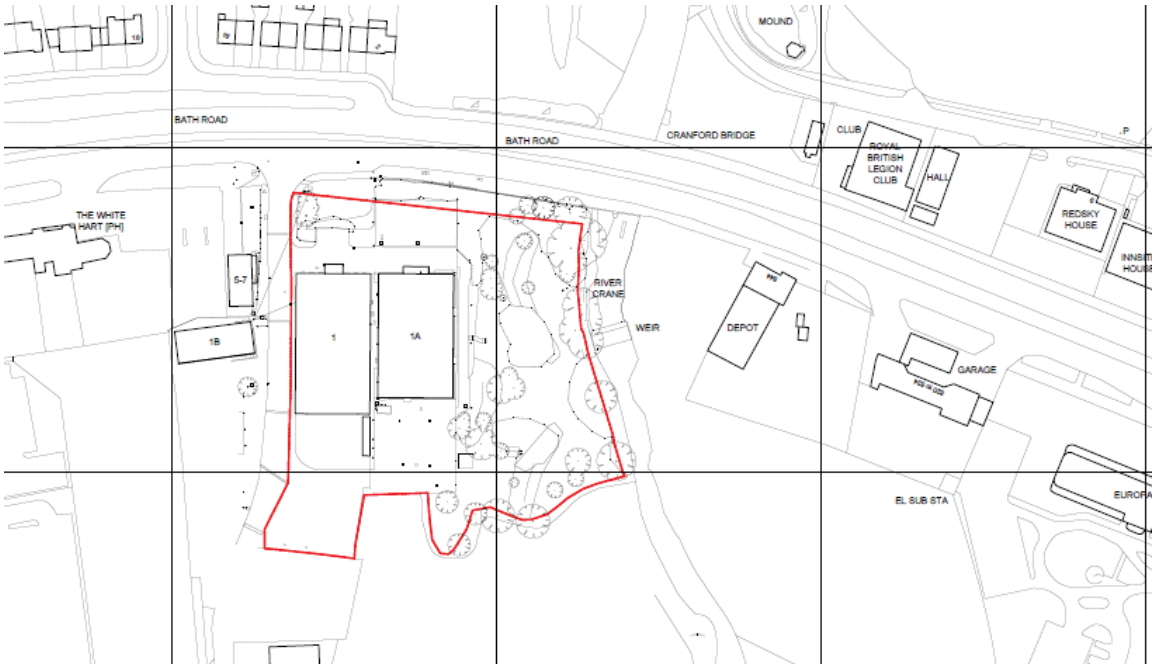


Figure 2: Street View Image of the Application Site



3 Proposal

3.1 This application seeks approval of the reserved matter of Landscaping pursuant to outline planning permission ref. 35805/APP/2020/3289, dated 1st of November 2022.

3.2 The outline permission granted consent for Outline planning application for the demolition of existing buildings and erection of a six storey 237-bedroom hotel (Use Class C1) (landscaping reserved for subsequent approval).

3.3 All matters other than landscaping were approved at outline stage. The principle of the hotel development, together with its design, scale, layout, access arrangements, parking provision and overall massing, have therefore already been established and are not for reconsideration as part of this application.

3.4 Following consultation, revisions have been submitted to address comments raised by the Highway and Access Officers. These include amendments to the cycle parking layout to improve accessibility and usability, the provision of an active electric vehicle charging point within an accessible parking bay, and confirmation of step-free access across the site via gently graded routes. These revisions are considered to satisfactorily address the concerns raised.

3.5 The application was received on the 29th October 2025 within the required time frame. The Reserved Matters submission relates solely to the detailed landscaping strategy for the site. The associated condition attached to the

outline permission (Condition 2 - 35805/APP/2020/3289, dated 1st of November 2022) states:

Application for approval of the following reserved matters shall be made to the Local Planning Authority before the expiry of three years from the date of this permission (hereinafter called the "reserved matters"). Approval of the details shall be obtained from the Local Planning Authority in writing before any development is commenced: -

(a) Landscaping

REASON

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

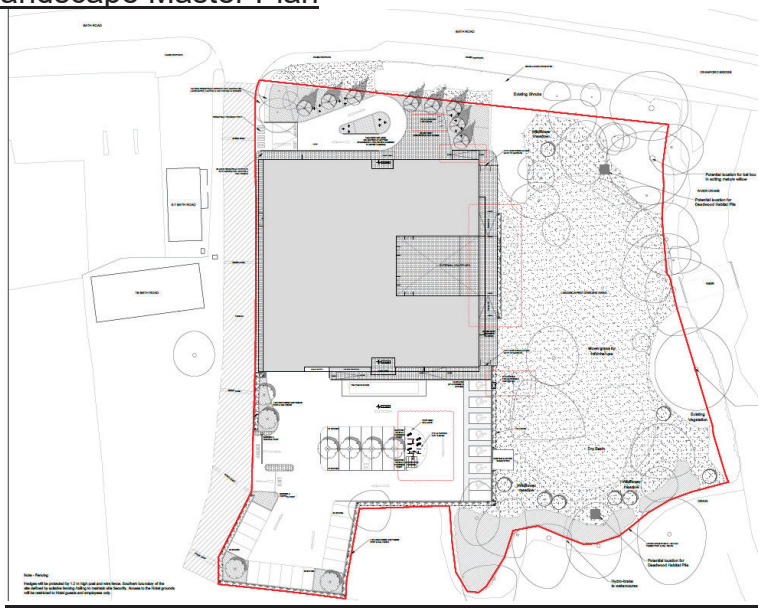
3.6 The submitted details comprise:

- A Landscape Masterplan showing proposed soft and hard landscaping;
- Details of tree planting, hedgerows, wildflower meadow and native planting;
- Living green wall sections and elevations;
- Terrace planting proposals at upper levels;
- An Urban Greening Factor calculation;
- A planting schedule and landscape management details.

3.7 The assessment of this application is therefore confined to whether the submitted landscaping details are acceptable and compliant with the approved outline permission and relevant planning policy.

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

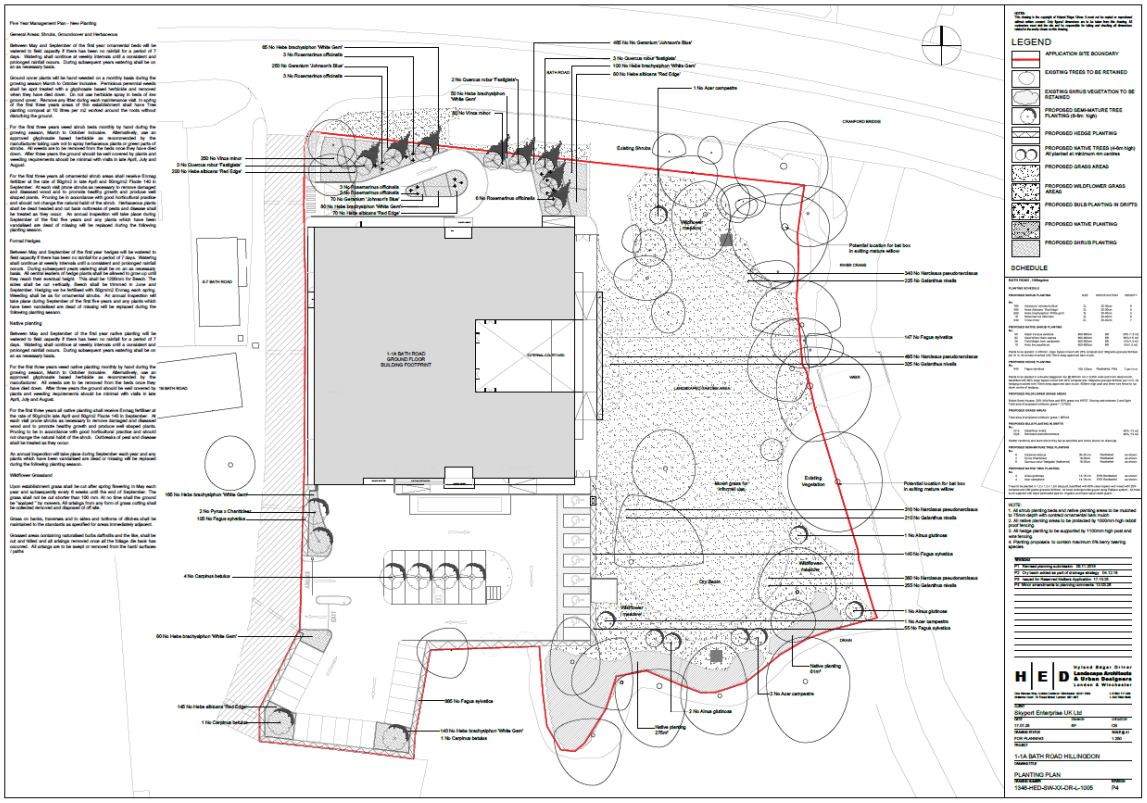
Landscape Master Plan



Urban Green Factor Plan



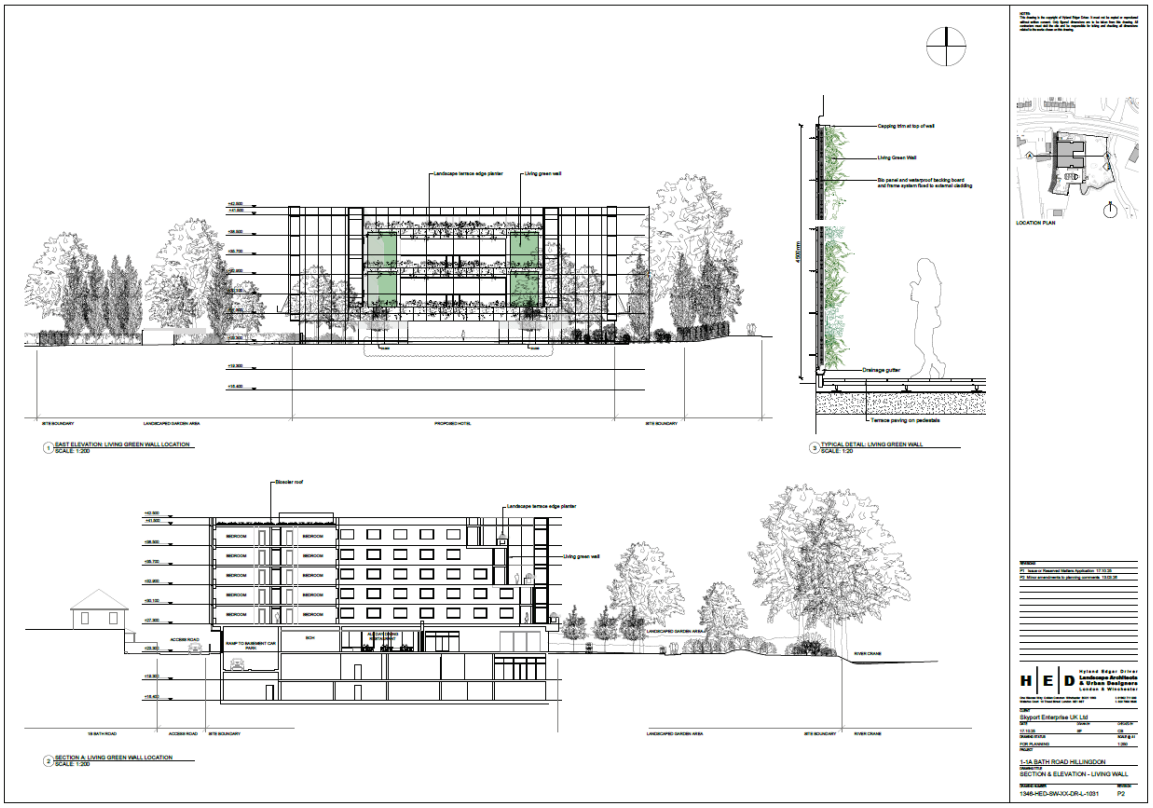
Proposed Planting Plan



Hillingdon Planning Committee – 21st April 2026

PART 1 – Members, Public & Press

Proposed Elevations (Please note that the scale and design of hotel is not subject of the current reserved matters)



4 Relevant Planning History

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

5 Planning Policy

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

6 Consultations and Representations

6.1 Neighbour notification letters were issued on 14th November 2025, with comments invited until 5th December 2025. The application was advertised in the local press on 26th November 2025. A site notice was displayed on 3rd March 2026 and expired on 24th March 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
1 letter of objection was received from 1 households.	I. Increased traffic and congestion;	Discussed at paragraphs 7.31 of this report.
	II. Overcrowding and pressure on local services	This is not a material planning consideration.
	III. Insufficient parking	Discussed at paragraph 7.31 of this report.
	IV. Loss of natural light and privacy	Discussed at paragraph 7.25 of this report.
	V. Environmental impact and loss of green space	Discussed at paragraph 7.10 and 7.19 of this report.
	VI. Impact on the character of the area	Discussed at paragraphs 7.6-7.9 of this report.

Table 2: Summary of Consultee Responses

Consultee and Summary of Comments	Planning Officer Response
Internal Consultees	
Urban Design and Landscaping: The submitted landscape details are accepted to satisfy the landscape reserved matters.	Noted
Access Officer: Confirmation is required regarding the gradient of the short ramp between the taxi drop-off and external courtyard. In addition, at least one accessible parking space should be provided with an active electric vehicle charging point, prioritised for Blue Badge holders. These matters can be addressed via	The comments have been noted. In response, revised plans have been submitted confirming that step-free access is provided via a

condition or amended details.	gently graded route with a gradient of 1:15, which is considered acceptable in accessibility terms. The plans also demonstrate that an active electric vehicle charging point is now provided within an accessible parking bay, prioritised for Blue Badge users. These revisions are considered to address the concerns raised and no objection is therefore raised in accessibility terms.
Highways: The Highway Authority raised concerns regarding the layout of the cycle parking, noting that the proposed aisle width of 0.7m fell below the London Cycle Design Standards requirement of 1.1m and was therefore contrary to London Plan Policy T5. It was also noted that whilst the number of disabled parking bays exceeded policy requirements, none were provided with active electric vehicle charging points, contrary to Policy T6.5 and local standards. In addition, clarification was sought on the gradient of the route between the taxi drop-off and the external courtyard, which was required to comply with a maximum gradient of 1:12. On this basis, the Highway Authority raised an objection but confirmed that this could be reviewed subject to the submission of amended plans.	In response, revised plans have been submitted which address the concerns raised. The cycle parking layout has been amended to provide a minimum 1 metre clearance between stands and rows, improving usability and addressing the previous shortfall. An active electric vehicle charging point is now incorporated within an accessible parking bay, ensuring compliance with policy requirements. The route between the taxi drop-off and courtyard is now shown as a gently graded step-free

	access with a gradient of 1:15, which is considered acceptable in accessibility terms. These amendments are considered to satisfactorily address the concerns raised, and no objection is therefore raised
Waste Services: No objection.	Noted.
Building Control: No comments other than that a demolition notice will be required for any existing building to be demolished.	Noted.
Contaminated Land (Environmental Protection Team): No objection subject to the imposition of a land contamination condition requiring investigation, remediation (if necessary), verification reporting and confirmation that imported soils are clean and free of contamination	Condition 9 of permission 35805/APP/2020/3289 secures these requirements and remains relevant.
Statutory Consultees	
Historic England: No requirement for referral to the Greater London Archaeological Advisory Service. No objection.	Noted.
Heathrow Airport Ltd: No objection to the soft landscaping details from a safeguarding perspective, subject to conditions requiring submission and implementation of a Bird Hazard Management Plan for the life of the development and submission of a Glint and Glare Assessment prior to installation of solar panels. In the absence of these conditions, Heathrow would object. Subject to securing the requested conditions, no safeguarding objection remains.	Condition 14 and 15 of permission 35805/APP/2020/3289 secures these requirements and remains relevant.
Ministry of Defence (MOD):	Noted.

No objection.	
NATS: No safeguarding objection.	Noted.
Canal & River Trust: The application falls outside the notified area; no consultation response required.	Noted.
London Borough of Hounslow: No objection.	Noted.
Transport for London: No strategic transport issues; no objection.	Noted.
Environment Agency: No objection. Informative advice provided regarding environmental permitting requirements for works within proximity of a main river.	Informative added.

7 Planning Assessment

Principle of Development

7.1 The principle of development was established through the grant of outline planning permission ref. 35805/APP/2020/3289 dated 1st of November 2022.

7.2 That permission approved the demolition of the existing buildings and the erection of a six-storey 237-bedroom hotel (Use Class C1), with landscaping reserved for subsequent approval. Matters relating to the principle of the hotel use, the scale and height of the building, its layout, access arrangements, parking provision and overall massing were determined and accepted at outline stage.

7.3 This application relates solely to the reserved matter of landscaping and does not seek to revisit or amend any element of the approved development beyond the detailed landscaping strategy.

7.4 Accordingly, the acceptability of the hotel use and the quantum of development are not matters for reconsideration as part of this application. The assessment is confined to whether the submitted landscaping details are appropriate and compliant with the outline permission and relevant planning policy.

7.5 All other matters were approved at outline stage with outstanding technical details secured by condition and to be addressed through a separate approval of details (discharge of condition) applications, to be submitted and assessed at a later stage. These details to be approved at a later stage include

- Materials
- Tree protection measures
- Landscaping
- Contaminated land measures
- Low emission details
- Delivery and servicing plan
- Construction Management and Logistics Plan
- Bird Hazzard Management Plan
- Heathrow Ltd PV Condition
- Control of lighting & Light Spill;
- Secure by design
- Flood resistance and resilience measures
- Sustainable Water Management
- Basement Impact Assessment
- Water Reuse Strategy
- Car Park Management Plan
- Chimney and Ventilation system
- Energy details including energy reporting, District Heat Network
- PV panels & Air source Heatpump
- Carbon Lifecycle Assessment
- Ecological enhancement
- Fire Statement
- Archaeological investigation
- Noise from plant report

Design / Impact on the Character and Appearance of the Area

7.6 The Officer's report for the outline planning permission assessed the six-storey, 237-bedroom hotel in detail in terms of height, massing and visual impact. It concluded that, notwithstanding the building marginally meeting the definition of a tall building, the proposed height of approximately 19.2 metres and square footprint would be acceptable within the Bath Road context. The report noted the presence of other large-scale hotel buildings along this corridor and accepted that the development would be viewed in association with these existing taller structures.

7.7 Importantly, the outline assessment placed weight on the architectural treatment and incorporation of landscaped terraces and planting along the eastern façade. The use of terracing, glazing and integrated planting was specifically identified as

helping to reduce the perceived bulk of the building and soften its impact on the adjoining Green Belt, Blue Ribbon Network and Nature Conservation Area.

7.8 The principle of the building's scale, massing and visual presence has therefore been established. Landscaping was reserved to ensure that the detailed external treatment of the site would deliver the visual softening and environmental integration anticipated at outline stage.

7.9 This Reserved Matters application must therefore be assessed against that established position, with particular regard to whether the submitted landscaping proposals reinforce the riverside corridor, soften the building's base and enhance the public realm in accordance with the expectations set out in the outline report (see below).

Trees, Landscaping and Urban Greening

7.10 Policy DMHB 14 of the Hillingdon Local Plan: Part Two (2020) requires development to retain and enhance landscape features and to provide high quality soft and hard landscaping. Policies DMEI 1 and DMEI 7 seek biodiversity enhancement and the integration of living roofs and walls, while London Plan Policy G5 requires development proposals to incorporate urban greening as a fundamental design element.

7.11 The outline planning permission secured landscaping as a reserved matter to ensure that the approved six-storey hotel would be appropriately integrated within its setting, particularly given its scale and proximity to the River Crane corridor. The submitted Reserved Matters application includes a comprehensive Landscape Masterplan, detailed planting schedules, living green wall specifications and an Urban Greening Factor calculation.

7.12 At ground level, the scheme provides a structured and layered landscaping strategy including semi-natural vegetation, woodland-style planting, wildflower meadow areas and native hedgerow planting. Semi-mature and standard trees are proposed within the garden and entrance areas, and groundcover planting is introduced within the car park and drop-off areas to soften hardstanding. The landscaping along the River Crane boundary is of particular importance, providing a softened transition between the built form and the Blue Ribbon Network corridor and reinforcing the ecological character of the watercourse. Ecological enhancements including deadwood habitat piles and provision for bat boxes further contribute to biodiversity gains.

7.13 In addition to ground-level planting, the scheme incorporates landscaped terraces and living green walls to the eastern elevation. These elements were anticipated at outline stage as part of the architectural strategy to reduce perceived bulk and soften the visual impact of the building. The submitted details demonstrate a modular living wall system with integrated drainage and planting mixes, ensuring that vertical greening forms a meaningful and permanent feature of the development rather than a superficial addition.

7.14 The submitted Urban Greening Factor calculation confirms a score of 0.38. While the outline stage indicated a target of 0.39, the achieved score is only marginally below that figure and continues to exceed the London Plan benchmark of 0.3 for commercial development. The score is delivered through a combination of semi-natural vegetation, extensive biosolar roof coverage, native hedging, living green walls and groundcover planting. Taking into account the constraints of the site and the approved building footprint, the level of urban greening proposed is considered substantial and acceptable.

7.15 The Council's Design Officer has confirmed that the submitted landscape details are accepted to satisfy the landscape reserved matters. No objections have been raised in respect of the landscaping proposals.

7.16 Whilst mandatory Biodiversity Net Gain requirements post-date the outline consent, the submitted landscaping strategy demonstrates a meaningful enhancement over the existing site condition and aligns with the ecological objectives secured at outline stage. The Reserved Matters proposals therefore support biodiversity improvement and are consistent with Policies DMEI 7 and DMEI 10 of the Hillingdon Local Plan and relevant London Plan policies.

7.17 Overall, the landscaping strategy delivers the visual softening, ecological enhancement and urban greening anticipated at outline stage and is considered to comply with Policies DMHB 14, DMEI 1 and DMEI 7 of the Hillingdon Local Plan and Policies D3 and G5 of the London Plan.

Sustainable waste management

7.18 The outline planning permission confirmed that bin storage would be provided at ground floor level and would be easily accessible for collection. The Officer's report concluded that the proposed development accorded with part D) of Policy DMHB 11 of the Hillingdon Local Plan: Part Two (2020) in this regard. This Reserved Matters application relates solely to landscaping and does not alter the approved refuse and recycling arrangements.

Ecology

7.19 The outline decision confirmed that, subject to a condition securing an Ecological Enhancement Plan, the proposal would be acceptable in ecological terms.

7.20 This Reserved Matters application relates solely to landscaping and provides detailed planting proposals that support and reinforce the ecological objectives secured at outline stage. The scheme includes native tree and hedgerow planting, semi-natural vegetation, wildflower meadow areas, deadwood habitat piles and provision for bat boxes, together with living green walls and biosolar roof coverage. These measures contribute to habitat diversification and strengthen the ecological connectivity of the River Crane corridor.

7.21 The landscaping proposals are consistent with the ecological enhancement approach anticipated at outline stage and do not give rise to additional ecological

harm. The Reserved Matters submission is therefore 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).

Heritage

7.22 The application site is located approximately 60 metres to the south of the Cranford Park Conservation Area and forms part of a Nature Conservation Site of Metropolitan or Borough Grade I Importance associated with the River Crane corridor.

7.23 The principle, scale and massing of the approved hotel were assessed at outline stage, where it was concluded that the development would not result in harm to the significance or setting of the Conservation Area. This Reserved Matters application relates solely to landscaping and introduces no additional built form. The proposed soft landscaping, native planting and ecological enhancements would reinforce the green character of the riverside corridor and would not adversely affect the setting of the Cranford Park Conservation Area or the ecological value of the designated Nature Conservation Site.

Impact on the Green Belt

7.24 The application site lies outside the designated Green Belt and the principle, scale and siting of the approved hotel were assessed at outline stage, where it was concluded that the development would not result in harm to the openness or purposes of the adjoining Green Belt. This Reserved Matters submission relates solely to landscaping and does not introduce additional built form. The proposed soft landscaping and riverside planting would provide a softened transition between the development and the adjoining green corridor and would not conflict with national or local Green Belt policy.

Residential Amenity

7.25 The principle of the six-storey hotel building, including its siting, scale, height and relationship to neighbouring properties, was established at outline stage. Matters relating to massing, bulk, overshadowing and visual impact on adjoining sites are therefore not for reconsideration under this Reserved Matters application.

7.26 This submission relates solely to the detailed landscaping proposals. The introduction of additional tree planting, hedgerows, wildflower areas and living green walls would not give rise to any material harm to neighbouring occupiers. The landscaping along the River Crane boundary and within the site would provide visual softening and screening rather than introduce any additional built form or enclosure. The upper-level terrace planting and living green walls are integrated within the approved building envelope and do not extend beyond the established parameters of the outline consent. These elements are not considered to result in overlooking, loss of privacy or increased sense of enclosure.

7.27 Given the nature of the application and the scope of the reserved matter, it is concluded that the proposed landscaping would not adversely impact the amenity of neighbouring properties and is therefore compliant with Policy DMHB 11 of the Hillingdon Local Plan

Quality of Accommodation

7.28 The Officer's report at outline stage confirmed that there are no adopted planning standards relating to privacy or overlooking between hotel guest bedrooms. The report further concluded that the approved building design would afford adequate daylight and sunlight to each hotel room, with openings provided to ensure suitable outlook for future occupants.

7.29 This Reserved Matters application relates solely to landscaping and does not alter the approved building footprint, fenestration, massing or internal layout. The proposals therefore do not affect the previously accepted position in respect of outlook, daylight or privacy. The inclusion of landscaped garden areas, terrace planting and living green walls enhances the visual environment associated with the hotel without giving rise to any adverse amenity impacts.

7.30 Accordingly, the quality of accommodation remains acceptable and consistent with the conclusions reached at outline stage.

Highways and Parking

7.31 The principle of the hotel development, together with access arrangements, parking provision and servicing strategy, were established under outline planning permission ref. 35805/APP/2020/3289. The outline consent approved 61 car parking spaces, including Blue Badge and electric vehicle charging provision, together with cycle parking, motorcycle parking and coach parking.

7.32 This Reserved Matters application relates to landscaping and does not alter the approved access points, internal circulation routes or servicing arrangements. The submitted Landscape Masterplan confirms that the approved vehicular access strategy is retained. The development would provide 61 car parking spaces, including 16 spaces with active electric vehicle charging points and 8 disabled persons parking bays. Whilst the overall parking provision remains broadly consistent with the outline consent, the layout has been refined to increase the number of accessible parking bays, which is supported. Landscaping within parking and drop-off areas comprises tree planting, groundcover and soft boundary treatments, which serve to soften the visual appearance of hardstanding without impacting functionality or capacity.

7.33 The Highway Authority initially raised concerns regarding the layout of the cycle parking, the provision of electric vehicle charging infrastructure within accessible parking bays and the gradient of the route between the taxi drop-off and external courtyard. In response, revised plans have been submitted. These demonstrate that the cycle parking layout has been amended to improve accessibility and usability, providing increased clearance between stands and rows. An active

electric vehicle charging point has been incorporated within an accessible parking bay, ensuring compliance with Policy DMT 6 of the Hillingdon Local Plan. In addition, the route between the taxi drop-off and courtyard is now shown as a gently graded step-free access with a gradient of 1:15, which is considered acceptable in accessibility terms.

7.34 In light of the above revisions, the Highway Authority's concerns are considered to have been satisfactorily addressed. The proposals would not prejudice highway safety or the efficient operation of the site. Accordingly, the development remains compliant with Policies DMT 1, DMT 2 and DMT 6 of the Hillingdon Local Plan and relevant London Plan transport policies, and no highway objections are raised in respect of this Reserved Matters submission.

Noise

7.35 Noise impacts were fully assessed at outline stage having regard to Policies D13 and D14 of the London Plan (2021), Policy EM8 of the Hillingdon Local Plan: Part 1 (2012) and Policy DMHB 11 of the Hillingdon Local Plan: Part 2 (2020). The outline report confirmed that, as the development comprises a hotel rather than residential units, the primary noise consideration related to the protection of neighbouring dwellings from plant and operational noise. It was concluded that details of plant noise control could be secured by planning condition and that it was not necessary to secure additional conditions in respect of noise mitigation for hotel bedrooms.

7.36 This Reserved Matters application relates solely to landscaping and does not introduce additional plant, alter servicing arrangements or intensify the approved use. The proposed soft landscaping, tree planting and living green walls would not generate noise and would not prejudice compliance with the previously imposed plant noise condition.

7.37 Accordingly, the proposal remains consistent with the conclusions reached at outline stage and is not considered to conflict with Policies D13 and D14 of the London Plan, Policy EM8 of the Hillingdon Local Plan: Part 1 or Policy DMHB 11 of the Hillingdon Local Plan: Part 2.

Air Quality

7.38 The site lies within the Hillingdon Air Quality Management Area and the A4 Corridor Air Quality Focus Area. The outline report acknowledged that the development would generate traffic and energy-related emissions and secured mitigation through a Section 106 financial contribution of £130,389 towards local air quality measures, together with conditions requiring a low emission strategy and control of emissions during demolition and construction.

7.39 This Reserved Matters application relates solely to landscaping and does not alter the approved use, quantum of development, access arrangements, parking provision or servicing strategy. As such, the level of traffic generation and associated emissions remain as previously assessed and mitigated.

7.40 Furthermore, the proposed landscaping, including extensive tree planting, semi-natural vegetation, biosolar roof coverage and living green walls, has the potential to provide minor air quality benefits through pollutant capture and environmental enhancement.

7.41 Accordingly, the Reserved Matters submission does not give rise to additional air quality concerns and remains consistent with the conclusions reached at outline stage and the relevant planning policy framework.

Energy and Carbon Reduction

7.42 Energy and carbon reduction were assessed in detail at outline stage having regard to Policy DMEI 2 of the Hillingdon Local Plan: Part 2 (2020), Policy EM1 of the Hillingdon Local Plan: Part 1 (2012) and Policy SI 2 of the London Plan (2021). The submitted Energy Strategy demonstrated a 42% reduction in CO_2 emissions through energy efficiency measures and renewable technologies including air source heat pumps and photovoltaic panels. In order to meet the net zero-carbon target, a carbon offset payment equivalent to 320 tonnes of CO_2 per year, equating to £912,000 over a 30-year period, was secured via a Section 106 legal agreement. Conditions were also imposed to secure the detailed delivery of the energy saving measures.

7.43 This Reserved Matters application relates solely to landscaping and does not alter the approved building fabric, plant strategy, renewable energy provision or overall energy hierarchy approach. The proposed biosolar roof and extensive landscaping are compatible with, and supportive of, the previously approved energy strategy. As such, the Reserved Matters submission does not give rise to any additional concerns in respect of carbon reduction or energy performance and remains consistent with Policies DMEI 2 and SI 2.

Heat Risk Management

7.44 Heat risk and overheating were assessed at outline stage having regard to Policy SI 4 of the London Plan (2021). The submitted Energy Strategy confirmed that the development would follow the cooling hierarchy, incorporating design measures to limit solar gain and internal heat build-up. Whilst mechanical cooling is proposed within hotel bedrooms and associated spaces, the glazing specification and G value of 0.4 ensure compliance with Part L requirements, and the calculated area-weighted cooling demand was confirmed to be below the Notional cooling demand. The outline assessment therefore concluded that the proposal accords with Policy SI 4 of the London Plan.

7.45 This Reserved Matters application relates solely to landscaping and does not alter the approved building envelope, glazing strategy, orientation, materials or energy strategy. The landscaping proposals, including semi-natural vegetation, biosolar roof coverage, terrace planting and living green walls, positively contribute to urban greening and have the potential to provide additional microclimatic benefits through shading and evaporative cooling. The Reserved Matters submission is

therefore consistent with the previously accepted heat risk strategy and raises no additional concerns in respect of overheating or urban heat island effects.

Accessibility

7.46 Accessibility and inclusive design were fully assessed at outline stage having regard to Policies E10 and D5 of the London Plan (2021) and Policy DME 6 of the Hillingdon Local Plan: Part 2 (2020). The outline report confirmed that the proposed development would provide 25 accessible guest bedrooms, equating to 10.5% of the 237 bedrooms, thereby exceeding the 10% requirement for wheelchair-accessible hotel rooms. The accessible rooms were confirmed to be located along accessible routes and close to lifts, and compliance was secured by planning condition.

7.47 This Reserved Matters application relates to landscaping, which has implications for accessibility in terms of external routes, parking and level changes. Following consultation, clarification was sought in respect of the gradient of the route between the taxi drop-off and external courtyard, together with the provision of electric vehicle charging infrastructure within accessible parking bays. In response, revised plans have been submitted confirming that step-free access is provided throughout the site via gently graded routes with a gradient of 1:15, which is considered acceptable in accessibility terms. In addition, an active electric vehicle charging point has been incorporated within an accessible parking bay, ensuring compliance with relevant policy requirements.

7.48 Notwithstanding this, this Reserved Matters application relates solely to landscaping and does not alter the approved building layout, lift cores, bedroom distribution or internal circulation strategy.

7.49 Accordingly, the development remains compliant with Policies E10 and D5 of the London Plan and Policy DME 6 of the Hillingdon Local Plan, and the Reserved Matters proposals raise no accessibility concerns.

Security

7.50 Security and crime prevention were assessed at outline stage having regard to Policy DMHB 15 of the Hillingdon Local Plan: Part 2 (2020), which requires development to incorporate Secured by Design principles. The outline report concluded that, subject to a planning condition securing Secured by Design accreditation, the proposal would provide appropriate natural surveillance, defensible space, lighting and delineation between public and private areas.

7.51 This Reserved Matters application relates solely to landscaping and does not alter the approved building layout, entrance locations, access arrangements or overall site strategy. The submitted landscaping proposals retain clear sightlines to the main entrance and pedestrian routes and do not introduce excessive screening or enclosed areas that would undermine natural surveillance. Boundary treatments and planting along the River Crane corridor are designed to provide soft landscaping while maintaining site security.

7.52 Accordingly, the Reserved Matters proposals do not conflict with the previously secured Secured by Design requirements and remain compliant with Policy DMHB 15 of the Hillingdon Local Plan.

Flooding and Drainage

7.53 The site lies within Flood Zone 2 adjacent to the River Crane. The outline assessment accepted the submitted Flood Risk Assessment, which confirmed that finished floor levels would be set at least 300mm above the modelled 1 in 100 year flood event including climate change allowance. Conditions were imposed to secure further investigation and detailed surface water and groundwater mitigation measures.

7.54 This Reserved Matters application relates solely to landscaping and does not alter the approved building footprint, finished floor levels, access arrangements or overall drainage strategy. The submitted Landscape Masterplan integrates with the approved sustainable drainage approach and does not propose level changes that would increase flood risk or alter the extent of flooding on the site. The landscaping proposals, including areas of soft planting and permeable treatment, are compatible with the previously secured flood mitigation measures.

7.55 Accordingly, the Reserved Matters submission does not give rise to additional flood risk concerns and remains consistent with the conclusions reached at outline stage and relevant planning policy.

8 Other Matters

Planning Obligations

The outline planning permission ref. 35805/APP/2020/3289 was subject to a Section 106 legal agreement securing obligations relating to employment and construction training, travel planning (including a £20,000 Travel Plan bond), highways improvements (including a £90,000 contribution and a Section 278 agreement), drainage infrastructure and watercourse maintenance, River Crane and Frog's Ditch improvements (£50,000), air quality mitigation (£130,389), carbon offset contributions (£912,000 over a 30-year period) and monitoring fees.

This Reserved Matters application relates solely to landscaping and does not alter the nature, scale or impacts of the approved development. The previously secured Section 106 obligations therefore continue to apply to the development as approved at outline stage, and no additional planning obligations are required as part of this application.

Human Rights

8.1 The development has been assessed against the provisions of the Human Rights Act, and in particular Article 1 of the First Protocol and Article 8 of the Act itself. This Act gives further effect to the rights included in the European Convention on

Human Rights. In arriving at this recommendation, due regard has been given to the applicant's reasonable development rights and expectations which have been balanced and weighed against the wider community interests, as expressed through third party interests / the Development Plan and Central Government Guidance.

Equality

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

Local Finance Considerations and CIL

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

Conclusion

9.5 The Reserved Matters submission relates solely to landscaping pursuant to outline planning permission ref. 35805/APP/2020/3289, with the principle, scale, layout and access of the development having been established at outline stage. The proposed landscaping delivers the visual softening and environmental enhancement anticipated within the outline assessment, reinforces the River Crane corridor, exceeds the London Plan Urban Greening Factor target and integrates appropriately with the approved built form. The scheme would preserve the setting of the nearby Cranford Park Conservation Area and would not result in harm to neighbouring amenity or the adjoining Green Belt. The proposal is therefore considered to comply with the relevant policies of the Development Plan and, in the absence of material considerations indicating otherwise, approval of the reserved matter of landscaping is recommended.

10 Background Papers

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

APPENDICES

Planning Application

35805/APP/2025/2756

Appendix 1: Recommended Conditions and Informatives

Conditions

1. RES4 **Accordance with Approved Plans**

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

PL1-050

1346-HED-SW-XX-DR-L-1001 P2
1346-HED-SW-XX-DR-L-1002 P5
1346-HED-SW-XX-DR-L-1005 P4
1346-HED-SW-XX-DR-L-1019 P2
1346-HED-SW-XX-DR-L-1030 P2
1346-HED-SW-XX-DR-L-1031 P1

1346-HED-SW-XX-UGF-L-001 P2
1346-HED-SW-XX-RP-L-9001 P1 (Landscaping Statement)

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

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

2. NONSC **Urban Greening Factor (UGF) Compliance**

Prior to first occupation of the development, a final Urban Greening Factor (UGF) assessment shall be submitted to and approved in writing by the Local Planning Authority. The assessment shall demonstrate that the development achieves a minimum UGF score of 0.3 in accordance with London Plan Policy G5. The development shall be carried out and thereafter retained in accordance with the approved landscaping and UGF details.

REASON
To ensure compliance with London Plan Policy G5 and to secure appropriate urban greening.

Informatives

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

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

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

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

3.

The applicant is reminded of the requirement to comply with all conditions attached to outline planning permission ref. 35805/APP/2020/3289. In particular, this includes (but is not limited to) Condition 5 (Materials), Condition 6 (Landscape Scheme), Condition 7 (Tree Protection), Condition 9 (Contaminated Land), Condition 14 (Bird Hazard Management Plan), Conditions 16 and 17 (Lighting and Light Spill), Condition 19 (Flood Resistance and Resilience Measures), Condition 21 (Sustainable Water Management), Condition 29 (Energy), and Condition 35 (Ecological Enhancement). The level of detail submitted as part of this Reserved Matters application does not discharge these conditions unless expressly confirmed, and separate applications for approval of details pursuant to condition will be required where necessary.

4.

The applicant is reminded that any submission made to discharge Condition 5 (Materials) must include full details of the external materials and their fire safety performance, particularly in respect of any cladding systems, to ensure compliance with relevant fire safety requirements.

5.

The Environmental Permitting (England and Wales) Regulations 2016 require a permit or exemption to be obtained for any of the following activities:

· erecting any temporary or permanent structure in, over or under a main river, such as a culvert, outfall, weir, dam, pipe crossing, erosion protection, scaffolding or bridge
· altering, repairing or maintaining any temporary or permanent structure in, over or under a main river, where the work could affect the flow of water in the river or affect any drainage work

· building or altering any permanent or temporary structure designed to contain or divert flood waters from a main river
· dredging, raising or removing any material from a main river, including when you are intending to improve flow in the river or use the materials removed
· diverting or impounding the flow of water or changing the level of water in a main river
· quarrying or excavation within 16 metres of any main river, flood defence (including a remote defence) or culvert
· any activity within 8 metres of the bank of a main river, or 16 metres if it is a tidal main river
· any activity within 8 metres of any flood defence structure or culvert on a main river, or 16 metres on a tidal river
· any activity within 16 metres of a sea defence structure
· activities carried out on the floodplain of a main river, more than 8 metres from the river bank, culvert or flood defence structure (or 16 metres if it is a tidal main river), if you do not have planning permission (you do not need permission to build agricultural hay stacks, straw stacks or manure clamps in these places)

For further guidance please visit Flood risk activities: environmental permits - GOV.UK or contact our National Customer Contact Centre on 03708 506 506 (Monday to Friday, 8am to 6pm) or by emailing enquiries@environment-agency.gov.uk.

The applicant should not assume that a permit will automatically be forthcoming once planning permission has been granted, and we advise them to consult with us at the earliest opportunity.

I53 **Compulsory Informative (2)**

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

DMAV 1	Safe Operation of Airports
DMCI 7	Planning Obligations and Community Infrastructure Levy
DME 5	Hotels and Visitor Accommodation
DME 6	Accessible Hotels and Visitor Accommodation
DMEI 1	Living Walls and Roofs and Onsite Vegetation
DMEI 10	Water Management, Efficiency and Quality
DMEI 11	Protection of Ground Water Resources
DMEI 12	Development of Land Affected by Contamination
DMEI 14	Air Quality
DMEI 2	Reducing Carbon Emissions
DMEI 4	Development on the Green Belt or Metropolitan Open Land

DMEI 6	Development in Green Edge Locations
DMEI 7	Biodiversity Protection and Enhancement
DMEI 8	Waterside Development
DMEI 9	Management of Flood Risk
DMHB 10	High Buildings and Structures
DMHB 11	Design of New Development
DMHB 12	Streets and Public Realm
DMHB 14	Trees and Landscaping
DMHB 15	Planning for Safer Places
DMHB 4	Conservation Areas
DMHB 7	Archaeological Priority Areas and archaeological Priority Zones
DMT 1	Managing Transport Impacts
DMT 2	Highways Impacts
DMT 5	Pedestrians and Cyclists
DMT 6	Vehicle Parking
DMTC 1	Town Centre Development
LPP D1	(2021) London's form, character and capacity for growth
LPP D10	(2021) Basement development
LPP D11	(2021) Safety, security and resilience to emergency
LPP D12	(2021) Fire safety
LPP D13	(2021) Agent of change
LPP D14	(2021) Noise
LPP D3	(2021) Optimising site capacity through the design-led approach
LPP D4	(2021) Delivering good design
LPP D5	(2021) Inclusive design
LPP D8	(2021) Public realm
LPP D9	(2021) Tall buildings
LPP DF1	(2021) Delivery of the Plan and Planning Obligations
LPP E10	(2021) Visitor infrastructure
LPP E11	(2021) Skills and opportunities for all
LPP G1	(2021) Green infrastructure
LPP G2	(2021) London's Green Belt
LPP G5	(2021) Urban greening
LPP G6	(2021) Biodiversity and access to nature
LPP HC1	(2021) Heritage conservation and growth
LPP SD1	(2021) Opportunity Areas

LPP SD7	(2021) Town centres: development principles and Development Plan Documents
LPP SI1	(2021) Improving air quality
LPP SI12	(2021) Flood risk management
LPP SI13	(2021) Sustainable drainage
LPP SI2	(2021) Minimising greenhouse gas emissions
LPP SI3	(2021) Energy infrastructure
LPP SI4	(2021) Managing heat risk
LPP 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 T6.4	(2021) Hotel and leisure use parking
LPP T7	(2021) Deliveries, servicing and construction
NPPF- 11	NPPF-11 2018 - Making effective use of land
NPPF- 12	NPPF-12 2018 - Achieving well-designed places
NPPF- 13	NPPF-13 2018 - Protecting Green Belt land
NPPF- 14	NPPF-14 2018 - Meeting the challenge of climate change, flooding and coastal change
NPPF- 15	NPPF-15 2018 - Conserving and enhancing the natural environment
NPPF- 16	NPPF-16 2018 - Conserving & enhancing the historic environment
NPPF- 2	NPPF-2 2018 - Achieving sustainable development
NPPF- 4	NPPF-4 2018 - Decision-making
NPPF- 6	NPPF-6 2018 - Building a strong, competitive economy
NPPF- 9	NPPF-9 2018 - Promoting sustainable transport

Appendix 2: Relevant Planning History

35805/APP/2020/3289 1 & 1a Bath Road Heathrow

Outline planning application for the demolition of existing buildings and erection of a six storey 237-bedroom hotel (Use Class C1) (landscaping reserved for subsequent approval).

Decision: 19-05-2021 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.EM11	(2012) Sustainable Waste Management
PT1.EM2	(2012) Green Belt, Metropolitan Open Land and Green Chains
PT1.EM3	(2012) Blue Ribbon Network
PT1.EM6	(2012) Flood Risk Management
PT1.EM7	(2012) Biodiversity and Geological Conservation
PT1.EM8	(2012) Land, Water, Air and Noise
PT1.HE1	(2012) Heritage

Part 2 Policies:

DMAV 1	Safe Operation of Airports
DMCI 7	Planning Obligations and Community Infrastructure Levy
DME 5	Hotels and Visitor Accommodation
DME 6	Accessible Hotels and Visitor Accommodation
DMEI 1	Living Walls and Roofs and Onsite Vegetation
DMEI 10	Water Management, Efficiency and Quality
DMEI 11	Protection of Ground Water Resources
DMEI 12	Development of Land Affected by Contamination
DMEI 14	Air Quality
DMEI 2	Reducing Carbon Emissions
DMEI 4	Development on the Green Belt or Metropolitan Open Land

DMEI 6	Development in Green Edge Locations
DMEI 7	Biodiversity Protection and Enhancement
DMEI 8	Waterside Development
DMEI 9	Management of Flood Risk
DMHB 10	High Buildings and Structures
DMHB 4	Conservation Areas
DMHB 11	Design of New Development
DMHB 12	Streets and Public Realm
DMHB 14	Trees and Landscaping
DMHB 15	Planning for Safer Places
DMHB 7	Archaeological Priority Areas and archaeological Priority Zones
DMT 1	Managing Transport Impacts
DMT 2	Highways Impacts
DMT 5	Pedestrians and Cyclists
DMT 6	Vehicle Parking
DMTC 1	Town Centre Development
LPP D1	(2021) London's form, character and capacity for growth
LPP D10	(2021) Basement development
LPP D11	(2021) Safety, security and resilience to emergency
LPP D12	(2021) Fire safety
LPP D13	(2021) Agent of change
LPP D14	(2021) Noise
LPP D3	(2021) Optimising site capacity through the design-led approach
LPP D4	(2021) Delivering good design
LPP D5	(2021) Inclusive design

LPP D8	(2021) Public realm
LPP D9	(2021) Tall buildings
LPP E10	(2021) Visitor infrastructure
LPP E11	(2021) Skills and opportunities for all
LPP G1	(2021) Green infrastructure
LPP G2	(2021) London's Green Belt
LPP G5	(2021) Urban greening
LPP G6	(2021) Biodiversity and access to nature
LPP HC1	(2021) Heritage conservation and growth
LPP SD1	(2021) Opportunity Areas
LPP SD7	(2021) Town centres: development principles and Development Plan Documents
LPP SI1	(2021) Improving air quality
LPP SI12	(2021) Flood risk management
LPP SI13	(2021) Sustainable drainage
LPP SI2	(2021) Minimising greenhouse gas emissions
LPP SI3	(2021) Energy infrastructure
LPP SI4	(2021) Managing heat risk
LPP 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 T6.4	(2021) Hotel and leisure use parking
LPP T7	(2021) Deliveries, servicing and construction
LPP DF1	(2021) Delivery of the Plan and Planning Obligations

NPPF- 11	NPPF-11 2018 - Making effective use of land
NPPF- 12	NPPF-12 2018 - Achieving well-designed places
NPPF- 13	NPPF-13 2018 - Protecting Green Belt land
NPPF- 14	NPPF-14 2018 - Meeting the challenge of climate change, flooding and coastal change
NPPF- 15	NPPF-15 2018 - Conserving and enhancing the natural environment
NPPF- 16	NPPF-16 2018 - Conserving & enhancing the historic environment
NPPF- 2	NPPF-2 2018 - Achieving sustainable development
NPPF- 4	NPPF-4 2018 - Decision-making
NPPF- 6	NPPF-6 2018 - Building a strong, competitive economy
NPPF- 9	NPPF-9 2018 - Promoting sustainable transport

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

Case Officer: **Sally Robbins**	**12579/APP/2025/615**

Date Application Valid:	**22.07.2025**	Statutory / Agreed Determination Deadline:	**28.04.2026**
Application Type:	**Full**	Ward:	**Harefield**

Applicant:	**West London Composting Ltd**
Site Address:	**Highview Farm, Newyears Green Lane, Harefield, UB9 6LX**
Proposal:	**Construction of a replacement Waste Transfer Station Building.**
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.

Unilateral Undertaking / S106 Legal Agreement Heads of Terms:

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

A) That the Council secure, by way of a planning obligation pursuant to Section 106 of the Town and Country Planning Act 1990 (as amended) (whether in the form of a Unilateral Undertaking or a bilateral legal agreement), the following:

i. Energy Strategy Compliance: The development shall be carried out in accordance with the approved Energy Statement and shall achieve a minimum 35% reduction in regulated CO_2 emissions beyond Building Regulations.

ii. Post-Construction Energy Assessment: Prior to first occupation, a post-construction energy assessment shall be submitted to and approved by the Local Planning Authority, demonstrating the CO_2 emissions reduction achieved.

iii. Carbon Offset Contribution (Clawback): In the event that the completed development fails to achieve the required minimum 35% reduction, a carbon offset contribution shall be paid to the Council to address the shortfall. The contribution shall be calculated in accordance with the GLA carbon offset price, or any successor tariff, and paid prior to occupation.

iv. Photovoltaic Installation: The approved photovoltaic array shall be installed and operational prior to occupation, unless otherwise agreed in writing by the Local Planning Authority.

v. Monitoring Fee: The applicant shall pay the Council's reasonable costs of monitoring compliance with the energy obligations.

B) That, in respect of the application for planning permission, the applicant meets the Council's reasonable costs in preparing and monitoring the Section 106 planning obligation (whether in the form of a Unilateral Undertaking or legal agreement) and any abortive work in the event that the obligation is not completed.

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

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

'The applicant has failed to mitigate the impacts posed by the proposed development in respect of Carbon Emissions 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).'

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 Planning permission is sought for the construction of a replacement waste transfer station building at Highview Farm, Newyears Green Lane, Harefield. The proposal involves the demolition of the existing waste transfer station building and associated ancillary structures and the erection of a new purpose-built building to support the continued operation of the site as part of the wider waste management facility.

1.2 The site forms part of an established waste management complex that has been in lawful operation since the early 1990s and lies within the Metropolitan Green Belt. The proposed development would remain within the existing operational area of the site and would not expand the waste management use beyond the established developed area.

1.3 Whilst the replacement building would be larger than the existing structure, the site constitutes previously developed land, and the development would remain contained within the existing cluster of buildings and infrastructure. It is therefore considered that the proposal would not result in substantial harm to the openness of the Green Belt when compared with the existing baseline development on the site and would therefore fall within the exception set out in paragraph 154 g) of the National Planning Policy Framework.

1.4 The proposal would support the continued operation and optimisation of an existing waste management facility, in accordance with the adopted West London Waste Plan. The new building would allow waste handling activities to take place within an enclosed structure, improving operational efficiency and assisting in the control of potential environmental effects such as noise and dust. The proposed extension of operating hours would provide greater flexibility in

managing waste deliveries and processing, ensuring that waste can be handled in a timely and efficient manner. Notwithstanding this, the submitted technical assessments confirm that the extended hours would not give rise to unacceptable impacts in terms of noise or disturbance to nearby receptors.

1.5 The application has been assessed against all relevant planning considerations, including design, residential amenity, highways, ecology, drainage, air quality, noise and land contamination. Statutory consultees, including the Highway Authority, Environment Agency, Natural England and the Lead Local Flood Authority, raise no objection subject to appropriate planning conditions.

1.6 Taking all relevant matters into account and giving due regard to all representations received, it is considered that the proposal complies with the Development Plan when read as a whole and no material considerations indicate that a contrary decision should be taken. The planning application is therefore recommended for approval, subject to the conditions set out in Appendix 1.

2 The Site and Locality

2.1 The application site is located on the north and south sides of Newyears Green Lane in Harefield and measures approximately 4.77 hectares in area. The site forms part of an established waste management complex operated by West London Composting Ltd. The site is split into two areas north and south of Newyears Green Lane. The northern site area comprises a composting maturation area, whilst the southern site area comprises the main processing operations, including a waste transfer station building. The subject of this application is the waste transfer station building located on the south side of Newyears Green Lane.

2.2 The site lies to the east of Harefield, within a rural area characterised by open agricultural land. The wider operational site extends to land on both the northern and southern sides of Newyears Green Lane, accommodating a range of buildings, plant, hardstanding, storage areas and associated infrastructure linked to waste handling. Vehicular access to the site is from Newyears Green Lane and the site contains a one-way vehicular circulation arrangement, with separate points of ingress and egress to / from Newyears Green Lane. The site therefore forms part of a large-scale operational waste management complex rather than an isolated building within open countryside.

2.3 In terms of its immediate surroundings, the site is bounded largely by open land to the south, east and west, with other commercial, industrial, storage and distribution land uses within the immediate vicinity. To the south of the site is a dense, mature tree belt. There is sparse residential development in the immediately surrounding area, which includes Nos. 1-4 Newyears Green Lane located approximately 100m to the west and New Year's Green Farm approximately 450m to the southwest. The nearest built-up residential area is Breakspear Road in Ruislip, which is approximately 0.6km to the east.

2.4 The application site lies within the Metropolitan Green Belt and within an area identified in the West London Waste Plan as an existing waste management site. A number of ecological designations exist in the wider area, including Ruislip Woods Site of Special Scientific Interest, located approximately 450m to the north; however, the application site itself is not subject to any statutory ecological or other designations.

2.5 The site has been in lawful operation as a waste transfer and processing facility since the early 1990's. The proposed development relates specifically to the replacement of an existing waste transfer station building and ancillary structures within the wider waste facility site.

Figure 1: Location Plan (application site edged in red).

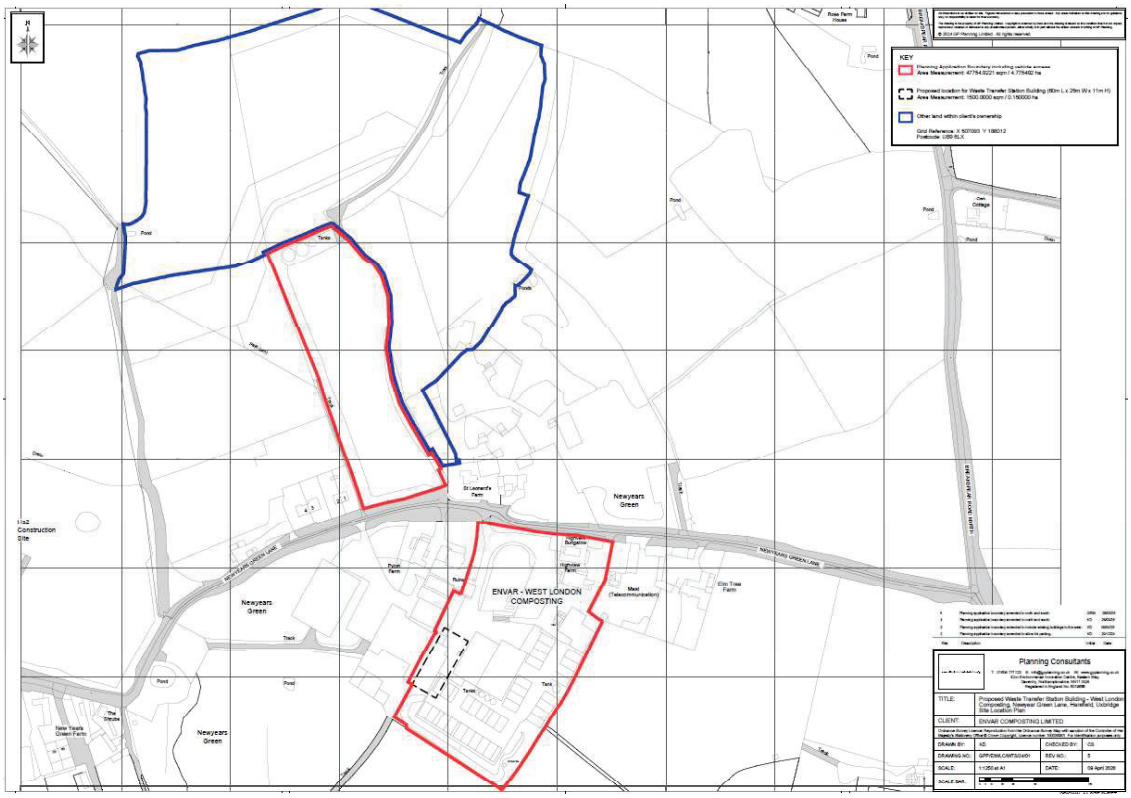


Figure 2: Aerial view of application site



Figure 3: View of existing building and water tanks



Figure 4: Wider view of existing building within site



3 Proposal

3.1 The application seeks planning permission for the construction of a replacement waste transfer station building, together with the demolition of existing ancillary structures. The proposed development would replace the existing waste transfer station building with a purpose-built structure to support the ongoing use of the site for waste transfer, bulking and associated activities. The application also proposes revised hours of operation, extending activity to between 07:00 and 18:00 hours on all days, including weekends and Bank Holidays.

3.2 The replacement building would comprise a steel portal frame with dark green profiled metal sheet cladding. The building would measure 60m in length, 25m in width with a maximum height of 11m and an eaves height of 9m. It would comprise a dual-pitched gable-end roof form.

3.3 The building would be used for the tipping, sorting, bulking and onward transfer of waste materials, with all primary waste handling activities taking place internally. The internal layout would comprise a series of flexible storage bays formed using moveable concrete block systems, allowing the operator to respond to different waste streams as required. Roller shutter doors would be provided on the northern elevation to facilitate vehicle access and circulation within the site.

3.4 The proposed facility would have an anticipated throughput of up to 50,000 tonnes per annum, comprising a mix of commercial, industrial, municipal and construction and demolition waste. Waste would be imported to the site by a

range of vehicle types and exported in bulk loads for onward recovery, recycling or disposal at suitably permitted facilities. Limited ancillary plant and equipment, such as loading shovels and material handling machinery, would be used primarily within the building.

Figure 5: Proposed site plan

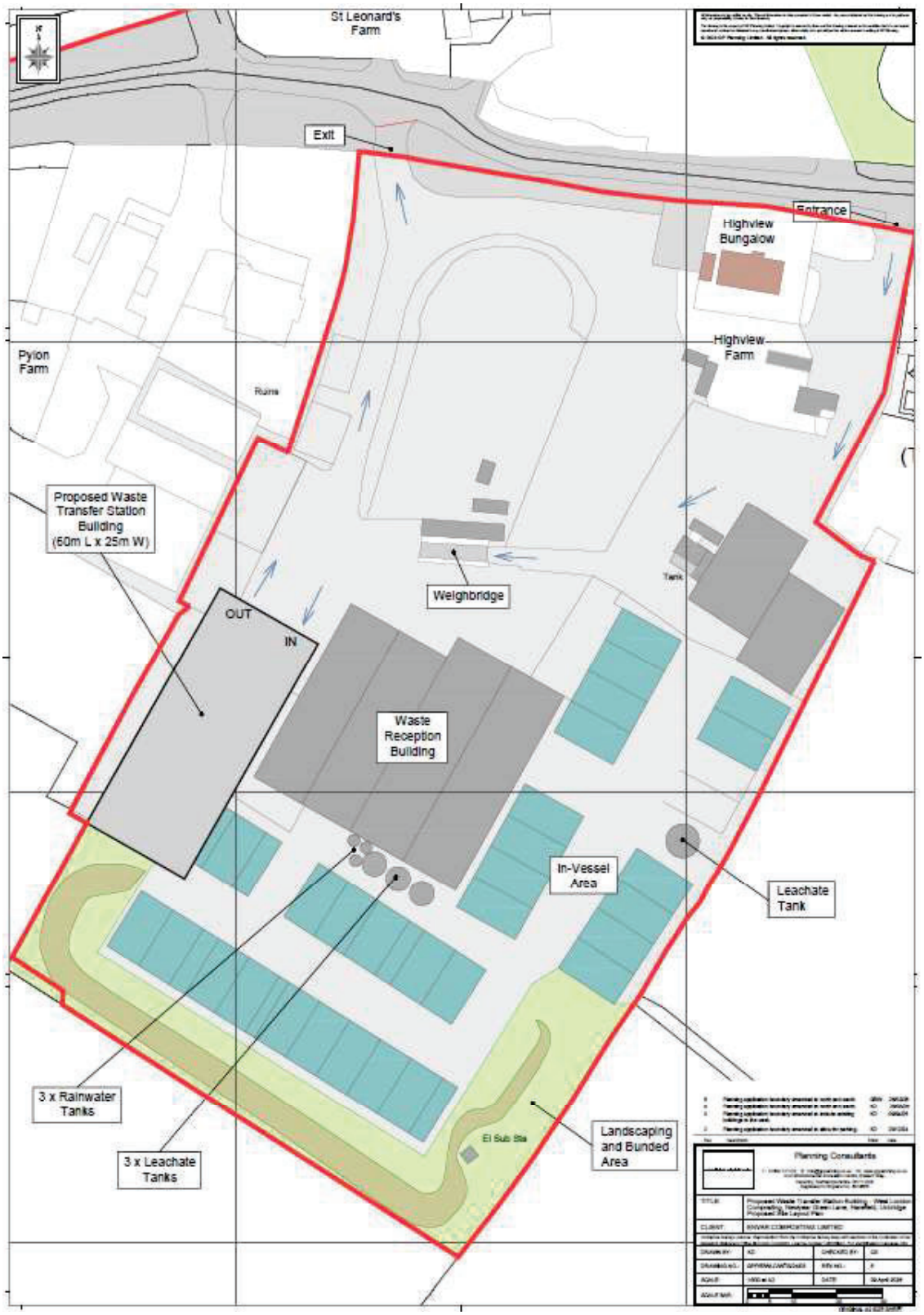
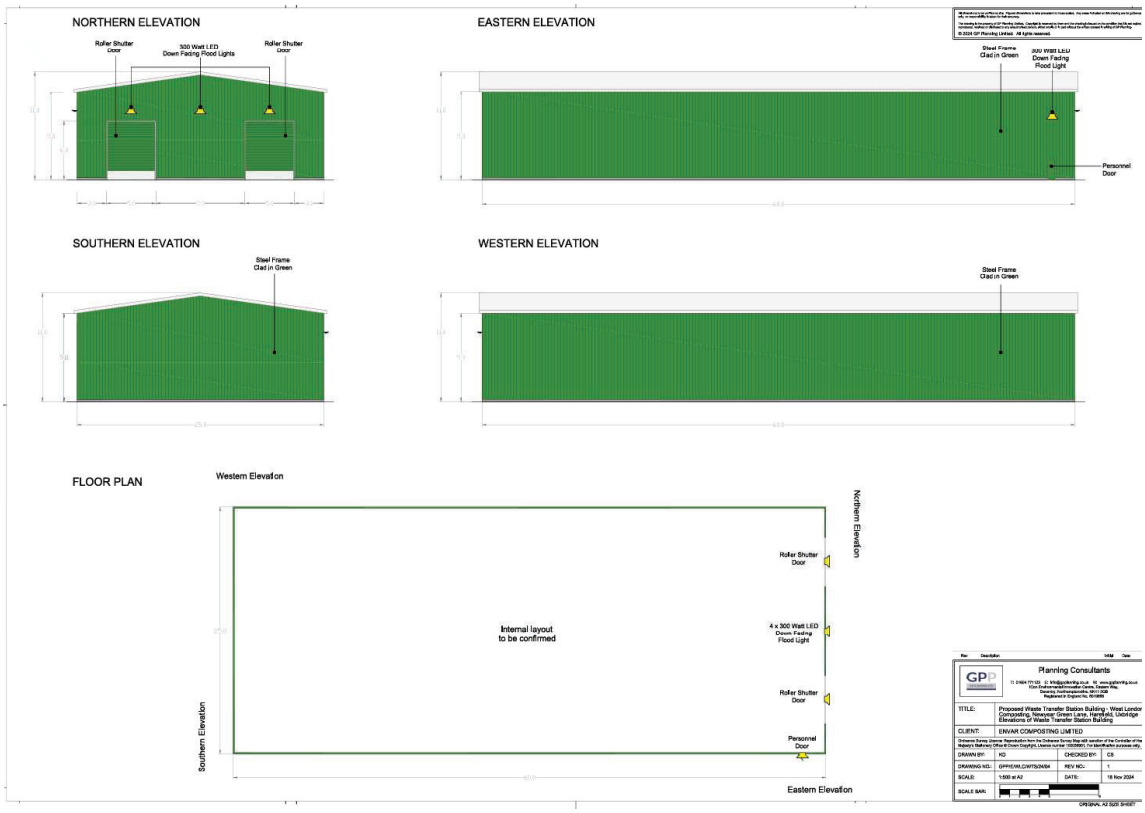


Figure 6: Proposed floor plan and elevations



3.5 No new access points are proposed. The development would continue to utilise the existing vehicular access and one-way circulation arrangements from Newyears Green Lane, together with the established areas of hardstanding, drainage infrastructure and weighbridge facilities. No changes are proposed to the overall site access strategy.

3.6 The proposed development would not result in an expansion of the operational footprint of the waste management use beyond the existing developed area. The scheme is intended to rationalise and modernise the built form on the site, replacing a dilapidated structure with a contemporary building designed to improve operational efficiency while maintaining activities within the waste management facility.

4 Relevant Planning History

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

4.2 The wider Highview Farm site has an extensive planning history relating to composting, recycling and waste management activities since the early 1990s and operates under a combination of planning permissions and certificates of lawful use which establish the lawful waste management use of the land.

4.3 An Established Use Certificate was granted by the Secretary of State on behalf of the Department of Environment for the 'purposes of agricultural and transfer

of waste' on 21st October 1991 (LPA ref: 3W09/CD/T10/25/543; PINs ref: APP/D/90/R550/1).

4.4 A subsequent Certificate of Lawful Use was granted on 3rd March 1993 (ref: 39755F/92/1492) confirming the continued lawful use of the land for the transfer of waste, including restrictions relating to the number of vehicle movements and the annual waste throughput at the site.

4.5 Planning permission was granted under application ref. 12579/M/99/2048 for the change of use of agricultural land to an organic composting facility on 23rd September 2002. Subsequent permissions in 2006 and 2007 allowed further operational development associated with the composting operations, including the expansion of the composting site and the relocation of drainage infrastructure. These permissions established the site as a waste management facility serving the wider West London area.

4.6 More recently, planning permission ref. 12579/APP/2012/2366 (dated 17th September 2015) granted consent for the continuation of existing recycling and composting operations on land to the north and south of Newyears Green Lane, together with associated conditions controlling matters such as waste throughput, vehicle movements and operational management. Further permissions have subsequently been granted relating to the operation and regulation of the facility, including retrospective consent for ancillary infrastructure and variations of planning conditions.

4.7 It should be noted that the wider site accommodates several distinct waste management activities operating under different planning permissions and certificates. The green waste composting and former in-vessel composting (IVC) operations, located on land to the north and south of Newyears Green Lane, are controlled through planning permissions which include a restriction limiting throughput to 75,000 tonnes per annum. The waste transfer station building that forms the subject of this application relates to a separate lawful waste transfer use established through the Established Use Certificate (1991) and subsequent Certificate of Lawful Use (1993). The waste transfer use therefore represents a distinct lawful activity within the wider waste management site and is not controlled by the throughput restrictions associated with the composting permissions.

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 11 neighbouring properties were consulted on 23rd July 2025. The consultation period expired on 13th August 2025. No comments were received from neighbouring residential properties; however a comment was received from a representative of the Colne Valley Park.

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
Comments received from Colne Valley Park	1. Increased HGV movements associated with the consolidation of waste transfer operations.	The submitted Transport Assessment confirms that the predicted vehicle movements would remain within the existing planning condition limits for the wider site. The Highway Authority raises no objection and considers the uplift negligible in highway and safety terms. This is discussed in paragraphs 7.58-7.59 of this report.
	2. Operation of the facility across seven days a week.	The proposed extended hours have been assessed in terms of noise and disturbance. A submitted Noise Assessment confirms that noise levels would remain low and would not result in adverse impacts. This is supported by the Council's Noise Officer and is discussed in paragraphs 7.47-7.50 of this report.
	3. Sensitive Green Belt location and proximity to two SSSIs within approximately 500 metres.	The proposal relates to previously developed land within an existing waste management site. Natural England has confirmed that the development would not result in likely significant effects on nearby SSSIs and raises no objection. This is

		discussed in paragraphs 7.64-7.68 of this report.
	4. Potential impacts on wildlife not considered to be adequately addressed in the submitted assessments.	An Ecological Assessment has been submitted and reviewed. It concludes that the proposal would not result in significant adverse ecological impacts. No objections have been raised by statutory consultees. This is discussed in paragraphs 7.65-7.69of this report.
	5. Recommendation that advice from Natural England be sought and adhered to.	Natural England has been consulted and confirms no objection to the proposal. This is discussed in paragraph 7.68 of this report.

Table 2: Summary of Consultee Responses

Consultee and Summary of Comments	Planning Officer Response
Highways Officer: No objection. The proposed development would continue to utilise the existing one-way vehicular access arrangement onto Newyears Green Lane. The submitted swept path analysis demonstrates that the site layout can safely accommodate the anticipated vehicle types. The increase in vehicle movements is considered negligible in highway terns, and capable of being accommodated within the local highway network without detriment to highway safety or traffic conditions. A five-year collision review indicates no abnormal accident pattern. The Highway Authority recommends conditions requiring a Delivery and Servicing Plan and a Construction Logistics Plan.	The comments from the Highways Officer are noted and Conditions securing a Delivery and Servicing Plan and Construction Logistics Plan are recommended to be added to the decision notice. This is discussed at paragraphs 7.57– 7.61 of this report.
Environment Agency: No objection, subject to conditions. The site lies within a sensitive groundwater area (partly within Source Protection Zone 1), and conditions are required to control penetrative foundation methods and prevent infiltration-based SuDS, in order to protect controlled waters and groundwater resources.	These comments are noted. The recommended conditions would be added, should permission be granted. This is

	discussed in paraph 7.76-7.77 of this report.
Urban Design Officer: Broadly acceptable and no further comment.	Noted.
Waste Officer: No objection.	Noted.
Planning Policy Team: The site is identified within the West London Waste Plan as an existing waste management site and the continued use of the land for waste purposes is acceptable in principle, subject to other planning considerations being satisfied. Clarification was requested regarding the lawfulness of the existing waste transfer building and whether it falls within the lawful site boundary. Initial observations suggested that the site may qualify as previously developed land and may not harm Green Belt openness; however, if the proposal were found to constitute inappropriate development in the Green Belt, the Policy Team notes that there is no identified unmet need for additional waste sites. Further comments noted that the wider site is proposed to be safeguarded for waste use under the emerging Draft West London Waste Plan (Site HI18), although the existing building appears to lie just outside the draft safeguarded boundary.	These comments are noted. The lawfulness of the waste transfer building and its relationship to the wider site boundary has been clarified and is discussed in paragraphs 7.5-7.10 of this report. The site is also considered to meet the definition of previously developed land and the Green Belt assessment concludes that the proposal would not cause substantial harm to the openness of the Green Belt, which is discussed in paragraphs 7.31-7.35 of this report.
Ministry of Defence: No objection. The proposed development would be considered to have no detrimental impact on the operation or capability of a defence site or asset.	Noted.
Natural England: No objection. Based on the plans submitted, Natural England considers that the proposed development will not have significant adverse impacts on statutorily protected nature conservation sites or landscapes.	Noted. This is discussed in paragraph 7.68 of this report.
Metis / LLFA (surface water drainage and flood risk): No objection. Given that the proposed development comprises a replacement building, on an area which is already impermeable and that it is reusing the	Noted. This is discussed in paragraphs 7.91-7.92 of this report.

existing drainage network and not increasing the runoff rate, it does not require a full review.	
TFL (Railway Infrastructure): London Underground / DLR Infrastructure Protection has no comment to make on this planning application.	Noted.
Noise Officer: No objection. Given the nature and context of the proposed development noise and vibration are not considered to be a material planning issue.	Noted. This is discussed in paragraphs 7.84-7.85 of this report.
Contaminated Land Officer: No objection subject to an unexpected land contamination informative.	The recommended informative note would be added to the decision notice, should permission be granted. This is discussed in paragraphs 7.87-7.89 of this report.
West London Waste Authority: No objection, noting that the proposal would safeguard and optimise an existing waste management facility, improve operational efficiency and resilience, and contribute towards meeting increasing waste management demands across West London.	Noted.
Greater London Authority (GLA): The GLA raises no strategic objection and notes that the optimisation of an existing waste management site is supported in principle by London Plan Policy SI8 as it contributes towards London's waste self-sufficiency. Furthermore, the site is located within the Green Belt, however the proposal appears likely to fall within the exception at paragraph 154 g) of the NPPF as it involves redevelopment of previously developed land.	Noted.

7 Planning Assessment

Principle of Development

7.1 The application site is located within the Metropolitan Green Belt and forms part of an existing waste management facility that has been in operation since the

1990's. The proposal seeks permission for the demolition of the existing waste transfer station building and ancillary structures, which include a lean-to shed and two water storage tanks, and the construction of a replacement waste transfer building. The principle of development will therefore be assessed having regard to Green Belt policy, together with the policy framework relating to the provision and safeguarding of waste management facilities, including the West London Waste Plan.

Green Belt

7.2 The application site is located within the Green Belt wherein London Plan Policy G2 and Policies EM2 and DMEI 4 of the Hillingdon Local Plan seek to protect the Gren Belt from inappropriate development. These policies state that development in the Green Belt will not be permitted unless there are very special circumstances and redevelopment will be permitted only where the proposal would not have a greater impact on the openness of the Green Belt and the purposes of including land within it, than the existing development. Paragraph 154 of the NPPF states that development in the Green Belt is inappropriate unless one of a number of exceptions applies, including at paragraph 154 g). While regard is given to the Development Plan policies, the NPPF represents the most recent statement of national planning policy and therefore carries significant weight in the assessment of Green Belt openness.

7.3 Paragraph 154 g) of the NPPF states that the partial or complete redevelopment of previously developed land is not inappropriate, provided that it would not cause substantial harm to the openness of the Green Belt. Previously developed land is defined in Annex 2 of the NPPF as 'land which has been lawfully developed and is or was occupied by a permanent structure and any fixed surface infrastructure associated with it, including the curtilage of the developed land (although it should not be assumed that the whole of the curtilage should be developed).' It goes on to list a number of exclusions, for example agricultural or forestry buildings. In order to qualify as 'previously developed land' in the context of Annex 2 of the NPPF, the following must be established:

- Whether the land has been lawfully developed
- Whether the land is occupied by a permanent structure.

7.4 If the site constitutes previously developed land, it qualifies to be assessed under paragraph 154 g), i.e. whether its redevelopment would cause substantial harm to green belt openness.

7.5 In terms of whether the land has been lawfully developed, an Established Use Certificate was granted by the Secretary of State on behalf of the Department of Environment for the 'purposes of agricultural and transfer of waste' on 21 October 1991 (LPA ref: 3W09/CD/T10/25/543; PINs ref: APP/D/90/R550/1). A subsequent Certificate of Lawful Use was granted on 3 March 1993 for the continued use of land for the transfer of waste, specifying a maximum number of deliveries and waste input (ref: 39755F/92/1492).

7.6 The 1993 Certificate of Lawful Use established operational limits for the waste transfer activity, specifying a maximum of 24 deliveries by motor vehicle per week and a cumulative waste input of 320 cubic metres per week. For clarity, the term “deliveries” refers to inbound vehicles only and does not include return movements. The certificate therefore establishes the lawful baseline for the waste transfer use at the site, which operates alongside other waste management activities within the wider Highview Farm facility.

7.7 In terms of whether the land is occupied by a permanent structure, neither of the above certificates expressly confirm the lawfulness of any individual building, however aerial evidence indicates that the existing waste transfer building has been present for well in excess of 10 years and is therefore considered lawful (see figure 7 below).

Figure 7: Aerial imagery from 2010 (building indicated by the red dot).



7.8 It has also been queried whether the existing waste transfer station building falls within the lawful site boundary. Having reviewed the site boundaries on the plans associated with the above-referenced Established Use Certificate and subsequent Certificate of Lawful Use, it is confirmed that the waste transfer building does fall within the lawful site area (see figures 8 and 9 below).

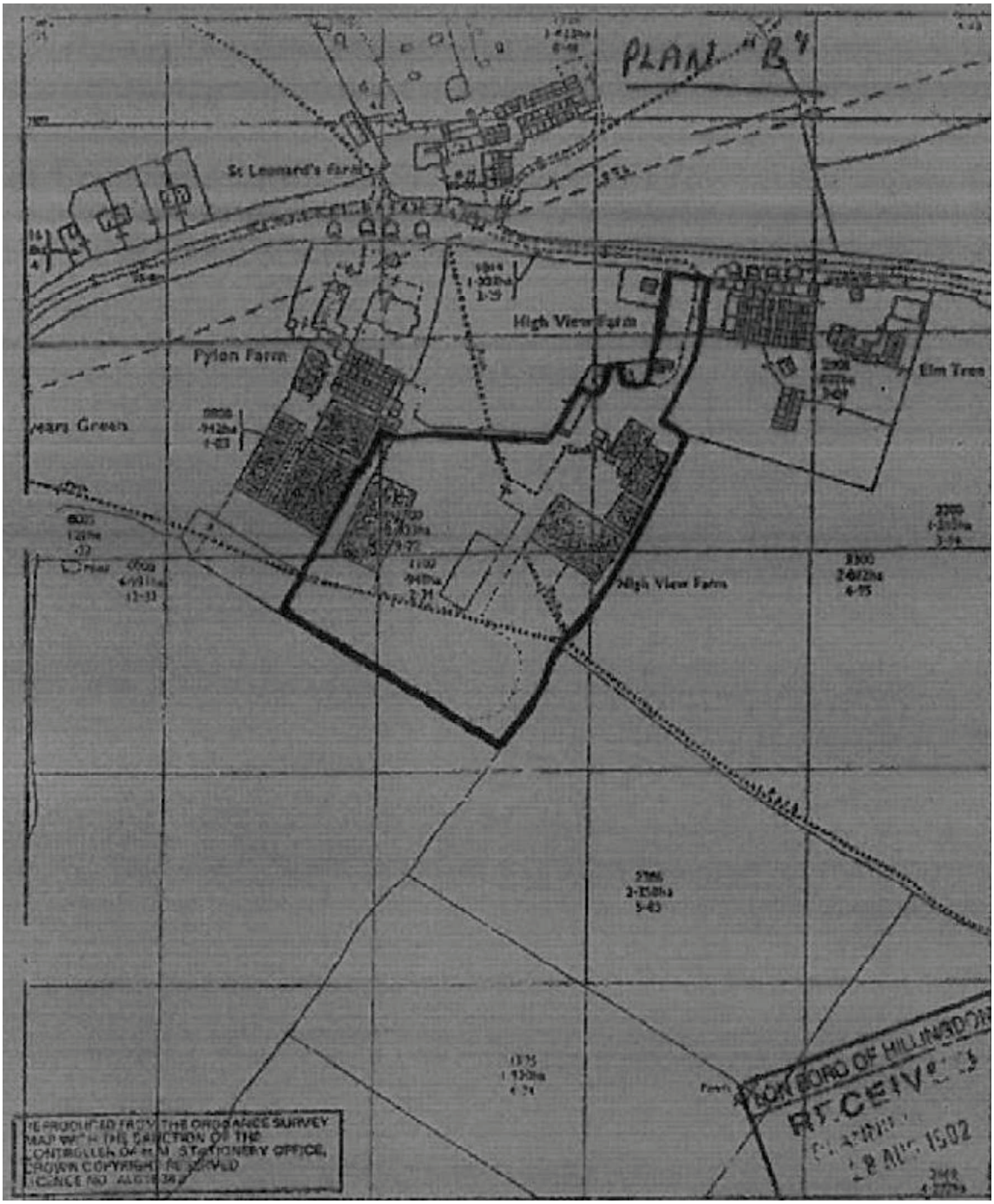
7.9 As detailed above, whilst the certificates refer to the use of the land rather than a specific building, aerial imagery indicates that the existing building has been present on site for approximately 25 years. Given this timescale, and the continuous operation of the site for waste transfer purposes, the building is also considered to be lawful either as part of the established use or by virtue of immunity through the passage of time.

7.10 On this basis, the site, including the existing building proposed for replacement, forms part of a long-established lawful waste management operation. Given the above evidence, it is considered that the land has been lawfully developed and is occupied by a permanent structure, thus meeting the definition of previously developed land as set out in the NPPF. The next consideration is whether its redevelopment would cause substantial harm to Green Belt openness.

Figure 8: Site boundary for 1991 Established Use Certificate.



Figure 9: Site boundary for 1993 Certificate of Lawful Use.



Impact on Openness

7.11 Paragraph 153 of the NPPF states that when considering any planning application, local planning authorities should ensure that substantial weight is given to any harm to the Green Belt, including harm to its openness. Inappropriate development is, by definition, harmful to the Green Belt and should not be approved except in very special circumstances. Very special

circumstances will not exist unless the harm to the Green Belt, and any other harm, is clearly outweighed by other considerations. The below assessment will consider whether the proposed redevelopment would cause substantial harm to the openness of the Green Belt.

7.12 According to the NPPF, the fundamental aim of Green Belt policy is to prevent urban sprawl and safeguard the countryside from encroachment by keeping land permanently open. The essential characteristics of Green Belts are their openness and permanence. The concept of openness relates to the lack of development or built form - as distinct from the absence of visual impact. However, it has been well-established by case law that the openness of the Green Belt has a visual aspect as well as a spatial aspect. As such, the impact of a proposal on the openness of the Green Belt should be assessed taking into account both its spatial and visual impact.

Spatial Impact

7.13 The proposed development involves the demolition of the existing waste transfer building, an ancillary mill shed and two water tanks. The existing waste transfer building measures approximately 8m to ridge height and 7m to the eaves, with a footprint of 660 square metres. In addition, there is a smaller ancillary mill shed to the north measuring approximately 7m to ridge height and 4.3m to the eaves, with footprint of 200 square metres, together with two water tanks measuring 4.6m in height, each with a footprint of 10 square metres. Taken together, the existing built development on the site therefore has a total footprint of 880 square metres.

7.14 The proposed replacement building would have a footprint of approximately 1,500 square metres, with a maximum height of 11m to the ridge and 9m to the eaves. This represents an increase in footprint of approximately 620 square metres compared with the existing built form. The proposal would therefore represent an increase in both footprint and overall built form when compared with the existing buildings on the site.

7.15 While the proposal would increase the amount of built form on the site, the development would remain confined to the established developed area of the waste management facility and would not extend development into the surrounding open countryside. The proposal would also remove several ancillary structures, thereby reducing spatial clutter. Taking the above into account, it is considered that, by virtue of the increase in height and built form the proposal would have a greater impact on Green Belt openness. However, it is not considered that it would cause substantial spatial harm, given the context of the site within an existing industrial developed area.

Visual Impact

7.16 As detailed above, the site forms part of an established waste management facility containing a range of buildings, hardstanding, plant and associated

infrastructure. As such, the site does not represent an undeveloped area of open countryside but rather a developed operational site within the Green Belt.

7.17 The proposed replacement building would be larger in scale than the existing structure; however, it would be located within the same developed area and would be seen against the backdrop of the wider waste management facility. The surrounding landscape contains a number of agricultural and operational structures associated with the existing waste management uses at High View Farm and Pylon Farm.

7.18 The building would be constructed using dark green profiled steel cladding, which would assist in reducing its visual prominence when viewed against the surrounding rural backdrop. There is a public footpath (footpath No. U39) running along the southwest boundary of the site, however there is an existing belt of dense, mature trees to the south of the site, separating and screening the site from the adjacent public footpath and the wider open countryside. Visually, it is considered that the replacement building would not cause substantial harm to the openness of the Green Belt.

Conclusion on Openness

7.19 Taking the above into account, the proposal would result in an increase in built form compared with the existing development on the site and would therefore have a greater spatial impact on Green Belt openness. However, when considered against the existing baseline of development within this established waste management facility, the increase in built form would be limited and contained within the existing developed area. The proposal would not extend development into the surrounding open countryside and would consolidate several existing structures into a single replacement building.

7.20 In visual terms, the site forms part of a wider operational complex containing buildings, storage containers, plant and areas of hardstanding. The replacement building would be seen in the context of this existing development and would benefit from screening provided by the mature tree belt to the south. Consequently, the development would not materially erode the visual openness of the Green Belt.

7.21 Having regard to both the spatial and visual dimensions of openness, it is considered that whilst the proposal would result in some localised increase in built form, it would not cause substantial harm to the openness of the Green Belt when compared with the existing development on the site. The proposal therefore falls within the exception set out in paragraph 154 g) of the NPPF.

Grey Belt

7.22 For completeness, the proposal has also been considered against the "grey belt" provisions set out in paragraph 155 of the NPPF. Paragraph 155 states that commercial and other development in the Green Belt should not be regarded as inappropriate where it utilises grey belt land, would not fundamentally undermine

the purposes (taken together) of the remaining Green Belt, where there is a demonstrable unmet need for the development proposed, and where the site is in a sustainable location.

7.23 Grey belt land includes previously developed land and, as established above, the application site meets the definition of previously developed land under Annex 2 of the NPPF. The proposal would not fundamentally undermine the purposes (taken together) of the remaining Green Belt across the wider plan area as it would not extend development beyond the established site boundary into the surrounding open countryside and the increase in built form would be localised.

7.24 There is a demonstrable unmet need for the development proposed as it relates to a waste management facility, identified within the emerging West London Waste Plan, that supports the ongoing provision of waste management to maintain capacity across West London. The site is in a sustainable location as it is well-connected to the surrounding highway network, and the Highway Authority confirms that the predicted increase in vehicle movements would be negligible and capable of being accommodated without harm to highway safety.

7.25 Taking these matters together, it is considered that the proposal would satisfy the tests set out in paragraph 155 of the NPPF and would therefore not constitute inappropriate development in the Green Belt under the grey belt provisions.

Very Special Circumstances

7.26 Notwithstanding the above conclusion, the applicant has advanced a case for very special circumstances (VSCs), in the event that the proposal is considered to be inappropriate. The submitted Planning Statement emphasises the long-established and lawful use of the site, together with the role of the site in contributing to waste management capacity needs within West London. It states that the proposal is also supported by regional waste planning policy, which seeks to safeguard and optimise existing waste management facilities in order to ensure sufficient capacity and net waste self-sufficiency. In addition, the Planning Statement considers that the continued operation of the site would deliver wider environmental benefits by supporting movement up the waste hierarchy and reducing reliance on landfill. Weight is also attached to the economic and employment benefits associated with the ongoing operation of the facility. Taken together, these matters are advanced by the applicant as VSCs capable of outweighing any harm to the Green Belt.

7.27 The long-established and lawful use of the site, the site's contribution to identified waste management capacity needs within West London, the wider environmental benefits associated with supporting movement up the waste hierarchy and the policy support for safeguarding and optimising existing waste management facilities are given significant weight. Limited weight is attributed to the economic and employment benefits of the continued operation of the site, given the anticipated limited extent of increased operations. Taking the above factors into account, it is nonetheless considered that any moderate spatial harm

arising from the increase in built form, and the resulting localised harm to the openness of the Green Belt, is clearly outweighed by the VSCs identified above.

Conclusion on Green Belt

7.28 The site comprises previously developed land forming part of an existing waste management facility within the Green Belt. Whilst the proposal would increase the amount of built form compared with the existing baseline of development on the site, it would remain confined within the established developed area and would not extend development into the surrounding countryside. Having regard to the existing developed character of the wider site, the containment of the proposal within the developed area and the screening provided by the mature tree belt, it is considered that the proposal would not result in substantial harm to the openness of the Green Belt. The development therefore falls within the exception set out in paragraph 154 g) of the NPPF and is not inappropriate development in the Green Belt.

7.29 It is also considered that the proposal would meet the grey belt provisions in paragraph 155 of the NPPF, given that the site comprises previously developed land, the development would not fundamentally undermine the purposes of the remaining Green Belt, there is a demonstrable unmet need for the type of development proposed and the site is in a sustainable location.

7.30 In the event that the proposal is not considered to fall within the exceptions set out in paragraphs 154 g) or 155, the applicant has advanced a case for VSCs, which taken together are considered to outweigh any moderate harm arising from the increase in built form. Accordingly, the proposal is considered acceptable in principle with respect to the Green Belt.

Provision of Waste Management Facilities

7.31 The site is identified within the emerging Draft West London Waste Plan (Regulation 18, December 2025) as a site proposed to be safeguarded for waste management use (site ref. HI18). While the emerging plan is a material consideration, it is currently at an early stage of preparation and has not yet been subject to examination. In accordance with paragraph 49 of the NPPF, only limited weight can therefore be afforded to its policies and site allocations at this stage.

7.32 Notwithstanding the above, the application site forms part of an established waste management facility that has been in long-term lawful operation for the transfer and processing of waste since the 1990s. Policy SI 9 of the London Plan states that existing waste sites should be safeguarded and retained in waste management use. Policies SI 8 of the London Plan and EM11 of the Local Plan Part 1 seek to ensure that the waste management capacity of existing sites is optimised through intensification.

7.33 Furthermore, the current adopted West London Waste Plan (2015) forms part of the statutory Development Plan for the participating West London boroughs,

including Hillingdon. The Plan seeks to protect established waste management facilities and support their continued use, redevelopment or optimisation where appropriate, contributing towards the strategic objective of achieving net waste self-sufficiency.

7.34 The proposed development would not introduce a new use, nor would it expand the operational footprint of waste activities beyond the existing developed area. It seeks to replace an existing building with a modern, purpose-built facility intended to support the continued operation of the site as part of the wider waste management network. It is considered that the proposal would facilitate the more efficient operation of the waste transfer process and enable more efficient operation and optimisation of an existing waste management facility, consistent with the strategic policy objective of maximising the capacity and efficiency of existing waste management infrastructure.

7.35 Taking the above into account, it is considered that the proposal would support the continued operation and optimisation of an established waste management facility. The development would not introduce a new use or expand the operation beyond the site boundaries, rather it would provide upgraded facilities to an existing site. As such, the proposal is consistent with the strategic objectives of the London Plan, the West London Waste Plan and the Hillingdon Local Plan, which seek to safeguard existing waste sites and optimise existing waste management infrastructure. Accordingly, the proposal is considered acceptable in principle with respect to the provision and safeguarding of waste management facilities.

Design / Impact on the Character and Appearance of the Area

7.36 Paragraph 135 of the NPPF, Policy D4 of the London Plan and Policy BE1 of the Hillingdon Local Plan Part 1 require development proposals to be of high-quality design and seek to ensure that new development delivers buildings and spaces that are sympathetic to local character and distinctiveness, including the surrounding built environment. Policy DMHB 11 of the Hillingdon Local Plan Part 2 seeks to ensure that new development harmonises with the surrounding area in terms of scale of development, considering the height, mass and bulk of adjacent structures.

7.37 The wider area is characterised by a mix of open agricultural land, tree belts and hedgerows, interspersed with established waste management and composting infrastructure associated with the immediately surrounding operational site. Built development in the vicinity is utilitarian in form, comprising industrial-scale buildings, plant, hardstanding and ancillary structures linked to waste management uses. There are numerous industrial-scale sheds on the adjoining sites that are of a steel-frame construction with dual-pitched roofs, finished predominantly in dark green cladding with roller shutter doors. There is limited residential development in the immediate vicinity, and the site is experienced as part of a functional industrial enclave within the Green Belt.

7.38 The proposal involves the demolition and removal of the existing waste transfer station building, ancillary structures and water tanks. The existing waste transfer building measures 8m to ridge height and 7m to the eaves. Taken together with the ancillary structures of the lean-to shed and water tanks, the existing built development on the site has a total footprint of 880 square metres.

7.39 The proposed replacement building would have a maximum height of 11m to the ridge and 9m to the eaves. It would measure 60m in length and 25m in width, resulting in a total floorspace of 1,500sqm. This represents an increase in footprint of approximately 620 square metres compared with the existing built form.

7.40 Whilst the replacement building would be larger than the existing structure, it would be in the same position as the existing building and would remain within the cluster of existing buildings and ancillary structures. The adjoining sites are characterised by large-scale utilitarian buildings and infrastructure and it is therefore considered that the proposed scale and form of the building are appropriate to its functional use and surroundings.

7.41 The building would be of steel frame construction, with roller shutter access doors on the north-eastern elevation to facilitate a one-way in / out vehicular arrangement. The proposed external wall finishes would comprise dark green plastic-coated box profiled steel sheeting, with the roof finished in a grey finish of the same material. These materials are typical of modern industrial and waste management buildings and are considered functional, yet appropriate, in appearance. The use of dark green wall cladding would assist in reducing the building's prominence when viewed against the surrounding landscape and existing development.

7.42 Overall, whist the proposal would introduce a larger replacement structure, it is not considered that the increase in built form would be harmful to the character and appearance of the surrounding area, by virtue of the existing structures and utilitarian character of the site. Moreover, the proposed design of the building is felt to be an appropriate design response, and the material finish would help the building to assimilate into the surrounding countryside. Overall, the scale, design and finish are considered to be acceptable and would not result in undue harm to the character or appearance of the area.

7.43 Accordingly, the proposal complies with Paragraph 135 of the NPPF, Policy D4 of the London Plan, and Policies BE1 and DMHB 11 of the Hillingdon Local Plan.

Residential Amenity

7.44 Paragraph 135 f) of the NPPF and Policy D3 of the London Plan outline the importance of planning in securing good standards of amenity for existing and future occupiers of land and buildings. Policy DMHB 11 of the Hillingdon Local Plan Part 2 seeks to ensure that new development does not result in a detrimental impact upon adjacent properties and their amenity space in terms of outlook, privacy, noise and daylight / sunlight.

7.45 The nearest residential properties to the application site are Highview Bungalow, located adjacent to the site access, Elm Tree Bungalow, and Pylon Farm, all situated along Newyears Green Lane. These properties are set at some distance from the proposed replacement building itself, with the nearest being Pylon Farm 80m to the north and Elm Tree Bungalow 130m to the northeast.

7.46 In terms of daylight/sunlight, outlook and privacy, the proposed replacement building would be located within the existing developed area of the site and at a significant distance from the nearest residential properties. Given the separation distances outlined above, the scale of the proposed building and the absence of fenestration (other than the proposed roller shutter doors), it is considered that the proposal would not result in an overbearing impact, loss of outlook, unacceptable overshadowing, or loss of privacy to nearby residential occupiers.

7.47 The proposed development seeks to extend the hours of operation beyond those currently associated with the wider site. Existing operations are restricted to 07:30-18:00 hours Monday to Friday, 07:30-13:00 hours on Saturdays and no working on Sundays, Bank or Public Holidays. The proposed development would operate between 07:00-18:00 hours Monday to Friday and 07:00-18:00 hours on Saturdays, Sundays, Bank and Public Holidays.

7.48 With respect to the extended hours of operation, it is noted that waste collection vehicles occasionally need to divert to alternative facilities when the site is closed, resulting in inefficiencies whereby waste must subsequently be re-collected and transported back to the site. Allowing greater flexibility in operating hours would enable the facility to accept waste in line with collection patterns, reducing unnecessary vehicle movements and improving the overall efficiency of the waste management network. This is supported by the response from the West London Waste Authority, which highlights that extended hours would reduce queuing, minimise vehicle idling and allow movements to be spread more evenly throughout the day.

7.49 In amenity terms, the site is located within a relatively isolated rural context with limited nearby residential receptors, the closest of which are situated approximately 80-130m from the application site. A Noise Assessment has been submitted which considers the impact of both the increased vehicle movements and the extended hours of operation. This concludes that noise levels, including during the extended hours, would remain low and well within acceptable limits, with no adverse impact on neighbouring occupiers. The Council's Noise Officer has raised no objection.

7.50 Whilst it is acknowledged that the proposal would introduce operations on Sundays, Bank and Public Holidays, as well as earlier start times, the evidence demonstrates that the frequency of such operations would be limited and that associated noise levels would remain low. Furthermore, the primary waste handling activities would take place within an enclosed building, which would assist in mitigating noise breakout. When considered alongside the separation distances to nearby residential properties and the established baseline use of

the site for waste management purposes, it is not considered that the extended hours of operation would give rise to unacceptable harm to residential amenity.

7.51 In terms of noise and disturbance from vehicle movements, it is noted that Elm Tree Bungalow is located adjacent to the site access, and that the proposal would result in an increase in vehicle movements associated with the optimised waste transfer operation. The Highway Authority has confirmed that the anticipated increase in traffic, equating to approximately 1-2 additional vehicle movements per hour largely outside peak periods, would be negligible in highway terms. Having regard to the existing use of the site and its access, it is not considered that the increase in activity would cause significant harm in terms of noise and disturbance. Conditions would be imposed restricting the number of HGV movements and hours of operation, should permission be granted.

7.52 In relation to noise and disturbance from the increased level of waste handling activity, the proposed replacement building would be of a larger scale than the existing structure. However, this would enable the waste handling to take place fully within an enclosed environment, thereby assisting in the control of noise associated with waste handling operations. Moreover, given the significant separation distance, added to the fact that the site and existing building are already in use as a waste transfer station and that there would be no new noise-generating use, it is not considered that the proposal would give rise to a significant increase in noise and disturbance to surrounding residential properties.

7.53 In terms of other environmental health considerations, and separate from the above recommended conditions, waste handling operations are regulated through an Environmental Permit issued by the Environment Agency. This controls the types and quantities of waste accepted, operational methods, and measures to prevent noise, dust and odour nuisance, which further ensures the protection of nearby residential amenity.

7.54 On balance, subject to appropriate conditions controlling hours of operation and vehicle movements, it is considered that the proposal would not cause any significant harm to the residential amenity of surrounding residential properties and the proposal complies with paragraph 135 f) of the NPPF, Policy D3 of the London Plan and Policy DMHB 11 of the Hillingdon Local Plan Part 2 with respect to the impact on adjacent properties.

Highways and Parking

7.55 Paragraphs 110 and 115 of the NPPF seek to ensure that development proposals provide safe and suitable access for all users and do not result in unacceptable impacts on highway safety or severe residual cumulative impacts on the road network. These objectives are reflected in Policies DMT 1 and DMT 2 of the Hillingdon Local Plan Part 2 and Policy T4 of the London Plan.

7.56 The application site is accessed from Newyears Green Lane, which connects to Harvil Road and Breakspear Road South, both classified roads within the

Borough's highway hierarchy. The site comprises an established waste handling operation and benefits from a long-standing vehicular access arrangement.

7.57 The proposal would retain the existing one-way in / one-way out access / egress arrangement, utilising two vehicular access points onto Newyears Green Lane. The submitted Highways Statement and swept path analysis demonstrate that the layout is suitable for all anticipated vehicle types, including articulated vehicles, allowing vehicles to enter and exit the site in forward gear. The Highway Authority has reviewed this information and raises no objection to the access arrangements or internal layout. The submitted drawings also demonstrate that appropriate visibility splays can be achieved at the site exit onto Newyears Green Lane, where a 30mph speed limit applies.

7.58 The proposed replacement waste transfer station would result in an increase in vehicle movements compared to the existing operation. It should be noted that the historic Certificate of Lawful Use expresses the lawful waste transfer activity in terms of weekly deliveries rather than daily vehicle movements. The transport assessment submitted with the current application assesses anticipated vehicle movements associated with the proposed replacement building on a daily basis and therefore the figures are not directly comparable.

7.59 The Highway Authority advises that the anticipated level of activity would equate to approximately 26 two-way vehicle movements per day, compared to around 8 movements at present. The Highway Authority also confirms that the types of vehicles visiting the site would remain consistent with the existing operation. When spread across the operational day, this represents approximately 1-2 additional vehicle movements per hour, with most activity occurring outside peak traffic periods. The Highway Authority considers this uplift to be negligible in traffic generation terms and capable of being accommodated by the local highway network without material harm to traffic flow or highway safety. A five-year collision analysis for Newyears Green Lane and its junctions has also been reviewed by the Highway Authority. This identifies five recorded collisions over the period, all resulting in slight injury. The Highway Authority does not consider this to represent an unusually high accident rate and raises no concerns in relation to road safety.

7.60 The cumulative traffic impacts arising from the HS2 construction works in the locality have been noted. However, the Highway Authority considers HS2-related traffic to be temporary in nature and subject to separate legislative and regulatory controls. It is therefore not considered appropriate for the determination of this application to be influenced by the HS2 project.

7.61 A framework Delivery and Servicing Plan (DSP) and Construction Logistics Plan (CLP) have been submitted and are considered acceptable in principle. Given the sensitivities of the local road network, the Highway Authority recommends that detailed versions of these documents be secured by condition prior to commencement of development.

7.62 In terms of parking, the proposed development does not require an increase in parking requirement. No on-site parking issues are identified, and the proposal is not expected to give rise to additional parking demand beyond the existing use of the site.

7.63 Overall, the Highway Authority concludes that the proposal would not discernibly exacerbate congestion or parking stress and would not raise any measurable highway safety concerns. Subject to appropriate conditions, the development is therefore considered acceptable in highway and transport terms and compliant with Policies DMT 1 and DMT 2 of the Hillingdon Local Plan Part 2, Policy T4 of the London Plan and the NPPF.

Ecology

7.64 Policy DMEI7 of the Hillingdon Local Plan Part 2 requires development proposals on or near sites of ecological value to demonstrate that unacceptable impacts on biodiversity are avoided, and that any residual impacts are appropriately mitigated in accordance with the mitigation hierarchy. Policy G6 of the London Plan similarly requires biodiversity to be considered from the outset of the design process, with development expected to protect, enhance and, where possible, increase biodiversity value.

7.65 An Ecological Assessment has been submitted in support of the application. The assessment is based on a desk study and an Extended Phase 1 Habitat Survey. The application site comprises predominantly hardstanding and buildings associated with the existing composting and waste transfer operations, with a very limited area of bare ground. As such, the site itself is assessed as being of low ecological value.

7.66 The wider landscape includes areas of ecological interest, including a Site of Special Scientific Interest (SSSI) and non-statutory Sites of Importance for Nature Conservation (SINC), most notably Ruislip Woods SSSI and National Nature Reserve located approximately 420 metres to the north. However, the Ecological Assessment confirms that the site is not functionally connected to these designated sites in a manner that would result in likely significant effects arising from the proposed development.

7.67 The survey identified that the site has potential to support a limited range of protected and notable species, namely bats, nesting birds and hedgehog, primarily through incidental use of the wider area rather than reliance on habitats within the site itself. No evidence of roosting bats was identified within the existing buildings, and the proposed development does not involve the removal of hedgerows, trees or habitats. The Ecological Assessment concludes that, subject to the implementation of standard best-practice mitigation measures, the proposed replacement waste transfer building would not result in a negative ecological impact.

7.68 Natural England has been consulted on the application and raises no objection. It confirms that the proposal would not result in likely significant effects on

statutorily protected sites and would not have significant adverse impacts on protected landscapes or nature conservation interests.

7.69 The Ecological Assessment advises that no further species-specific surveys are required and recommends the use of precautionary measures during construction, including the timing of works to avoid the bird nesting season where possible, and the appointment of an ecological clerk of works to oversee relevant stages of demolition and construction. These measures can be secured by appropriately worded planning conditions.

7.70 Given that the proposal comprises the replacement of an existing building on an established area of hardstanding, with no increase in the site's ecological footprint and no loss of habitats of ecological value, it is considered that the development would not give rise to unacceptable ecological impacts. Subject to conditions securing the recommended mitigation and precautionary measures, the proposal is considered to accord with Policy DMEI7 of the Hillingdon Local Plan Part 2, Policy G6 of the London Plan and the relevant provisions of the NPPF.

Biodiversity Net Gain (BNG)

7.71 Paragraph 187 of the NPPF states that planning decisions should contribute to and enhance the natural and local environment by minimising impacts on biodiversity and providing net gains where possible. This approach is supported locally by Policy EM7 of the Hillingdon Local Plan Part 1, which seeks to protect biodiversity features from inappropriate development and encourages biodiversity enhancements from all forms of development. In addition, Schedule 7A of the Town and Country Planning Act 1990 introduces a mandatory requirement for developments to deliver a minimum 10% Biodiversity Net Gain (BNG), subject to specific exemptions.

7.72 In this instance, the proposed development meets the de-minimis exemption from mandatory BNG. The proposal involves the replacement of an existing building within an established area of hardstanding and would affect less than 25 square metres of on-site habitat and less than 5 metres of linear habitat (e.g. hedgerow). As such, the development falls below the thresholds at which mandatory BNG is required to be delivered under the statutory framework.

7.73 Notwithstanding this exemption, the submitted Ecological Assessment confirms that the proposal would not result in the loss of habitats of ecological value and would not give rise to adverse impacts on biodiversity. The development would be confined to previously developed land and would not encroach into undeveloped areas of the site or surrounding habitats.

7.74 On this basis, the proposal is not required to deliver a quantified BNG uplift. The development is nevertheless considered to accord with the objectives of Paragraph 187 of the NPPF and Policy EM7 of the Hillingdon Local Plan Part 1 by avoiding harm to biodiversity and ensuring that ecological interests are appropriately protected.

Water Quality

7.75 Policy EM8 of the Local Plan Part 1 seeks to safeguard and improve all water quality, both ground and surface. Policy DMEI 11 of the Local Plan Part 2 states that all development proposals within a Source Protection Zone must assess any risk to groundwater resources and demonstrate that these would be protected throughout the construction and operational phases of development.

7.76 The application site is located within a hydrogeological sensitive area, with parts of the site falling within Source Protection Zone 1. The proposal relates solely to the replacement of an existing building within an already developed and impermeable area of the site. It does not seek to introduce new waste activities or alter the types of waste handled, and the level of throughput would be restricted to 50,000 tonnes per year, which would be secured by condition.

7.77 The Environment Agency (EA) has reviewed the submitted Phase 1 Preliminary Risk Assessment and raises no objection, subject to the imposition of conditions to protect controlled waters and groundwater resources. The EA notes that penetrative foundation methods, such as piling, could pose a risk to groundwater by mobilising contamination or creating pathways between aquifers, and therefore requires a condition to control and approve foundation design prior to commencement. In addition, the EA advises that infiltration-based SuDS are not appropriate in this location due to the sensitivity of the underlying aquifer and requires a condition preventing infiltration drainage. Subject to these conditions, the EA confirms that the proposal would not present an unacceptable risk to groundwater resources.

7.78 It is also noted that the combined site will continue to be regulated under the Environmental Permitting Regulations, with ongoing oversight by the EA in accordance with the approved Environmental Permit, which provides an independent mechanism for controlling environmental risks associated with the operation.

7.79 Subject to the imposition of the EA's recommended conditions relating to foundation design and surface water drainage, it is considered that the proposal would not give rise to unacceptable impacts on water quality, in accordance with Policies EM8 and DMEI 11 of the Local Plan.

Air Quality

7.80 Policies SI 1 of the London Plan, EM8 of the Hillingdon Local Plan Part 1, and DMEI 14 of the Hillingdon Local Plan Part 2 seek to protect and improve air quality and ensure that development does not result in unacceptable impacts on sensitive receptors.

7.81 The application is supported by an Air Quality Screening Assessment, which confirms that the site lies outside an Air Quality Management Area and that baseline air quality in the area is good. The assessment considers the increase

in vehicle movements associated with the proposal and concludes that the predicted uplift falls below relevant screening thresholds set out in national guidance. As such, the proposal is not expected to give rise to significant adverse air quality effects, and no detailed air quality assessment is required.

7.82 Potential construction-related dust impacts would be temporary and can be appropriately managed through standard best practice measures. On this basis, the proposal is considered acceptable in air quality terms and compliant with Policies SI 1, EM8 and DMEI 14.

Noise

7.83 Policy D14 of the London Plan requires development proposals to minimise noise pollution and ensure that noise impacts do not adversely affect health or quality of life. Policy EM8 of the Hillingdon Local Plan Part 1 similarly seeks to ensure that noise impacts are adequately controlled and mitigated, particularly where development has the potential to affect sensitive receptors.

7.84 A Noise Assessment has been submitted in support of the application and concludes that, while there would be a small increase in noise attributable to the waste transfer station operations, the predicted noise levels at the nearest residential receptors would remain broadly comparable with the existing background noise levels. The assessment identifies a low likelihood of adverse impact, with no indication of significant or unacceptable noise effects. Noise arising during the proposed extended operating hours would also remain low and would not result in a material change to the existing noise environment.

7.85 The Council's Noise Officer has been consulted and advises that, given the nature and context of the proposal and the relatively small change arising from the replacement building, noise and vibration are not considered to be a material constraint. The proposal does not introduce new noise-generating activities and would continue to operate within the established use of the site.

7.86 It is considered that the proposal would not give rise to unacceptable noise impacts on nearby residential properties. The development is therefore acceptable in noise terms and accords with Policy D14 of the London Plan and Policy EM8 of the Hillingdon Local Plan Part 1.

Land Contamination

7.87 Policy EM8 of the Hillingdon Local Plan Part 1 requires development on land affected by contamination to demonstrate that appropriate mitigation measures are in place to reduce impacts on surrounding land uses. Policy DMEI 12 of the Hillingdon Local Plan Part 2 supports development where contamination issues have been adequately assessed, and the site can be safely used through remediation. These policies are supported by Policy SI 1 of the London Plan, which seeks to manage environmental risks to human health and the natural environment.

7.88 A Phase I Preliminary Assessment has been submitted in support of the application, which identifies potential contamination risks associated with the historic waste management use of the site, however these are considered manageable given the proposed replacement building on existing hardstanding.

7.89 The Council's Contaminate Land Officer and the EA have been consulted and have raised no objection to the proposal, subject to the addition of an unexpected land contamination discovery informative note and the above-referenced conditions recommended by the EA with respect to controlling foundation design and infiltration drainage to protect groundwater resources. Subject to the informative note and conditions, the proposal complies with Policy SI 1 of the London Plan and Polices Policy EM8 and DMEI 12 of the Hillingdon Local Plan.

Drainage and Flood Risk

7.90 Policy SI 13 of the London Plan and Policy DMEI 9 of the Hillingdon Local Plan Part 2 require development to manage surface water runoff sustainably and ensure that proposals do not increase flood risk on site or elsewhere.

7.91 The application is supported by a Drainage Assessment, which confirms that there would be no increase in impermeable area compared to the existing situation. Surface water drainage would continue to operate via the existing attenuated drainage system, which includes above-ground rainwater storage tanks. The Drainage Assessment confirms that infiltration drainage is not proposed, and that appropriate pollution control measures would continue to be used to protect surface water and groundwater resources.

7.92 The Lead Local Flood Authority (LLFA) has been consulted and has raised no objection, noting that the proposal does not require a full drainage review as the replacement building would be constructed on an area that is already impermeable, would not increase runoff rates, and would reuse the existing drainage network.

7.93 Taking the above into account, it is considered that the proposal would not increase flood risk or give rise to drainage concerns and is compliant with Policy SI 13 of the London Plan and Policy DMEI 9 of the Hillingdon Local Plan Part 2.

Energy and Sustainability

7.94 Policy SI 2 of the London Plan requires major non-residential development to achieve net zero-carbon status and deliver a minimum 35% reduction in regulated CO_2 emissions beyond Building Regulations, in accordance with the energy hierarchy.

7.95 The application is supported by a London Plan Energy Statement which assesses the proposed replacement building in accordance with Building Regulations. A fabric-first approach has been adopted, incorporating energy-efficient building fabric and services, in addition to the installation of a roof-

mounted photovoltaic array. Cumulatively these measures would achieve a 35.8% reduction in regulated CO_2 emissions.

7.96 Given that the reduction in CO_2 emissions is only marginally above the London Plan target, it is considered necessary to secure the delivery of the energy strategy through a planning obligation. A legal agreement is therefore recommended to secure compliance with the approved energy measures, alongside a post-construction verification mechanism and a carbon offset contribution in the event of any shortfall.

7.97 Subject to the above, the proposal is considered acceptable in energy terms and compliant with Policy SI 2 of the London Plan.

Fire Safety

7.98 Policy D12 of the London Plan requires development proposals to achieve the highest standards of fire safety, including appropriate fire prevention measures, access for fire-fighting, and the minimisation of risk to life, property and the environment. In the case of waste management facilities, fire risk is also a key consideration under the Environmental Regulations and associated Environment Agency guidance.

7.99 The application is supported by a Fire Prevention Plan (FPP) prepared in accordance with Environment Agency guidance. The FPP sets out measures for the prevention, detection and management of fire risk, and the proposed building would incorporate fire-resistant construction, internal compartmentalisation, and appropriate fire detection and suppression systems.

7.100 The FPP will be secured and regulated through the Environmental Permit and a separate Fire Risk Assessment will also be required prior to operation in accordance with Fire Safety Regulations.

7.101 Having regard to the submitted Fire Prevention Plan and the regulatory controls in place, it is considered that fire risk has been adequately addressed and that the proposal accords with Policy D12 of the London Plan.

Planning Conditions and Re-imposition of Existing Controls

7.102 The application site overlaps with land subject to extant planning permissions refs. 12579/APP/2021/2010 and 39755/APP/2023/652, which together establish the lawful use of the wider site for composting and associated waste management operations. These permissions imposed a series of conditions relating to operational and environmental controls.

7.103 Whilst the current proposal relates to the replacement of the waste transfer station and does not seek to amend the composting operations, it is necessary to re-impose and consolidate relevant conditions where the red line boundary overlaps. This would ensure that there is no ambiguity in the application of

planning controls across the site and avoids the risk of any regulatory gap arising from overlapping permissions.

7.104 In particular, where conditions from the 2021 permission (ref. 12579/APP/2021/2010) have not been discharged (notably those relating to hydrogeological risk and drainage), these are re-imposed with updated triggers to secure appropriate environmental safeguards. This is necessary given the site's sensitive hydrogeological context and the continued operation of the composting facility. Where controls are already established, these are carried forward through compliance conditions.

8 Other Matters

Human Rights

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

Equality

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

Local Finance Considerations and CIL

8.3 The Council adopted its own Community Infrastructure Levy (CIL) on 1st August 2014. The Hillingdon CIL charge applies to all proposals that add 100m^2 or more of new floorspace. The amount to pay is the increase in floorspace multiplied by the rate in the CIL charging schedule and is in addition to the Mayoral CIL charge. CIL rates are index linked. The proposal involves an increase in floorspace over 100m^2 and is therefore CIL liable if planning permission is granted.

9 Conclusion / Planning Balance

9.1 The application seeks planning permission for the demolition of the existing waste transfer station building and associated ancillary structures and the construction of a replacement waste transfer building within an established waste management facility at Highview Farm, Newyears Green Lane.

9.2 The application site constitutes previously developed land within the Green Belt and, whilst the proposed replacement building would increase the built form on site, it would be localised and visually contained within the established developed area of the wider waste management site. Having regard to the visual containment, existing built form and screening provided by mature vegetation, it is considered that the proposal would not result in substantial harm to the openness of the Green Belt. The development therefore falls within the exception set out in paragraph 154 g) of the NPPF and would not constitute inappropriate development.

9.3 The proposal would support the continued operation and optimisation of an existing waste management facility. It would not introduce a new use or extend waste activities beyond the site boundaries but would provide a modern replacement building that would improve operational efficiency and enable waste handling to occur within an enclosed structure. This accords with the strategic objectives of the London Plan, the West London Waste Plan and the Hillingdon Local Plan, which seek to safeguard and optimise existing waste management infrastructure.

9.4 The proposal has been assessed against all other relevant material planning considerations, including design, residential amenity, highways and transport, ecology, air quality, noise, drainage, land contamination and fire safety. Subject to the recommended planning conditions, it is considered that the development would not give rise to unacceptable environmental or amenity impacts and would not harm highway safety. The extended hours of operation have been assessed and, subject to conditions, would not give rise to unacceptable impacts on nearby properties.

9.5 Taking all relevant considerations into account, it is concluded that the proposal accords with the Development Plan when read as a whole, and there are no material considerations which indicate that planning permission should be refused. The planning application is therefore recommended for approval, subject to the conditions set out in Appendix 1 and a Section 106 planning obligation (either in the form of a Unilateral Undertaking or a bilateral legal agreement).

10 Background Papers

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

APPENDICES

Planning Application

12579/APP/2025/615

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. RES4 **Accordance with Approved Plans**

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

GPP/E/WLC/WTS/24/01 Rev 5
GPP/E/WLC/WTS/24/03 Rev 5
GPP/E/WLC/WTS/24/04 Rev 1

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

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

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

The development hereby permitted shall be carried out and thereafter operated in full accordance with the following approved supporting documents:

Planning Statement by GP Planning Ltd dated April 2025
Phase 1 Preliminary Risk Assessment by Oakshire Environmental dated 02 November 2025
Drainage Assessment by PDC Engineering dated 18 July 2025
London Plan Energy Statement by NRG Zero Ltd dated 16 July 2025
Air Quality Screening Assessment by Earthcare Technical dated 9 April 2025
Fire Prevention Plan by SLR Consulting Limited dated 14 February 2025
Highways Statement by i-Transport dated 20 January 2025
Noise Assessment by LF Acoustics Ltd dated January 2025
Ecological Assessment by Bradley Murphey Design Ltd dated January 2025

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

REASON
To ensure that the development complies with the objectives of relevant Policies in the Hillingdon Local Plan Part 1 (2012) and Part 2 (2020), the London Plan (2021) and the National Planning Policy Framework (2024).

4. RES7 **Materials (Submission)**

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

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

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

5. NONSC **Piling / Foundations**

Piling and other penetrative foundation methods shall not be undertaken without the prior written approval of the Local Planning Authority. Details of the proposed foundation design shall be submitted to and approved in writing by the Local Planning Authority prior to commencement of development. The development shall be carried out in accordance with the approved details.

REASON
To ensure that the proposed development does not harm groundwater resources, in accordance with Policy EM8 of the Hillingdon Local Plan Part 1 (2012), Policy DMEI 11 of the Hillingdon Local Plan Part 2 (2020) and paragraph 187 of the National Planning Policy Framework (2024).

6. NONSC **Surface Water Drainage**

No drainage systems for the infiltration of surface water to the ground are permitted unless otherwise agreed in writing by the Local Planning Authority. Any proposals for such systems must be supported by an assessment of the risks to controlled waters. The development shall be carried out in accordance with the approved details.

REASON
To ensure that the development does not contribute to, and is not put at unacceptable risk from, or adversely affected by, unacceptable levels of water pollution caused by mobilised contaminants, in accordance with Policy EM8 of the Hillingdon Local Plan Part 1 (2012), Policy DMEI 11 of the Hillingdon Local Plan Part 2 (2020) and paragraph 187 of the National Planning Policy Framework (2024).

7. OM19 **Construction Management Plan**

No development shall commence until a Construction Logistics Plan (CLP) has been submitted to and approved in writing by the Local Planning Authority.

The plan shall include details of:

- Construction traffic routing
- Delivery arrangements
- Site access arrangements
- Construction vehicle management
- Measures to minimise disruption to the local highway network

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

REASON
To safeguard highway safety and minimise disruption to the surrounding highway network during construction, in accordance with Policies DMT 1 and DMT 2 of the Hillingdon Local Plan Part 2 (2020), Policy T4 of the London Plan (2021) and paragraphs 110 and 115 of the National Planning Policy Framework (NPPF).

8. NONSC **Delivery and Service Plan**

Prior to the first use of the development, a detailed Delivery and Servicing Plan (DSP) shall be submitted to and approved in writing by the Local Planning Authority. The approved DSP shall thereafter be implemented and maintained for the lifetime of the development.

REASON
To ensure safe and efficient operation of the site and to safeguard the surrounding highway network in accordance with Policies DMT 1 and DMT 2 of the Hillingdon Local Plan Part 2 (2020), Policy T4 of the London Plan (2021) and paragraphs 110 and 115 of the National Planning Policy Framework (NPPF).

9. RES19 **Ecology**

The development shall be carried out in accordance with the mitigation and precautionary measures set out within the submitted Ecological Assessment. These measures shall include:

- Avoidance of vegetation clearance during the bird nesting season (March-August) unless supervised by a suitably qualified ecologist
- Implementation of best practice ecological protection measures during construction.

REASON
To safeguard biodiversity in accordance with Policy DMEI7 of the Hillingdon Local Plan Part 2 (2020) and Policy G6 of the London Plan (2021).

10. COM22 **Operating Hours**

No machinery shall be operated, no process shall be carried out and no deliveries taken at or dispatched from the site except between:

07:00 hours and 18:00 hours Mondays to Fridays
07:00 hours and 18:00 hours on Saturdays, Sundays, Bank and Public 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).

11. NONSC **Vehicle Movements and Waste Throughput**

The replacement waste transfer station building hereby approved shall not process more than 50,000 tonnes of waste per annum.

The operation of the waste transfer station shall not generate more than 26 two-way vehicle movements per day (52 one-way movements per day) associated with the waste transfer activity.

REASON
To safeguard residential amenity and highway safety, in accordance with Policies DMT1, DMT2 and DMHB 11 of the Hillingdon Local Plan Part 2 (2020) and Policy T4 of the London Plan (2021).

12. NONSC **Composting Throughput (re-imposed)**

The composting facility shall continue to operate such that the cumulative total of waste input across the combined composting operations (land to the north and south of Newyears Green Lane) does not exceed 75,000 tonnes per annum, as previously approved under planning permission refs. 12579/APP/2021/2010 and 39755/APP/2023/652.

For the avoidance of doubt, this restriction applies solely to the composting operations and does not include waste handled within the waste transfer station building hereby approved.

REASON
To safeguard the amenities of the surrounding area, to ensure that the scale of waste operations remains consistent with that previously assessed and approved, to protect the openness and function of the Green Belt, and to ensure that pedestrian and vehicular safety is not prejudiced in accordance with Policy EM2 of the Hillingdon Local Plan Part 1 (2012), Policies DMEI 12, DMEI 14 and DMT 2 of the Local Plan Part 2 (2020), Policies G2 and T4 of the London Plan (2021) and the National Planning Policy Framework (2024).

13. NONSC **Composting HGV Movements (re-imposed)**

There shall be no more than 100 vehicular movements (one-way) associated with the

composting facility in any one working day, of which no more than 41 one-way movements shall be Heavy Goods Vehicles (vehicles exceeding 7.5 tonnes).

The above limits form part of the operation previously approved under planning permission refs. 12579/APP/2021/2010 and 39755/APP/2023/652.

For the avoidance of doubt, this restriction applies to the composting operations only and does not include vehicle movements associated with the waste transfer station hereby approved, which shall be controlled separately.

REASON:
To safeguard the residential amenity of the occupiers of adjoining and nearby properties, to protect the openness and amenity of the Green Belt, and to ensure that highway safety is not prejudiced, in accordance with Policies EM2 and EM8 of the Hillingdon Local Plan Part 1 (2012), Policies DMT 1, DMT 2, DMT 5 and DMT 6 of the Hillingdon Local Plan Part 2 (2020), Policies T4 and SI 8 of the London Plan (2021), Policy WLWP3 of the West London Waste Plan (2015) and the National Planning Policy Framework (2024).

14. NONSC **Organic Waste (re-imposed)**

The composting facility shall be used only for the processing of organic biodegradable waste (excluding commercial food waste) and shall not be used for the processing or disposal of hazardous or toxic materials, as previously approved under planning permission refs. 12579/APP/2021/2010 and 39755/APP/2023/652.

REASON
To safeguard the residential amenity of the occupiers of adjoining and nearby properties, in accordance with Policies EM2 and EM8 of the Hillingdon Local Plan Part 1 (2012), Policy DMEI 12 of the Hillingdon Local Plan Part 2 (2020), Policies SI 1 and SI 8 of the London Plan (2021), Policy WLWP3 of the West London Waste Plan and the National Planning Policy Framework (2024).

15. NONSC **Acceptance of Waste (re-imposed & amended)**

The composting facility shall accept waste input from local authority and commercial sources only and shall not accept material delivered directly by members of the public, as previously approved under planning permission refs. 12579/APP/2021/2010 and 39755/APP/2023/652.

The waste transfer station hereby approved shall not be used as a civic amenity site and shall not accept waste delivered directly by members of the public.

REASON
To prevent unacceptable levels of traffic generation and intensification of use at the site, in the interests of residential amenity, highway safety and the openness of the Green Belt, in accordance with Policies EM2 and EM8 of the Hillingdon Local Plan Part 1 (2012), Policies DMT 1, DMT 2, DMT 5 and DMT 6 of the Hillingdon Local Plan Part 2 (2020), Policy T4 of

the London Plan (2021) and the National Planning Policy Framework (2024).

16. NONSC **Travel Plan (re-imposed)**

The composting facility shall operate in accordance with the Travel Plan approved under planning permission refs. 12579/APP/2021/2010 and 39755/APP/2023/652, and as subsequently approved under application ref. 39755/APP/2024/2182.

REASON
To safeguard the amenity of the Green Belt and to ensure that pedestrian and vehicular safety is not prejudiced, in accordance with Policy EM2 of the Hillingdon Local Plan Part 1 (2012), Policies DMT 1, DMT 2, DMT 5 and DMT 6 of the Hillingdon Local Plan Part 2 (2020), Policy T4 of the London Plan (2021) and the National Planning Policy Framework (2024).

17. NONSC **Windrows (re-imposed)**

The maturation windrows on the composting site on the northern side of Newyears Green Lane shall not exceed 2.0 metres in height, as previously approved under planning permission refs. 12579/APP/2021/2010 and 39755/APP/2023/652, unless otherwise agreed in writing by the Local Planning Authority.

REASON
To protect the visual amenities of the Green Belt and the Colne Valley Regional Park, in accordance with Policies EM2 of the Hillingdon Local Plan Part 1 (2012), Policy DMEI 4 of the Hillingdon Local Plan Part 2 (2020), Policy G2 of the London Plan (2021) and the National Planning Policy Framework (2024).

18. NONSC **Stockpiles (re-imposed)**

The stockpiles at the composting site on the northern side of Newyears Green Lane shall not exceed 3.0 metres in height, in accordance with the details approved under planning permission refs. 12579/APP/2021/2010 and 39755/APP/2023/652 (or any subsequent approved revision), unless otherwise agreed in writing by the Local Planning Authority.

REASON
To protect the visual amenities of the Green Belt and the Colne Valley Regional Park, in accordance with Policies EM2 of the Hillingdon Local Plan: Part One (2012), Policy DMEI 4 of the Hillingdon Local Plan Part 2 (2020), Policy G2 of the London Plan (2021) and the National Planning Policy Framework (2024).

19. NONSC **Wheel Washing (re-imposed)**

The composting facility approved under planning permission refs. 12579/APP/2021/2010 and 39755/APP/2023/652 shall be operated with measures in place to ensure that all vehicles associated with the use, including vehicles transferring in-vessel composted material from Highview Farm to the windrows located on adjoining land north of Newyears

Green Lane, are properly washed and cleaned so as to prevent the deposition of mud and debris onto the public highway.

The approved measures shall be retained and maintained for the duration of the use.

REASON
To ensure that the operation of the composting facility does not give rise to danger or inconvenience to users of the adjoining highway, in the interests of pedestrian and vehicular safety, in accordance with Policies T1 and E5 of the Hillingdon Local Plan Part 1 (2012), Policies DMT 1, DMT 2, DMT 5 and DMT 6 of the Hillingdon Local Plan Part 2 (2020), Policy T4 of the London Plan (2021) and the National Planning Policy Framework (2024).

20. NONSC **Delivery & Servicing Plan (re-imposed)**

The composting facility shall continue to operate in accordance with the Haulage Traffic Management Plan approved under planning permission ref. 12579/APP/2021/2010 (or any subsequent approved revision), unless otherwise agreed in writing by the Local Planning Authority.

REASON
To safeguard the residential amenity of the occupiers of adjoining and nearby properties, to safeguard the amenity of the Green Belt and to ensure that pedestrian and vehicular safety is not prejudiced, in accordance with Policies EM2 and EM8 of the Hillingdon Local Plan Part One (2012), Policies DMT 1, DMT 2, DMT 5 and DMT 6 of the Hillingdon Local Plan Part 2 (2020), Policy T4 of the London Plan (2021), Policy WLWP3 of the West London Waste Plan (2015) and the National Planning Policy Framework (2024).

21. NONSC **Composting Vessels (re-imposed)**

The composting facility shall continue to operate in accordance with the Biofilter Specification and Monitoring Plan Issue 02 (Ref: WLC 18) approved under planning permission ref. 12579/APP/2021/2010 (or any subsequent approved revision).

The composting vessels shall be sealed units with biofilters, which shall be permanently retained and maintained in good working order for the duration of the use.

REASON
To safeguard the residential amenity of the occupiers of adjoining and nearby properties, in accordance with Policies EM2 and EM8 of the Hillingdon Local Plan Part 1 (2012), Policy DMEI 12 of the Hillingdon Local Plan Part 2 (2020), Policies SI 1 and SI 8 of the London Plan (2021), Policy WLWP3 of the West London Waste Plan and the National Planning Policy Framework (2024).

22. NONSC **Hydrogeological Risk Assessment (re-imposed)**

Within 3 months of the date of this permission, a Hydrogeological Risk Assessment (HRA)

for the composting facility approved under planning permission ref. 12579/APP/2021/2010 shall be submitted to and approved in writing by the Local Planning Authority.

The HRA shall include:

1. The collection of relevant site-specific data to characterise the aquifer and local geological conditions;
2. A Detailed Quantitative Risk Assessment (DQRA) to assess risks to groundwater arising from site operations;
3. A review of mitigation measures to address identified risks; and
4. Recommendations and measures to minimise risks to groundwater.

The composting facility shall thereafter be operated in accordance with the approved details and any mitigation measures identified shall be implemented and retained for the duration of the use.

REASON
The site is located above a Principal Aquifer and within Source Protection Zone 1 (SPZ1), where groundwater is highly sensitive. To ensure that the operation does not pose an unacceptable risk to groundwater quality and public water supply, in accordance with Policies EM6 of the Hillingdon Local Plan Part 1 (2012), Policy DMEI 11 of the Hillingdon Local Plan Part 2 (2020), Policy SI 12 of the London Plan (2021) and the National Planning Policy Framework (2024).

23. NONSC **Foul / Surface Water (re-imposed)**

Within 3 months of the date of this permission, a detailed scheme for foul and surface water drainage arrangements for the composting facility approved under planning permission ref. 12579/APP/2021/2010 shall be submitted to and approved in writing by the Local Planning Authority.

The scheme shall include:

- Details of the existing and proposed foul and surface water drainage arrangements, including discharge locations, storage infrastructure and discharge rates;
- Evidence demonstrating that surface water runoff will be restricted to 5 litres per second per hectare in a 1 in 100-year event plus 40% allowance for climate change;
- Discharge rates for the 1 in 1 year, 1 in 25 year and 1 in 50 year events; and
- Confirmation that the scheme has taken into account the surrounding works associated with HS2.

The approved drainage scheme shall be implemented within 12 months of approval and shall thereafter be retained and operated in accordance with the approved details for the duration of the use.

REASON

To ensure that surface water and foul drainage from the site are adequately managed to protect the quality of sensitive groundwater, in accordance with Policy EM6 of the Hillingdon Local Plan Part 1 (2012), Policies DMEI 9 and DMEI 10 of the Hillingdon Local Plan Part 2 (2020), Policies SI 12 and SI 13 of the London Plan (2021) and the National Planning Policy Framework (2024).

24. NONSC **Flood Risk Assessment (re-imposed)**

The composting facility shall be operated in accordance with the Flood Risk Assessment (Ref: ES-Vol2b-FRA) approved under planning permission ref. 12579/APP/2021/2010, including the mitigation measures set out therein.

In particular, surface water runoff from the site shall be managed so that, during a 1 in 100-year event plus climate change allowance, discharge rates do not exceed those from the undeveloped site and do not increase the risk of flooding off-site.

The approved mitigation measures shall be retained and maintained for the duration of the composting use, unless otherwise agreed in writing by the Local Planning Authority.

REASON
To prevent flooding by ensuring the satisfactory storage and disposal of surface water from the site, in accordance with Policy EM6 of the Hillingdon Local Plan Part 1 (2012), Policies DMEI 9 and DMEI 10 of the Hillingdon Local Plan Part 2 (2020), Policies SI 12 and SI 13 of the London Plan (2021) and the National Planning Policy Framework (2024).

25. NONSC **Odour Suppression (re-imposed)**

The composting facility, including the maturation area on the northern side of Newyears Green Lane, shall be operated in accordance with the Odour Management Plan approved under application ref. 39755/APP/2024/2182, or any subsequent approved revision.

REASON
To mitigate odour emissions in the interests of residential amenity and to ensure that the Local Planning Authority is kept informed of odour control measures at the site, in accordance with Policies EM2 and EM8 of the Hillingdon Local Plan Part 1 (2012), Policy DMEI 12 of the Hillingdon Local Plan Part 2 (2020), Policies SI 1 and SI 8 of the London Plan (2021), Policy WLWP3 of the West London Waste Plan and the National Planning Policy Framework (2024).

Informatives

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

The decision to GRANT planning permission has been taken having regard to all relevant planning legislation, regulations, guidance, circulars and Council policies, including The

Human Rights Act (1998) (HRA 1998) which makes it unlawful for the Council to act incompatibly with Convention rights, specifically Article 6 (right to a fair hearing); Article 8 (right to respect for private and family life); Article 1 of the First Protocol (protection of property) and Article 14 (prohibition of discrimination).

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

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

I53 **Compulsory Informative (2)**

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

DMCI 7	Planning Obligations and Community Infrastructure Levy
DMEI 11	Protection of Ground Water Resources
DMEI 14	Air Quality
DMEI 4	Development on the Green Belt or Metropolitan Open Land
DMHB 11	Design of New Development
DMT 1	Managing Transport Impacts
DMT 2	Highways Impacts
LPP D14	(2021) Noise
LPP D3	(2021) Optimising site capacity through the design-led approach
LPP D4	(2021) Delivering good design
LPP DF1	(2021) Delivery of the Plan and Planning Obligations
LPP G2	(2021) London's Green Belt
LPP G6	(2021) Biodiversity and access to nature
LPP SI1	(2021) Improving air quality
LPP SI8	(2021) Waste capacity and net waste self-sufficiency
LPP SI9	(2021) Safeguarded waste sites
LPP T4	(2021) Assessing and mitigating transport impacts
NPPF12 -24	NPPF12 2024 - Achieving well-designed places
NPPF13 -24	NPPF13 2024 - Protecting Green Belt land

NPPF15 -24	NPPF15 2024 - Conserving and enhancing the natural environment
NPPF4 -24	NPPF4 2024 - Decision making
NPPF9 -24	NPPF9 2024 - Promoting sustainable transport

Appendix 2: Relevant Planning History

12579/APP/2003/1422 Pylon Farm Newyears Green Lane Harefield

DETAILS OF SITE DRAINAGE SYSTEM, TREE PROTECTION MEASURES, METHOD STATEMENT AND LANDSCAPING SCHEME IN COMPLIANCE WITH CONDITIONS 3, 5, 7 AND 8 OF PLANNING PERMISSION REF.12579M/99/ 2048 DATED 13/09/2002; CHANGE OF USE FROM AGRICULTURAL TO ORGANIC COMPOSTING SITE

Decision: 03-08-2004 Approved

12579/APP/2006/1524 Land Adjacent To Compost Maturation Site Pylon Farm New Years Green Lane Harefield

CHANGE OF USE FROM LOW GRADE AGRICULTURAL LAND TO ALLOW THE NORTHERN EXTENSION OF THE EXISTING COMPOST MATURATION FACILITY

Decision: 17-08-2006 Approved

12579/APP/2006/673 Pylon Farm Newyears Green Lane Harefield

VARIATION OF CONDITION 2 OF PLANNING PERMISSION REF. 2579/M/99/2048 DATED 13/09/2002 TO ALLOW CONTINUED USE OF THE LAND AS AN ORGANIC COMPOSTING SITE.

Decision: 18-08-2006 Approved

12579/APP/2007/534 Land Adjacent To Compost Maturation Site At Pylon Farm New Years Green Lane, Harefield

RELOCATION OF EXISTING DRAINAGE LAGOON TO THE NORTHERN END OF THE SITE TO FACILITATE IMPROVED MANAGEMENT OF THE SITE IN ACCORDANCE WITH PLANNING PERMISSION 12579/APP/2006/1524 DATED 17-08-2006 'CHANGE OF USE FROM LOW GRADE AGRICULTURAL LAND TO ALLOW THE NORTHERN EXTENSION OF THE EXISTING COMPOST MATURATION FACILITY'

Decision: 24-05-2007 Approved

12579/APP/2011/1991 Pylon Farm Newyears Green Lane Harefield

Variation of condition 1 of planning permission ref: 12579/APP/2006/673 dated 18/08/2006 to allow continued use of the land as an organic composting site. (Section 73 application)

Decision: 25-10-2011 Approved

12579/APP/2011/1992 Land Adjacent To Compost Maturation Site At Pylon Farm Newyears Green Lane Harefield

Variation of condition 2 of planning permission ref: 12579/APP/2006/1524 dated 18/08/2006 to allow the continued use of the land as an organic composting site for a period of 12 months. (Section 73)

Decision: 25-10-2011 Approved

12579/APP/2011/1993 Land Adjacent To Compost Maturation Site At Pylon Farm Newyears Green Lane Harefield

Variation of condition 1 of planning permission ref 12579/APP/2007/534 dated 24/05/2007 to allow retention of the existing drainage lagoon for a period of 12 months. (Section 73 application)

Decision: 25-10-2011 Approved

12579/APP/2011/2971 Pylon Farm Newyears Green Lane Harefield

Details of landscape maintenance, in compliance with conditions 2 of planning permissions ref: 12579/APP/2011/1991 and 12579/APP/2011/1992; and condition 4 of planning permission ref: 12579/APP/2011/1993 all dated October 27th 2011.

Decision: 16-08-2012 Approved

12579/APP/2011/2974 Pylon Farm Newyears Green Lane Harefield

Details pursuant to condition 10 of planning permision ref: 12579/APP/2011/1992 and condition 5 of planning permission ref: 12579/APP/2011/1993, both dated October 27th 2011.

Decision: 21-11-2012 Approved

12579/APP/2012/2366 West London Composting Land & Land To The North And South Of Newyears Green Lane Harefield

The continuation of existing recycling operations at land to the North and South of New Years Green Lane for an organic composting facility operation to handle a maximum throughput of up to 75,000 tonnes per annum of organic waste for a temporary period of five years.

Decision: 15-09-2015 Approved

12579/APP/2016/4099 Highview Farm Newyears Green Lane Harefield

Details pursuant to the full discharge of condition 3, 8 and 9 and partial discharge of condition 13 (Landscape maintenance plan, a Construction Logistics Plan (CLP) and a delivery and Servicing Plan (DSP), bio filters, and Travel Plan), of planning permission ref: 12579/APP/2012/2366 dated 15-09-2015 (Increase in throughput from 50,000 tpa to 75,000 tpa of green waste material for a temporary period of five years).

Decision: 23-10-2020 Approved

12579/APP/2019/1260 West London Composting Ltd Newyears Green Lane Harefield

Retrospective application for two above ground leachate storage tanks and one fresh water tank and a sump on an impermeable concrete pad with a concrete bund

Decision: 21-04-2021 Approved

12579/APP/2020/1496 Pylon Farm Newyears Green Lane Harefield

West London Composting request a Scoping Opinion from the local authority in line with Regulation 15 (1) of the EIA Regulations 2017

Decision: 15-06-2020 Screen/Scope Issued

12579/APP/2020/2546 West London Composting Land & Land To The North And South Of Newyears Green Lane Harefield

Variation of condition 1 of planning permission ref: 12579/APP/2012/2366 dated 17/09/2015 to allow the continued use of land to the North and South of New Years Green Lane as an organic composting site to handle a maximum throughput of up to 75,000 tonnes per annum of organic waste, for an additional temporary period of one year (Section 73).

Decision: 21-04-2021 Approved

12579/APP/2021/2010 West London Composting Ltd, Highview Farm Newyears Green Lane Harefield

The permanent residency of the land to the North and South of Newyears Green Lane for the continued use of an organic composting facility operation to handle a maximum throughput of up to 75,000 tonnes per annum of organic waste, including retrospective retention of two above ground leachate storage tanks and the installation of three freshwater storage tanks.

Decision: 23-06-2022 Approved

12579/M/99/2048 Land At Pylon Farm New Years Green Lane Harefield

CHANGE OF USE FROM AGRICULTURAL TO ORGANIC COMPOSTING SITE (INVOLVING ERECTION OF FOUR 1.5 METRE HIGH DOME WINDROWS)

Decision: 13-09-2002 Approved

39755/APP/2023/652 High View Farm Newyears Green Lane Harefield

Regularisation of the existing green waste composting operations and proposed extension to the green waste open windrow compost maturation yard, construction of a storage container, site offices, welfare building, weighbridge/weighbridge offices, 2 no. leachate holding tanks, 2 no. 180kW generator sets, landscaping and areas of ecological enhancement, including a change of use of the land from pasture to a waste management

use.

Decision: 23-03-2024 Approved

39755/APP/2024/2182 High View Farm Newyears Green Lane Harefield

Details pursuant to the discharge of Conditions 9 (Construction and Environmental Management Plan), 10 (Construction Logistics Plan), 14 (Travel Plan), 16 (Odour Management Plan), 20 (Historical/Archaeological Record) and 22 (Drainage Design Details) of planning permission ref. 39755/APP/2023/652, dated 21-06-2024 (Regularisation of the existing green waste composting operations and proposed extension to the green waste open windrow compost maturation yard, construction of a storage container, site offices, welfare building, weighbridge/weighbridge offices, 2 no. leachate holding tanks, 2 no. 180kW generator sets, landscaping and areas of ecological enhancement, including a change of use of the land from pasture to a waste management use.)

Decision: 27-11-2024 Approved

39755/APP/2025/2158 High View Farm Newyears Green Lane Harefield

Details pursuant to the discharge of Conditions 12 (Delivery and Service Plan), 19 (Ecological Enhancement and Management Plan), 23 (Sustainable Drainage Scheme), 25 (GLA's Whole Life-Cycle Carbon Assessment) and 26 (Post-construction Monitoring) of planning permission ref. 39755/APP/2023/652, dated 21-06-2024 (Regularisation of the existing green waste composting operations and proposed extension to the green waste open windrow compost maturation yard, construction of a storage container, site offices, welfare building, weighbridge/weighbridge offices, 2 no. leachate holding tanks, 2 no. 180kW generator sets, landscaping and areas of ecological enhancement, including a change of use of the land from pasture to a waste management use).

Decision: 19-11-2025 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.EM11	(2012) Sustainable Waste Management
PT1.EM2	(2012) Green Belt, Metropolitan Open Land and Green Chains
PT1.EM7	(2012) Biodiversity and Geological Conservation
PT1.EM8	(2012) Land, Water, Air and Noise

Part 2 Policies:

NPPF12 -24	NPPF12 2024 - Achieving well-designed places
NPPF13 -24	NPPF13 2024 - Protecting Green Belt land
NPPF15 -24	NPPF15 2024 - Conserving and enhancing the natural environment
NPPF4 -24	NPPF4 2024 - Decision making
NPPF9 -24	NPPF9 2024 - Promoting sustainable transport
LPP D14	(2021) Noise
LPP D3	(2021) Optimising site capacity through the design-led approach
LPP D4	(2021) Delivering good design
LPP DF1	(2021) Delivery of the Plan and Planning Obligations
LPP G2	(2021) London's Green Belt
LPP G6	(2021) Biodiversity and access to nature
LPP SI1	(2021) Improving air quality
LPP SI8	(2021) Waste capacity and net waste self-sufficiency
LPP SI9	(2021) Safeguarded waste sites

LPP T4	(2021) Assessing and mitigating transport impacts
DMCI 7	Planning Obligations and Community Infrastructure Levy
DMEI 4	Development on the Green Belt or Metropolitan Open Land
DMEI 11	Protection of Ground Water Resources
DMEI 14	Air Quality
DMHB 11	Design of New Development
DMT 1	Managing Transport Impacts
DMT 2	Highways Impacts

Report of the Head of Development Management and Building Control Committee Report Part 2 – Application Report

Case Officer: **Sharan Singh**	**7881/APP/2025/2964**

Date Application Valid:	**26-11-25**	Statutory / Agreed Determination Deadline:	**23-04-26**
Application Type:	**Householder**	Ward:	**Ruislip**

Applicant:	**Mr Tim Harris**
Site Address:	**163 EASTCOTE ROAD, RUISLIP**
Proposal:	**Demolition and rebuild of the front porch., single-storey wrap around side and rear extension with amendments to the fenestration.**
Summary of Recommendation:	**GRANT planning permission subject to conditions**
Reason Reported to Committee:	**Required under Part 2 of the Planning Scheme of Delegation (Member call-in request)**

Summary of Recommendation:

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

1 Executive Summary

1.1 This householder planning application proposes an extensions and alterations to number 163 Eastcote Road ('The site'). It proposes the demolition and rebuild of the front porch and a single storey wrap around side and rear extension with amendments to the fenestration. The matter is being determined by Committee due to a Member's call-in.

1.2 Cumulatively, the proposed extension is considered to comply with the objectives of the relevant planning policies, and the proposal would not give rise to any significant harm to the character and appearance of the host dwelling, street scene or impact on the wider character in which the site is situated. It is noted that several properties within the section Eastcote Road have been altered with front porches or with extensions. The prevailing character along the street scene is quite varied and overall, the scheme is finished to a quality design, with matching materials and would not cause harm to the street scene.

1.3 The proposal would have an acceptable impact on neighbouring residential amenity. The garden areas and neighbouring windows would continue to receive sufficient daylight and sunlight. It would also not lead to a significant increase in overlooking over and above what would be expected from a domestic location. The extension to the rear would also not lead to a sense of enclosure or loss of outlook. Consequently, the proposal does not result in harm to neighbouring residential amenity that would warrant a reason for refusal.

1.4 It would not adversely affect highway safety, or cause harm in other respects. The Highways Officer has been consulted and raised no objections to the development with a similar number of car parking spaces retained.

1.5 Due regard has been given to the consultee objection, however it is concluded that the proposal complies with the Development Plan and no material considerations indicate that a contrary decision should be taken.

1.6 The planning application is therefore recommended for approval subject to the conditions set out in Appendix 1.

2 The Site and Locality

2.1 The application property is a semi-detached dwelling, located on the middle of Eastcote Road (refer to figure 1 below) on the northern site of the highway. The application dwelling has a hipped to gable conversion with rear dormer extension within the rear roof. To the front there is a gable and square-bay front projection and off white roughcast render external facings. The dwelling has a front porch with pitch canopy to the of the front elevation.

2.2 The dwelling has a spaciously sized rear garden, which is enclosed by close-boarded fencing and small trees. The property has an existing single storey rear extension which projects approximately 1.7m in depth out from the main rear elevation. There is an existing outbuilding positioned along the shared eastern boundary with No 165 Eastcote Road.

2.3 The application property benefits from off street parking accessed via a vehicular cross-over with parking for 2 vehicles.

2.4 The site lies between two, two-storey dwellings with Number 161 Eastcote Road located to the west (adjoining property) and Number 165 Eastcote Road located to the east. Number 165 is set slightly behind the building line of the site. The streetscene of the immediate locality is residential in character and appearance and comprises a mixture of two storey semi-detached and detached dwellings with similar architectural styles and roofscape. Several properties on the streetscene have garage additions and extensions to their side elevations.

2.5 The application site does not lie within a conversation or within the setting of any listed buildings of note. It is however noted that the property does lie within Ruislip Motte and Bailey Archaeological Priority Area.

Figure 1: Location Plan (application site edged red)



Figure 2: Aerial View of Application Property



Figure 3: Street View Image of the Application Property



3 Proposal

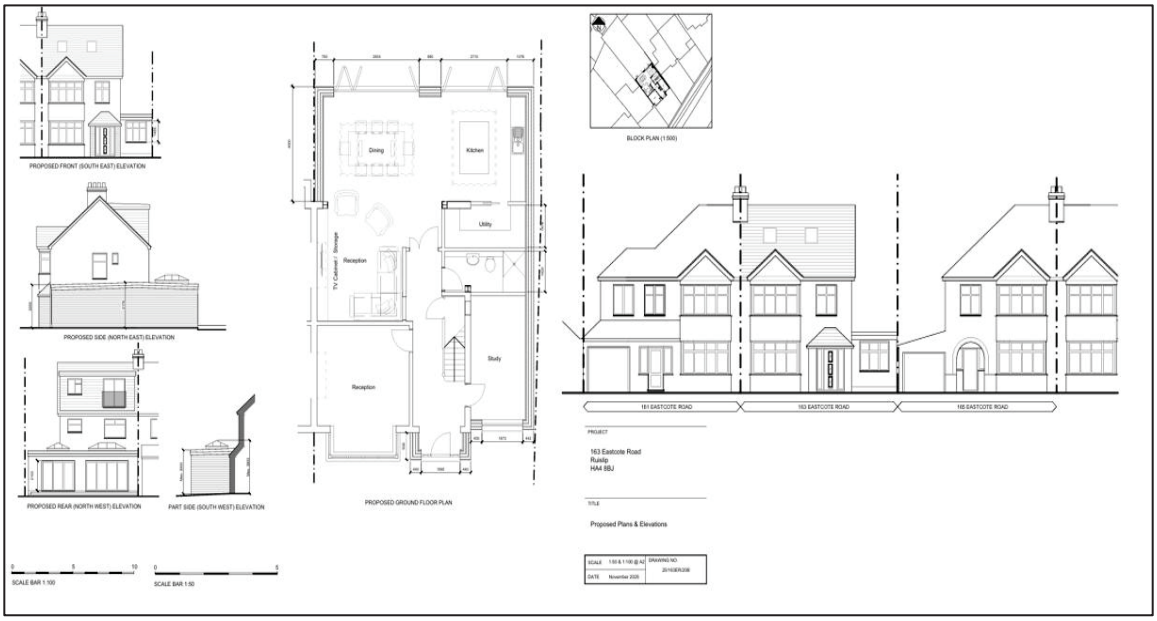
3.1 The application proposes demolition and rebuild of the front porch, single-storey wrap around side and rear extension with amendments to the fenestration.

3.2 The proposed elements are as outlined:

- Side extension: Approx. – 3m in height, 2.6m in width and 11.7m in depth (including 4m to the rear)
- Rear extension: approx. – 9m in width, 3m in height and 4m in depth.
- Front porch: Approx. – 2.5m in width, 0.93m in depth and 3m in height.

3.3 The proposal would also demolition of the rear outbuilding to accommodate the side and rear extension. The roof of the porch would be finished with a hipped style form with a flat roof serving the side and rear extensions. Two lantern style roof lights would provide additional light to the rear extension serving the kitchen and dining area. The fenestration and materials would generally match those existing on the dwelling.

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



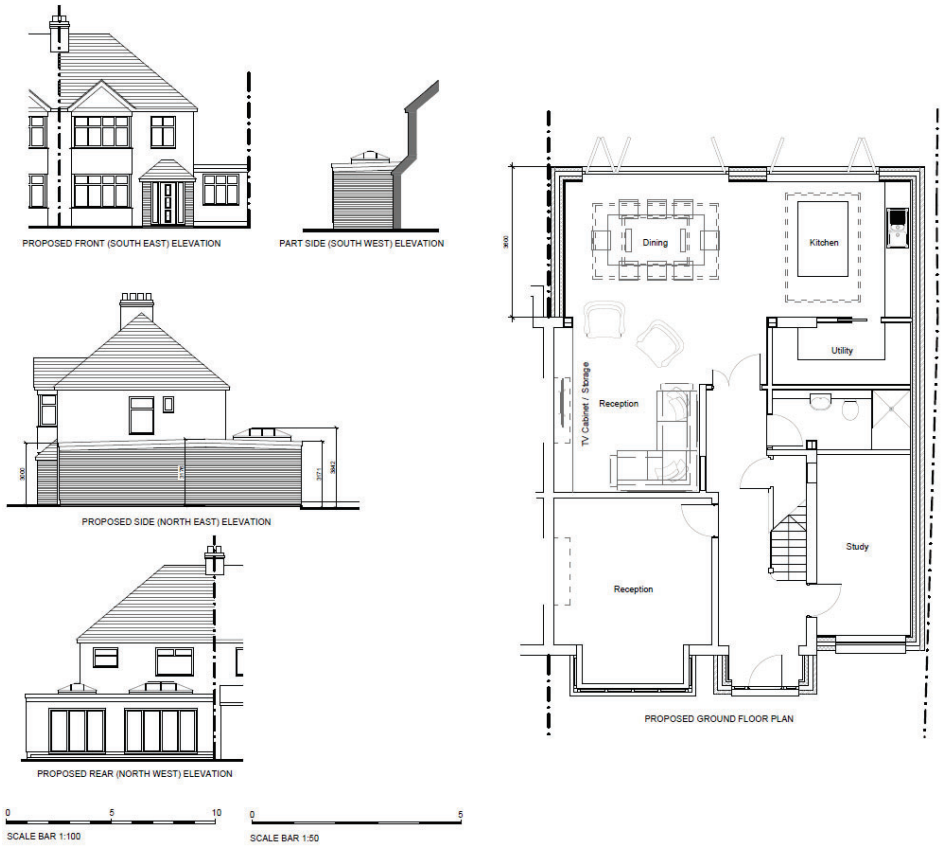
4 Relevant Planning History

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

4.2 It should be noted that the scheme does planning history. A prior approval had previously been granted in 12-11-25 (7881/APP/2025/2499) for the erection of a

single storey rear extension, which would extend beyond the rear wall of the original house by 4 metres, for which the maximum height would be 3.80 metres, and for which the height of the eaves would be 3.00 metres. This scheme can be implemented as it stands. Another scheme was also approved 08-09-25 (7881/APP/2025/1833) for the erection of a single storey side and rear extension, and front porch, following demolition of existing conservatory and front porch. This scheme can also be implemented. The key difference between this scheme and the currently proposed scheme is the additional depth of 0.4m to the side and rear extension.

Figure 5: Proposed plans approved under (7881/APP/2025/1833)



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 Ten neighbouring properties and the Ruislip Residents Association were consulted on 1st December 2025. Consultation expired on 22nd December 2025. One objection was received, as well as a call in from a local Ward Councillor.

6.2 Following this the application was referred to committee.

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 been made available to Members.

Table 1: Summary of Representations Received

Representations	Summary of Issues Raised	Planning Officer Response
1 objection has been received.	I. Harm to character and appearance of the area / will change the street scene	Discussed at paragraphs 7.2-7.13 of this report. The proposed scheme respects the host dwelling and the character of the wider street scene.
	II. Potential for flooding and environmental damage	Discussed at paragraphs 7.28-7.29 of this report. This can and will be conditioned
	III. Loss of light and view already experienced because of the roof height at Fairacres.	Discussed at paragraphs 7.16-7.18 This property is not within close proximity to the site and hold no bearing on this application.
	IV. Concern about change of use – suspicion that the property may be intended to operate like a hotel for asylum seekers rather than a normal house. The size of the proposed building is considered much larger than a typical semi-detached house.	The area has an Article 4 whereby HMO properties would require planning permission. Nonetheless the properties within this ward are larger and that is a key feature. Each application is determined on their own merits and cannot be determined on a foreshadowing basis.
A local Ward Councillor has also requested	i. The scale of the development is not in keeping with the existing street scene	Discussed at paragraphs 7.4 to 7.13

the scheme be called in.	and is an overdevelopment of the current site	

7 Planning Assessment

Principle of Development

7.1 The proposal is for an extension to an existing residential dwelling. As such, the principle of development is supported by national, regional and local planning policies, subject to the considerations set out below.

Impact on the Character and Appearance of the Area

7.2 Policy DMHB 11 of the Hillingdon Local Plan: Part Two - Development Management Policies (January 2020) requires all development to be designed to the highest standards and incorporate principles of good design, either complementing or improving the character and appearance of the area. Policy DMHB 12 of the Hillingdon Local Plan: Part Two - Development Management Policies (January 2020) seeks to protect and improve the public realm, including streets.

7.3 In addition to the above, policies D3 of the London Plan (2021), BE1 of the Hillingdon Local Plan Part 1 – Strategic Policies (2012), 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 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 at chapter 12.

Site Context

7.4 The application site comprises a semi-detached dwelling located on the central side of Eastcote Road. The property is attached to 161 Eastcote Road along the western site boundary. 165 Eastcote Road is located along the eastern site boundary. To the north, the rear of the site backs onto the rear gardens of 13A, 14 and 15 Fairacres. 142, 144 (which are located over 20m away) and 150 Eastcote Road are located to the south, on the opposite side of the road. The site does not have any planning restrictions.

7.5 From the site inspection, it was quite evident that there was a variety of dwellings which have extended to different calibres within the immediate area. The proposed side and rear extension would not exceed half the width of the original property and would not exceed the Council's recommended depth standard set out in Part B of Policy DMHD 1 of the Hillingdon Local Plan: Part Two - Development

Management Policies (January 2020). The proposed extension would be set back a sufficient distance from the front building line and would be set in an appropriate distance from the shared site boundary.

Impact on Immediate Local Character

7.6 The proposed scheme would be a modest and simple addition, similar to other examples in the area and would marry into the street scene and neighbouring properties well.

7.7 From the site survey of the prevailing local character, the extensions would not cause any significant visual impact to the street scene it would be situated on. The height would be modest at 3m would not be overbearing or overshadowing. The overall variety of architectural styles along this section of the street ensures that the extension would not appear at odds with the prevailing character.

7.8 This is understood by the officers that the rear element exceeds policy DMHD1 by 0.4m with the rear projection measuring 4m rather than 3.6m. It must however be noted that the scheme would only exceed the neighbouring building line by 3.2m approx. and respects the building line and surroundings the scheme is acceptable. The proposed materials would match those of the host dwelling. All windows are front or south facing. The rear extension itself would be proportionate to both the existing dwelling and the garden it would be situated within. It is also noted that as part of the scheme, the outbuilding situated along the eastern boundary would be removed which would further open up the garden space.

7.9 The proposed side extension would have a depth of 11.7m and a width of 2.6m, with a height of 3m with a flat roof. This element is also set in from 0.1m to 0.3m from the boundary. Although this gap is infilled to the edge of the boundary to the rear of the side element, and the setting off the boundary allows for some breathing space between 163 Eastcote Road (Host property) and 165 Eastcote Road. Number 165 Eastcote also has a side garage element which would the closest to this proposed element and is also set behind the host dwelling.

7.10 The site sits between two established two-storey houses, and the scheme has been designed to complete the rhythm of the street while maintaining elements of the original dwelling's character. The design retains the original building footprint and principal elevation alignment, ensuring that the proposed development continues to sit comfortably within the existing plot and streetscape. Importantly, the proposal preserves several features including the arrangement of window openings and a sympathetic roof profile. These elements ensure that, while the extension looks appropriate.

7.11 It must be noted that there is a variety of extensions added along this section of Eastcote Road with the attached property at No 161 having a part two story part single story side extension which already breaks the level of symmetry to the semi-detached properties as a pair. It is also worth noting that there is a fall-back planning permission (7881/APP/2025/1833) in place with the side extension and

porch already approved. The key change would be additional depth of 0.4m to the rear. The additional increase in depth over and above the previously approved scheme is not overly excessive to cause visual harm. The overall scale, depth and design would continue to appear subordinate to the dwelling and proportionate to the site curtilage.

7.12 The materials palette and architectural detailing are consistent with those of host dwelling and the neighbouring houses, reinforcing visual continuity and ensuring that the dwelling integrates harmoniously with the established suburban character. A condition would be attached to ensure that external materials are consistent with the character and appearance of the street scene on Eastcote Road. Overall, the proposal represents a proportionate and contextually appropriate enhancement to the existing dwelling, strengthening the consistency of the street scene without appearing overbearing or out of keeping.

7.13 Overall, it is considered that the proposed side and rear extension would appear as a subordinate addition to the application property and would not cause harm to the character and appearance of the application property or to the character and appearance of the immediate street scene and surrounding area. It is therefore considered that the scheme would be acceptable and would not cause harm to the character and appearance of the application property or to the character and appearance of the surrounding area. The proposal thereby complies with Policy BE1 of the Hillingdon Local Plan: Part One - Strategic Policies (November 2012) and Policies DMHB 11, DMHB 12 and DMHD 1 of the Hillingdon Local Plan: Part Two - Development Management Policies (January 2020).

Residential Amenity

7.14 Policy DMHD 1 of the Hillingdon 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: ii) a satisfactory relationship with adjacent dwellings is achieved; and v) there is no unacceptable loss of outlook to neighbouring occupiers.

7.15 Policy DMHB 11 of the Hillingdon Local Plan: Part Two - Development Management Policies (2020) seeks to ensure that development proposals do not adversely impact on the amenity, daylight and sunlight of adjacent properties and open space.

Daylight Sunlight/ Privacy/Outlook and Sense of Enclosure

7.16 161 Eastcote Road is located to the West and is the adjoining property. The single storey side element would not impact the neighbourhood amenity of this neighbour. The rear element would surpass this neighbours rear window by 3.2m. The level of projection beyond this neighbouring property is considered acceptable and would not cause significant harm to this adjoining neighbour. It would not impact the daylight and sunlight to impact the amount that any habitable rooms are not usable. The level of projection beyond this neighbour would not infringe

on their daylight to a negative level. This alongside the modest height of 3m is deemed acceptable and considerate.

7.17 The additional 0.4 metres in depth would not significantly increase the sense of enclosure, loss of outlook, or overshadowing beyond that which would result from a policy compliant extension. Although the proposal would project approximately 3.2 metres beyond the rear wall of the adjoining dwelling, the single-storey height and flat roof design reduce its overall bulk and visual impact. The extension remains subordinate to the main dwelling and maintains adequate separation from neighbouring windows. In design terms, the extension follows the existing building's proportions and materials, ensuring it integrates well with the host property. Given the limited scale of the exceedance, and in light of the absence of demonstrable harm to residential amenity, it is considered that the proposal accords with the overall aims

7.18 165 Eastcote Road is the neighbouring property to the east of the site and has a side garage element. The rear and side element would be approx. 2.5m from the nearest wall of this neighbour. The side extension would not cause significant harm to this neighbour in terms of daylight sunlight as the rear building line of this neighbour is set further into the garden. No 165 Eastcote Road is also set away significantly from the boundary. Given this distance there would be no overbearing or overdevelopment concerns on this neighbour.

7.19 As such, the impact on neighbouring privacy would fall below the threshold of material harm. Dwellings to the front and rear (Fairacres) are situated approximately 21m from the site. This distance would be sufficient to ensure no undue loss of amenity to those neighbouring occupiers. Whilst to the rear the application site abuts the railway line.

7.20 Given the positioning of the development above the original footprint with no projecting above the single storey rear element, the development would not lead to any overbearing impact or sense of enclosure to either adjoining neighbouring property. Both neighbours would continue to receive unrestricted outlook towards their rear gardens.

7.21 For the reasons outlined above, it is concluded that the proposal would have an acceptable impact on neighbouring residential amenity in compliance with Policies DMHD 1 and DMHB 11 of the Hillingdon Local Plan: Part 2 - Development Management Policies (2020).

Residential Amenity – Application Property

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

7.23 A sufficient amount of private amenity space would be retained post development to meet the standards set out in Table 5.3 (Private Outdoor Amenity Space

Standards) of the Hillingdon Local Plan Part 2: Development Management Policies (2020). The proposal, therefore, would not undermine the provision of external amenity space, in accordance with Policy DMHB 18 and Policy DMHD 1 of the Hillingdon Local Plan Part 2: Development Management Policies (2020).

Highways and Parking

7.24 The overriding regional parking standard demands a maximum parking requirement in the order of up to 1 on-plot space for 3-bedroom + dwellings hence the existing provision already exceeds this parameter which formally negates the need for the imposition of any further on-plot parking provision. Also, given the scale and single tenure status of proposal, there are no specific concerns raised in regard to any generated vehicular activity which is likely to be imperceptible on the local network.

7.25 Given the scale and single tenure status of proposal, there are no specific concerns raised in regard to any generated vehicular activity which is likely to be imperceptible on the local network. In terms of refuse, refuse collection would continue to be undertaken from the immediate roadway. Although no specific bin storage provision is shown, it would be anticipated that refuse would be positioned on the property frontage on collection days thereby conforming to waste collection distance parameters.

Trees and Landscaping

7.26 The proposal would maintain the existing use of the site frontage for parking provision. As such, the 25% soft landscaping stipulation in Policy DMHD 1 of the Hillingdon Local Plan Part 2 (2020) would not be appropriate to impose as a planning condition in this case.

7.27 No other significant issues are raised in respect of trees and / or landscaping.

Flooding and Drainage

7.28 Concerns have been raised by neighbours regarding drainage infrastructure in light of the increase in the size of the dwelling. The application site, however, lies within Flood Zone 1 (Land having a less than 0.1% (1 in 1000) annual probability of flooding) and is also not located within a Critical Drainage Area. As such, there is no evidence to suggest that the proposed extension would give rise to an increased risk of flooding or drainage failure that would justify refusal on these grounds.

7.29 Matters relating to foul and surface water drainage are controlled by separate legislation. The development will be required to comply with Building Regulations, which include detailed requirements for the design, capacity and connection of drainage systems. These controls ensure that any necessary upgrades or safeguards are implemented as part of the construction process were planning permission to be granted.

Archaeological Issues

7.30 The site is located within the Ruislip Motte and Bailey Archaeological Priority Area, as identified on the Council's Policies Map. This designation highlights the potential for archaeological remains to be present, however it does not preclude development.The proposed development comprises the demolition of an existing garage and the erection of a single-storey side and rear extension to an established residential property.The works are limited in scale and involve typical domestic construction methods with relatively shallow foundations. The application site has been subject to previous development and associated ground disturbance, which is likely to have reduced the potential for any intact archaeological deposits within the footprint of the proposed works.

7.31 The site falls outside Tier 1 of the Greater London Archaeology Advisory Service risk to archaeological model. Under this tier system, householder applications without basements are classed as very minor that would have negligible impact. Under their criteria, it means developments only rarely causing harm to heritage assets of archaeological interest and hardly ever causing significant harm. Having regard to the modest scale of the extension, the confined extent of ground excavation, and the previously developed nature of the site, it is considered that the proposal would not give rise to harm to any archaeological remains of significance.

7.32 The development is therefore consistent with the objectives of the London Plan Policy HC1 and the National Planning Policy Framework, which require a proportionate approach to the assessment of heritage assets, including those of archaeological interest.In this instance, it is not considered reasonable or necessary to require the submission of further archaeological information or the imposition of a planning condition requiring investigation, given the low likelihood of significant remains being affected

Noise/Construction Management

7.33 Policy D14 of the London Plan requires that proposals minimise noise pollution and Policy EM8 of the Hillingdon Local Plan Part 1 promotes the maximum possible reduction in noise levels and seeks to ensure that noise impacts can be adequately controlled and mitigated

7.34 The application seeks a domestic extension to an existing dwelling which would remain an exclusively residential capacity. Any noise from the building is not expected to be over and above the noise levels expected from a dwelling house. Therefore, in terms of the operational phase of the proposed development (occupation of the dwelling), no significant issues are raised by the proposal in respect to noise.

7.35 Given the proposal and the built-up residential nature of the area, a Construction Management Plan would not be necessary.

8 Other Matters

Human Rights

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

Equality

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

Local Finance Considerations and CIL

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

9 Conclusion / Planning Balance

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

10 Background Papers

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

APPENDICES

Planning Application

7881/APP/2025/2964

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 Drawings Numbered:

Proposed Plans 25/163ER/20 REV B

REASON
To ensure the development complies with the provisions of the Hillingdon Local Plan: Part Two - Development Management Policies (2020).

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 ensure the development complies with the provisions of the Hillingdon Local Plan: Part 2 - Development Management Policies and the London Plan (2021).

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.

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 policy DMHB 11 of the Hillingdon Local Plan Part 2 (2020).

Informatives

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

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

2. I15 Control of Environmental Nuisance from Construction Work

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

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

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

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

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

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

3. I52 Compulsory Informative (1)

The decision to GRANT planning permission has been taken having regard to all relevant

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

I53 **Compulsory Informative (2)**

The decision to GRANT planning permission has been taken having regard to the policies and proposals in the Hillingdon Local Plan Part 1 (2012) and Part 2 (2020) set out below, including Supplementary Planning Guidance, and to all relevant material considerations, including The London Plan - The Spatial Development Strategy for London consolidated with alterations since 2011 (2016) and national guidance.

DMHB 11	Design of New Development
DMHB 12	Streets and Public Realm
DMHB 18	Private Outdoor Amenity Space
DMHD 1	Alterations and Extensions to Residential Dwellings
DMT 6	Vehicle Parking
LPP D4	(2021) Delivering good design
LPP D6	(2021) Housing quality and standards
NPPF12 -24	NPPF12 2024 - Achieving well-designed places
NPPF4 -24	NPPF4 2024 - Decision making

Appendix 2: Relevant Planning History

7881/APP/2024/3277 163 Eastcote Road Ruislip

Conversion of roof space to habitable use to include a rear dormer with juliette balcony, 2 front roof lights and conversion of roof from hip to gable end with new gable end window (Application for a Certificate of Lawful Development for a Proposed Development)

Decision: 24-01-2025 Approved

7881/APP/2025/1833 163 Eastcote Road Ruislip

Erection of a single storey side and rear extension, and front porch, following demolition of existing conservatory and front porch.

Decision: 08-09-2025 Approved

7881/APP/2025/2466 163 Eastcote Road Ruislip

EHA NFA -
Erection of single storey rear, and part rear part side extension.
Rear extension extend beyond 4m of the original house, Side extension will extend beyond 2.9m from the right wall of the original house.
For which the height of all extensions eaves would be 3.00m to 3.17m, and maximum height would be 3.8m.

Decision: 08-10-2025 No Further Action(P)

7881/APP/2025/2499 163 Eastcote Road Ruislip

Erection of a single storey rear extension, which would extend beyond the rear wall of the original house by 4 metres, for which the maximum height would be 3.80 metres, and for which the height of the eaves would be 3.00 metres

Decision: 12-11-2025 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

Part 2 Policies:

DMHB 11	Design of New Development
DMHB 12	Streets and Public Realm
DMHB 18	Private Outdoor Amenity Space
DMHD 1	Alterations and Extensions to Residential Dwellings
DMT 6	Vehicle Parking
LPP D4	(2021) Delivering good design
LPP D6	(2021) Housing quality and standards
NPPF12 -24	NPPF12 2024 - Achieving well-designed places
NPPF4 -24	NPPF4 2024 - Decision making

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

Case Officer: **Analese Haynes**	**43892/APP/2026/52**

Date Application Valid:	**12-01-2026.**	Statutory / Agreed Determination Deadline:	**24-04-2026**
Application Type:	**Householder**	Ward:	**Hillingdon East**

Applicant:	**Mr Garry Bates**
Site Address:	**9 Pastures Mead**
Proposal:	**Erection of single storey rear extension, and conversion of detached garage to a habitable use to use as a gym with WC**
Summary of Recommendation:	**GRANT planning permission subject to conditions**
Reason Reported to Committee:	**Required under Part 2 of the Planning Scheme of Delegation (Member call-in request)**

Summary of Recommendation:

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

1 Executive Summary

1.1 The application seeks planning permission for the erection of a single storey rear extension and the conversion of detached garage to a habitable use to use as a gym with WC.

1.2 The application has been called into committee by Councillor Bridges for the following reasons:

• Overbearing impact and loss of light due to the height and proximity of the proposed rear extension.
• Implications for protected trees (including TPO designated oak).
• Concerns around garage conversion to habitable use and the precedent this may set.
• Inaccuracies identified within the submitted drawings.
• Potential impacts on parking, amenity space and the established character of this densely built close.

1.3 The main issues which shall be addressed within this committee report relate to the impact on neighbouring properties in terms of loss of light, overshadowing and the degree to which the scale of the extension would appear overbearing, as well as the impact on the design and impact on the character of the surrounding area, parking impact and trees.

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

1.5 It is recommended that planning permission is granted subject to conditions (Appendix 1) by virtue that the development would not have a significant impact on the amenities of neighbouring properties, nor would it harm the character and appearance of the existing property and surrounding area. It also would not have a harmful impact on the highway network.

2 The Site and Locality

2.1 The application site comprises a two-storey detached property located within the cul-de-sac of Pastures Mead, Hillingdon. The property is linked to No.11 Pastures Mead by an attached garage structure.

2.2 The surrounding area is predominantly residential in character comprising similar two storey linked detached properties, many of which have benefited from extensions. The application site lies within an area protected by Tree Preservation

Order, with one large Oak tree located directly outside of the property. The site has a PTAL ranking of 2. The site is not located within a Conservation Area, nor within the setting of a Conservation Area.

Figure 1: Location Plan (application site edged red)



Figure 2: View of the front of the Application Property



Figure 3: Photograph of Garage subject of the planning application located on the left side. The neighbouring garage (right side) is currently being converted in line with an existing planning permission.



Figure 4: Photograph of Rear Elevation of Property and Relationship to 7 Pastures Mead on Right Side of Image



Figure 5: Photograph of Rear Elevation of Property and Relationship to 11 Pastures Mead on Left Side of Image



3 Proposal

3.1 Planning permission is sought for the erection of single storey rear extension, and conversion of detached garage to a habitable use to use as a gym with WC.

3.2 During the process of the application, revised drawings were submitted to include two existing sheds onto the existing block plan which did not trigger a second period of consultation because no changes were made to the proposed plans.

Figure 6: Proposed Block Plan

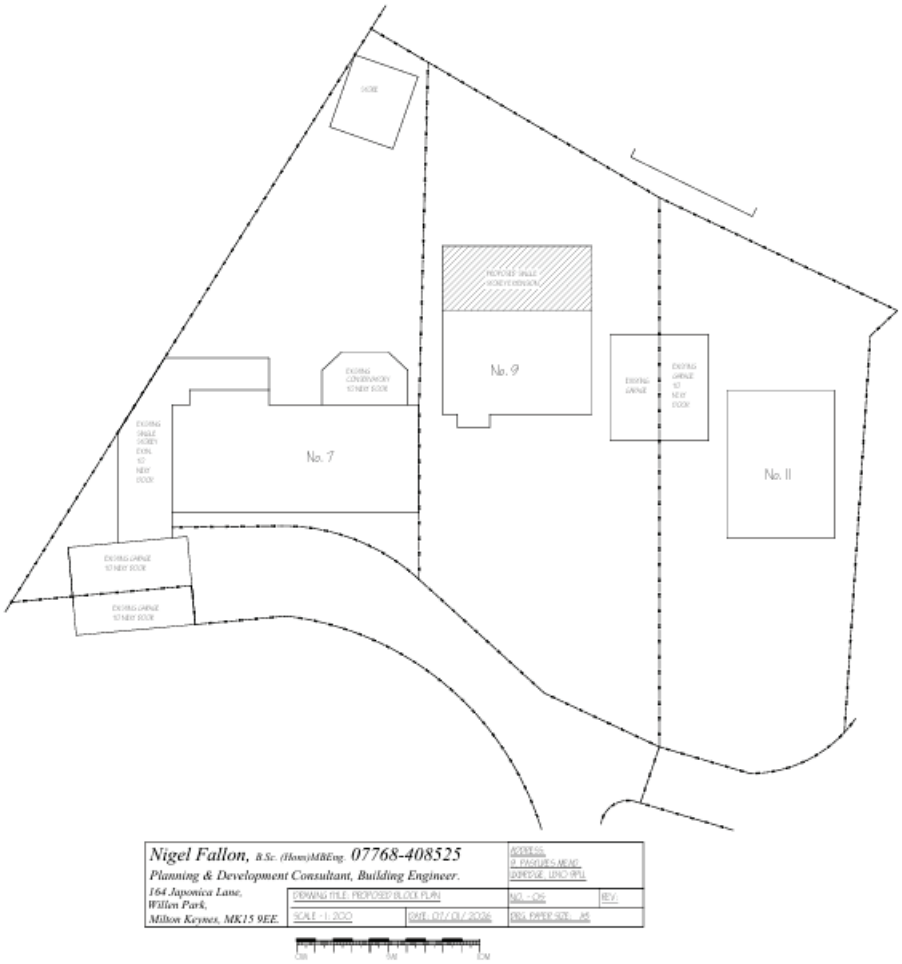
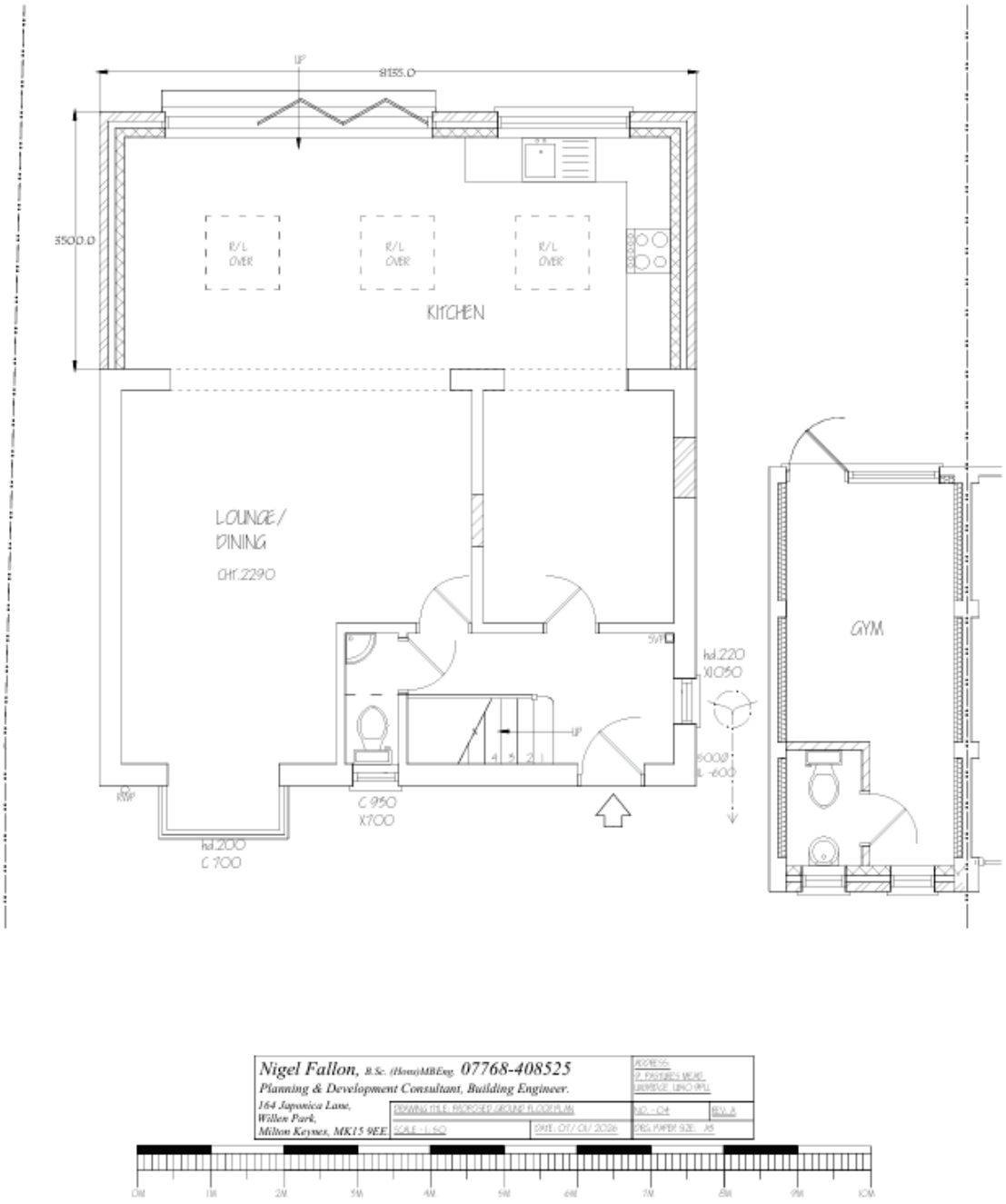


Figure 7: Proposed Ground Floor Plan



Nigel Fallon, B.Sc. (Hons)MBEng. 07768-408525
Planning & Development Consultant, Building Engineer.
164 Japonica Lane,
Willen Park,
Milton Keynes, MK15 9EE

Figure 8: Proposed Elevations



Figure 9: Existing 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.

6 Consultations and Representations

6.1 Seven neighbouring properties and Pastures Mead Resident Association were consulted on the application by letter dated 20/01/26.

6.2 Internal consultations were sent to the Highway's Authority and a summary of the comments received are noted below in Table 2.

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
3 letters of objections from neighbouring properties, non-neighbouring properties and 1 objection for a Cllr have been received.	I. Overbearing impact and loss of light to neighbouring property creating a cumulatively enclosed feeling when paired with the neighbouring block of flats.	This is discussed at sections 7.8 to 7.13 of this report.
	II. Concerns regarding the impact of the garage conversion were raised stating that there is no existing precedent for garages being converted into habitable space therefore the proposal would appear out of keeping with the wider area. There were also concerns regarding the impact of the garage conversion on the root protection zone of a protected Oak tree.	This is discussed at sections 7. 8 to 7.13 of this report.
	III. Additional parking stress exacerbated by the loss of a parking space	Comments from the Highway's Authority state that the loss of garage space would be unlikely to add to parking stress given that two parking spaces will be retained on the front forecourt.
	IV. Plans do not show existing outbuildings, protected trees, and shared access drives.	The applicants block plan has been updated to include the existing outbuildings and protected trees.
	V. Rear extensions have been refused at neighbouring properties	While noted, an adequate amount of rear amenity space has been retained in

	to maintain adequate amenity space and living conditions	accordance with Table 5.3: Private Outdoor Amenity Space Standards. This matter is further addressed in the relevant section of the report below.

Table 2: Summary of Consultee Responses

Consultee and Summary of Comments	Planning Officer Response
Highways Authority Statistically speaking domestic garages are generally not used for housing a vehicle coupled with the fact that on-plot parking is to remain on the frontage area there are no envisaged highway related implications or demands imposed on this application.	The comments are noted.

7 Planning Assessment

Design

7.1 The proposed development involves the erection of a single storey rear extension which measures approximately 3.5 metres in depth. It would be characterised by a mono-pitched roof with a maximum height of 3.55 metres which tapers to an eaves height of 2.55 metres at the lowest point.

7.2 It is considered that the extension would be a modest, subordinate addition to the property, the design of which relates appropriately to the host dwelling in terms of its appearance and would be constructed from matching materials. The extension would be located to the rear of the property and therefore would not be visible in public views.

7.3 The proposed rear extension would be modest in scale and would comply with the maximum permitted dimensions set out under Policy DMHD 1, which states that single storey rear extensions to detached houses with a plot width of 5 metres or more should not exceed 4.0 metres in depth.

7.4 Within the context of the area single storey extensions have previously been approved at numbers 1, 20 and 22 Pastures Mead. Consequently, there is some precedent for small rear and side extensions within the area where retention of adequate garden space is retained.

7.5 The rear extension would not impact visually on the street scene due to its location to the rear of the property. In addition, the extension would appear subordinate in scale to the host dwelling given the modest depth and eaves height.

7.6 Whilst Permitted Development rights have been removed from the properties on Pastures Mead, this would not preclude development that would otherwise be compliant with the policies in the local plan which are duly addressed in this report.

7.7 The proposal includes the conversion of an existing attached garage to a habitable use which would involve replacing the garage door with a window and reconfiguring the internal layout to include a W/C.

7.8 It is considered that the proposed garage conversion and changes to the front elevation which would involve infilling the area covered by the door opening with a brickwork finish to match the existing garage, as well as the insertion of two front facing windows relate appropriately to the application property, the character and appearance of the immediate street scene.

7.9 It is noted that the neighbouring property (Number 11 Pastures Mead) has received recent planning approval (58721/APP/2025/2458 decision dated October 2025) to convert the other half of the attached garage to a habitable space, thus there is some precedent for minor alterations of this nature in Pastures Mead.

7.10 Having regard to the above it is considered that the proposed extension and conversion of the garage would relate appropriately in design terms to the host dwelling and the street scene in Pastures Mead. Therefore, the proposed development would comply with Policies DMHD 1 and DMHB 11 of the Hillingdon Local Plan: Part Two - Development Management Policies (2020); and Policies D4 and D6 of the London Plan 2021.

Residential Amenity

7.11 Number 11 Pastures Mead is located to the west and is set forward of the site within its respective plot by approximately 4.3 metres. The proposed rear extension would be set away from the boundary with No.11 by approximately 3.7 metres allowing reasonable separation distance. The attached garages along the shared boundary also restrict views of the extension from the rear of No.11. Given the siting of both properties within their respective plot, it is considered that the proposed rear extension would have minimal impact on the residential amenity of the occupiers of number 11 Pastures Mead in terms of light and outlook.

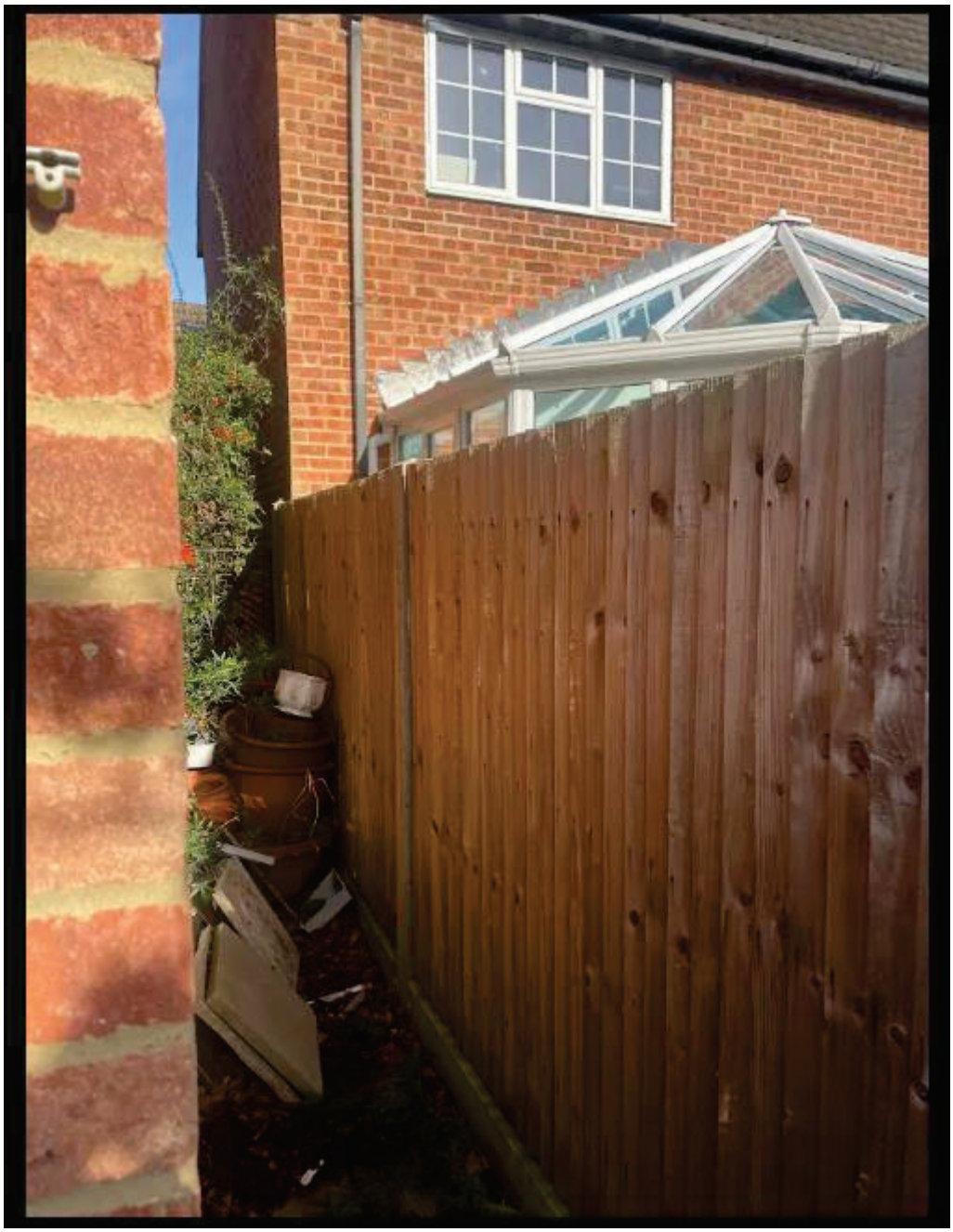
Figure 9: Photograph showing the space between the side of the property and No.11 Pastures Mead



7.12 Number 7 Pastures Mead is located to the east of the site, and benefits from a generously sized south facing detached rear garden. No.7 is set forward from number 9 by approximately 5.2 metres therefore the proposed rear extension would result in a projection of 4.9 metres beyond the rear of the glazed conservatory at No.7 Pastures mead. Whist the occupiers of No.7 would experience some loss of light to the conservatory accounting for the position of the dwelling and depth of the extension and south facing aspect of the conservatory the adjoining conservatory would still receive sunlight throughout a large proportion of the day. The majority of the south facing garden would continue to receive adequate sunlight throughout the day. The proposed rear extension would be set away from the boundary with number 7 by approximately 1.15 metres further reducing loss of light and outlook for the occupiers of number 7. Accounting for the limited depth of the extension, the aspect of the property and its relationship

to No.7 it is considered that the extension would not have a significantly adverse impact on the amenity of this property.

Figure 10: Photograph showing current relationship between the application property and No.7 Pastures Mead



7.13 Given that the proposed rear extension would be single storey and would not have any side facing windows, the proposal would not result in a loss of privacy for future occupiers.

7.14 The proposed garage conversion would have no impact on the neighbouring properties in terms of light and outlook as the proposals do not extending the

garage. In terms of privacy the proposed front windows in the garage provide similar views to that within the host dwelling at ground floor level and would therefore not give rise to privacy issues given their siting and position in relation to the neighbouring dwellings.

7.15 Overall, the proposed development would not impact detrimentally on the amenity of neighbouring properties and would comply with Policies DMHD 1 and DMHB 11 of the Hillingdon Local Plan: Part Two - Development Management Policies (2020).

Quality of Residential Accommodation (Internal and External)

Internal

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

External

7.17 Table 5.3 of Policy DMHB 18 requires 2 - 3-bedroom properties to have a minimum of 60 sqm of private, well located external amenity space. Over 120sqm of private rear garden space would be retained post permission which accords with this standard.

Highways and Parking

7.18 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 to facilitate sustainable development and address issues relating to congestion and amenity

7.19 The proposed development would involve the conversion of an existing garage structure to a habitable space. Appendix C of the Local Plan Part 2 (2020) requires garages to measure 3m x 6m internally. The existing garage has internal dimensions of approximately 2.52m x 5.24m and would be classed as being of an insufficient size to house a modern vehicle. As such, the development would not technically result in the loss of a parking space where applying these standards. The front of the property is laid to hardstanding and has two dropped kerbs to facilitate off street parking for at least 2 vehicles. The proposed works would not result in an increased demand in parking or result in additional parking stress or otherwise impact negatively on highway safety and would comply with Policy DMT 6 of the Local Plan Part 2 (2020); and Policy T6.1 of the London Plan.

Trees and Landscaping

7.20 The application site is located within an area covered by a Tree protection order and has a large oak tree located outside of the host dwelling within an area of soft landscaping. The applicant has confirmed that the tree will remain intact and that

no excavation works will be carried out at the front of the property to facilitate the conversion of the garage that would impact the protected oak tree. As such, the proposed development would comply with Policy DMHB 14 of the Hillingdon Local Plan: Part Two - Development Management Policies (2020).

7.21 A condition is recommended to ensure the existing trees and hedges that are shown to be retained on the proposed plans are not felled or removed as these are considered to make a positive contribution to the site. A further condition is attached to ensure that the tree is protected during construction works.

Drainage

7.22 The proposed development site is not located in Flood Zones 2 or 3. Nor is it located within a critical drainage area, or an area known for surface water flooding. As such, no additional information is required.

8 Other Matters

Human Rights

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

Equality

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

Local Finance Considerations and CIL

8.3 Not applicable. 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 (below).

10 Background Papers

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

APPENDICES

Planning Application

43892/APP/2026/52

Appendix 1: Recommended Conditions and Informatives

Conditions

1. HO1 **Time Limit**

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

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

2. HO2 **Accordance with approved plans**

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

Location Plan
01
02
03
04
05 Rev B

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

REASON
To ensure the development complies with the provisions of the Hillingdon Local Plan: Part One - Strategic Policies (November 2012) and the Hillingdon Local Plan: Part Two - Development Management Policies (January 2020), and the London Plan (March 2021).

3. HO4 **Materials**

The materials to be used in the construction of the external surfaces of the development hereby permitted shall be in accordance with those shown on the approved plans 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. HO9 **Tree Protection**

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

REASON
To ensure that the proposed development will preserve and enhance the visual amenities of the locality and provide adequate facilities in compliance with policies DMHB 11 and DMHB 14 of the Hillingdon Local Plan Part 2 (2020) and Policies G5, G6 and G7 of the London Plan (2021).

Informatives

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

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

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

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

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

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

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

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

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

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

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

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

3. I2 **Encroachment**

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

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

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

I53 **Compulsory Informative (2)**

The decision to GRANT planning permission has been taken having regard to the policies and proposals in the Hillingdon Local Plan Part 1 (2012) and Part 2 (2020) set out below,

including Supplementary Planning Guidance, and to all relevant material considerations, including The London Plan (2021) and national guidance.

DMHB 11	Design of New Development
DMHB 12	Streets and Public Realm
DMHB 14	Trees and Landscaping
DMHB 18	Private Outdoor Amenity Space
DMHD 1	Alterations and Extensions to Residential Dwellings
DMT 2	Highways Impacts
DMT 6	Vehicle Parking
LPP D3	(2021) Optimising site capacity through the design-led approach
LPP D4	(2021) Delivering good design
LPP D6	(2021) Housing quality and standards
LPP G7	(2021) Trees and woodlands
NPPF12 -24	NPPF12 2024 - Achieving well-designed places

Appendix 2: Relevant Planning History

Appendix 3: List of Relevant Planning Policies

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

Part 1 Policies:

PT1.BE1	(2012) Built Environment

Part 2 Policies:

DMHB 11	Design of New Development
DMHB 18	Private Outdoor Amenity Space
DMHB 12	Streets and Public Realm
DMHB 14	Trees and Landscaping
LPP D3	(2021) Optimising site capacity through the design-led approach
DMHD 1	Alterations and Extensions to Residential Dwellings
LPP G7	(2021) Trees and woodlands
DMT 2	Highways Impacts
DMT 6	Vehicle Parking
LPP D6	(2021) Housing quality and standards
LPP D4	(2021) Delivering good design
NPPF12 -24	NPPF12 2024 - Achieving well-designed places

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
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	LP2 DMH 6: Garden and Backland Development	12
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Design (Including Heritage, Trees / Landscaping and Accessibility)	LP D3: Optimising site capacity through the design-led approach	13
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	LP D8: Public realm	15
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	LP HC1: Heritage conservation and growth	18
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	LP2 DMHB 2: Listed Buildings	**22**
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	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**
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	LP SI13: Sustainable drainage	**28**
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	LP2 DMEI 10: Water Management, Efficiency and Quality	**31**
	LP2 DMEI 12: Development of Land Affected by Contamination	**33**
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	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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MAYOR OF LONDON

London Plan Guidance

Support for Housebuilding

March 2026

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1. About this document

1.1.1 In October 2025 the government and Mayor announced a series of measures to support housebuilding in London. This responds to the current challenging macro-economic circumstances and the changing national regulatory landscape which have led to a reduction in housebuilding in the capital.

1.1.2 This London Plan Guidance (LPG) sets out time-limited changes to cycle parking requirements and changes to housing design guidance, together with a new time-limited planning route for the delivery of affordable housing. It provides updated guidance for the implementation of London Plan 2021 policies T5 related to cycle parking standards, D6 on housing design standards which includes replacing and withdrawing relevant standards in the Large-Scale Purpose-Built Shared Living LPG and the Housing Design Standards LPG. In respect of affordable housing policy, it creates an additional time-limited emergency route which departs from policy H5 of the London Plan.

1.1.3 The government has separately set out a time-limited approach to Community Infrastructure Levy (CIL) relief and additional planning powers for the Mayor.

2. Cycle parking

2.1 Time-limited guidance

2.1.1 This guidance on cycle parking applies until 31 March 2028 by which time the new London Plan is expected to have been adopted.

2.2 Minimum cycle parking standards

2.2.1 For dwellings, purpose-built student accommodation and large-scale purpose-built shared living, the minimum long-stay standards in Table 10.2 of the London Plan and the cycle storage benchmark in Table 3.2 of the 'Large-Scale Purpose-Built Shared Living' LPG[1] should not apply. Instead, the minimum standards in Table 1 should apply, with reference to the bands in Figure 1. (The bands in Figure 1 are also listed in Table 2.)

2.2.2 Where boroughs have compelling evidence that applying Table 1 could result in under-provision compared to local demand for cycle parking, higher provision may be appropriate – but the considerations set out in section 2.3.4 should be applied. Where local planning authority boundaries cross borough boundaries, such as with Mayoral Development Corporations, the local planning authority should determine which of the relevant bands should be applied.

Table 1 Minimum long-stay cycle parking standards

Use	Band 1	Band 2	Band 3
Dwelling: Studio or one bedroom	1.0	0.9	0.7
Dwelling: Two bedroom	1.5	1.3	1.2
Dwelling: Three or more bedroom	1.9	1.6	1.5
Large-scale purpose-built shared living room	0.7	0.6	0.5
Purpose-built student accommodation bedroom	0.7	0.6	0.5

[1] Greater London Authority, London Plan Guidance: Large-Scale Purpose-Built Shared Living (February 2024).

Figure 1 Cycle parking bands

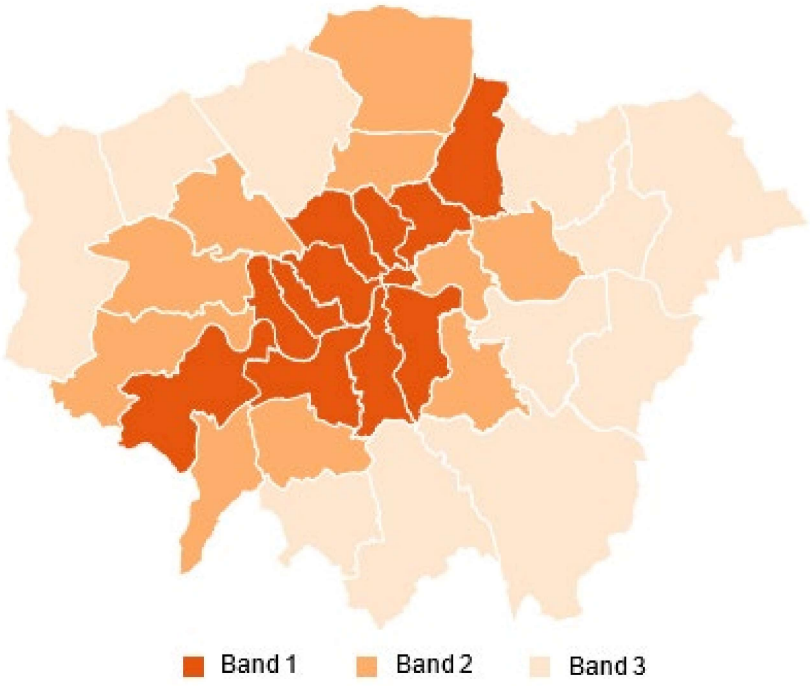


Table 2 Cycle parking bands

Borough	Band
Barking & Dagenham	3
Barnet	3
Bexley	3
Brent	2
Bromley	3
Camden	1
City of London	1
Croydon	3
Ealing	2
Enfield	2

Borough	Band
Greenwich	3
Hackney	1
Hammersmith & Fulham	1
Haringey	2
Harrow	3
Havering	3
Hillingdon	3
Hounslow	2
Islington	1
Kensington & Chelsea	1
Kingston upon Thames	2
Lambeth	1
Lewisham	2
Merton	2
Newham	2
Redbridge	3
Richmond upon Thames	1
Southwark	1
Sutton	3
Tower Hamlets	2
Waltham Forest	1
Wandsworth	1
Westminster	1

2.3 Flexibility of Implementation

Types of parking

2.3.1 Alongside on-site, enclosed cycle parking, the following types of cycle parking may be considered as counting towards the minimum long-stay cycle parking requirements in Table 1:

1) Provision by developments of space and infrastructure for public cycle or scooter hire, on either the development site or the carriageway;

2) Managed on-site shared cycles or scooters, made available in perpetuity for residents;

3) Additional provision of on-street parking, such as cycle hangars (as per part E of Policy T5 Cycling), while being mindful of streetscape impacts;

4) Storage spaces for folding cycles; and

5) Contributions towards off-site communal cycle parking (to be agreed with the local planning authority).

2.3.2 The proportion of different types of provision should have regard to the need to still support cycle ownership as well as considering site location, density, use and constraints.

2.3.3 Greater levels of hire or shared cycle parking at purpose-built student accommodation and large-scale purpose-built shared living than at other residential developments will be acceptable given their shorter tenures.

Design and Viability

2.3.4 Whether it would be acceptable to provide less than the minimum parking required by Table 1 should be considered in the balance of site constraints and impacts on design, such as the following:

1) Avoiding the need for a basement (or additional basement level) or other design requirements that materially improve viability;

2) A small building footprint relative to overall floorspace; or

3) The density or scale of development generates a very large requirement and this has a disproportionate effect on requiring what could otherwise be lettable or saleable floorspace.

2.4 Cycle parking quality

2.4.1 To ensure quality (not just quantity) of cycle parking that will encourage its use, the area required for cycling parking, its location and access to it should be considered at the initial design stage of development proposals.

2.4.2 The 0.7 to 1.4 square metres rule of thumb for the area required for a long-stay cycle parking space as set out in section 8.2.3 of the 'London Cycling Design Standards' (LCDS)[2] may help with early planning of site layout. Typical dimensions of cycles are set out in the Department for Transport's 'Cycle Infrastructure Design'.[3]

2.4.3 Further to the guidance on locating cycle parking set out in LCDS, options include the following:

1) **In-building stores:** Care should be taken to avoid creating blank frontages to buildings or creating very large stores which users might perceive as unsafe.
2) **Purpose-built shelters:** These may be less secure than parking incorporated within the main building on the site and can raise concerns over safety if directly accessible from the public realm. However, their siting and design could also allow for access or overlooking from more active areas which feel safer.
3) **Locating cycle stores within dwellings:** For flats, this is potentially less flexible than a general store and does not cater for larger cycles, but it may still be useful at some sites. Any space should be in addition to the minimum internal floor area, storage and private outdoor space requirements of part F of Policy D6 Housing quality and standards. Cycle storage should not be in habitable rooms.
4) **Resident storage outside dwellings:** Where storage cupboards are provided for resident use, these could be sized and access to them designed to accommodate cycle parking. Residents would have the choice of whether to use them for cycle parking or other storage.

2.4.4 Access, stand types and stand spacing guidance is also set out in LCDS.

[2] The latest version of the LCDS should be referred to. At the time of this London Plan Guidance publication, this is chapter 8, 'Cycle Parking', of: Transport for London, London Cycling Design Standards: Version 2 (September 2016).

[3] Department for Transport, Cycle Infrastructure Design: Local Transport Note 1/20 (July 2020), Section 5.4.

3. Changes to housing design standards

3.1 Dual aspect and dwellings per core

3.1.1 To avoid the inflexible application of particular standards in the Housing Design Standards London Plan Guidance 2023, the following standards are withdrawn: **Standard C4.1** and **Standard B2.5**. London Plan Policy D6 Housing quality and standards will continue to apply.

3.1.2 **Standard C4.1** required new homes to be dual aspect unless exceptional circumstances make it impractical or undesirable. This standard linked to London Plan Policy D6 part C, which continues to apply. When applying this policy, flexibility should be afforded to the provision of dual and single aspect dwellings by decision makers. Where single aspect dwellings are proposed, it should be demonstrated by the applicant that they will have adequate passive ventilation, daylight and privacy, and avoid overheating

3.1.3 **Standard B2.5** required that the number of homes accessed by a core should not exceed eight per floor. With the removal of this standard decision makers should be supportive of designs that allow for additional dwellings but exceed eight dwellings per core per floor. Developments will need to meet the requirements of the Building Regulations, which for fire safety limit the distance of flat entrances to a core exit on each floor.

3.2 Cycle parking

3.2.1 **Standard B3.1** is being withdrawn as it repeated cycle parking requirements from the London Plan, see section 2 of this LPG for cycle parking requirements.

4. Affordable housing

4.1 Threshold approach to applications

4.1.1 The current London plan threshold approach will remain in place, in parallel with the new time-limited approach being introduced at 4.2 below. Development proposals for housing that meet or exceed any of the following levels of affordable housing by habitable room (and other relevant criteria) can follow the Fast Track Route (FTR):

- a minimum of 35 per cent
- 50 per cent for public-sector land where there is no portfolio agreement with the Mayor
- 50 per cent for Strategic Industrial Locations, Locally Significant Industrial Sites and Non-Designated Industrial Sites appropriate for residential uses in accordance with Policy E7 (Industrial intensification, co-location and substitution) where the scheme would result in a net loss of industrial capacity

4.1.2 The FTR is available for build for sale residential development (Policy H5), Build to Rent, (Policy H11), specialist older persons' housing (Policy H13) and purpose-built student accommodation (Policy H15).

4.1.3 The threshold approach provides greater certainty to the land market; has helped to speed up decision-making; and increased the level of affordable housing secured through the planning process.

4.1.4 As set out in London Plan Policy H5, schemes that do not meet these thresholds and follow the Viability Tested Route (VTR) are required to provide viability information to determine the maximum viable level of affordable housing at application stage. These are subject to viability reviews at different stages of the development process to assess whether additional affordable housing can be provided over the lifetime of the development.

4.2 Time-limited planning route

4.2.1 The Mayor is introducing a new time-limited planning route, which will operate in parallel to the existing Threshold Approach to planning applications set out in Policy H5 of the London Plan. The new time-limited planning route is a departure from Policy H4 Part A, Policy H5 and Policy H6 of the London Plan and has been introduced as an emergency measure to help address the current significant downturn in housing delivery in London.

4.2.2 Since its introduction in 2017, the threshold approach has supported the delivery of significantly higher levels of affordable housing as set out in monitoring by the GLA. However, as noted above, there have been significant changes to market conditions, and some recent applications have been

granted with very low levels of affordable housing, including at appeal, which may not effectively meet housing need. Delivery of these schemes may also be delayed and subject to slow build out rates, due to the high proportion of market housing. The time-limited planning route is being introduced in this context to encourage schemes to come forward, and existing schemes to progress, in the near-term, while providing a higher level of affordable housing and more timely build out than may otherwise have been the case.

4.3 Proposed approach

4.3.1 The time-limited planning route will allow residential schemes on private land (including industrial land where industrial floorspace capacity is re-provided) that can provide at least 20 per cent affordable housing (by habitable room) to proceed without an upfront viability assessment where they meet the eligibility criteria in section 4.4, and to access grant funding for affordable homes (excluding the first 10 per cent of homes which must be provided as affordable housing without grant), provided they meet the conditions of the relevant GLA funding programme.

4.3.2 An Early-Stage review mechanism, triggered if an agreed level of progress on implementation is not made within 30 months of the permission being granted (or a period agreed by the borough or the Mayor for referrable applications) will be applicable for all schemes following the time-limited planning route. If this is triggered, it would allow for a review of scheme viability to determine whether any additional affordable housing can be provided if viability improves. While the new route may be used as an alternative to the London Plan 2021 FTR during the period it is open, the Mayor remains committed to the principles underpinning the FTR and to maintaining a higher threshold in the medium to long term.

4.3.3 Residential developments, including schemes with existing planning consents, which provide higher levels of affordable housing will be eligible for grant funding allocated to new affordable homes on a per unit basis above the initial 10 per cent of affordable homes. The Mayor will make grant funding available at the benchmark rates set out in this guidance and updated Accelerated Funding Guidance, subject to checks to ensure compliance with subsidy control rules and value for money.

4.4 Eligibility

4.4.1 In order to be eligible for the new planning route, residential developments must meet or exceed the following time-limited adjusted affordable housing thresholds:

- 20 per cent affordable housing by habitable room for residential schemes on private land
- 35 per cent affordable housing by habitable room for residential schemes on public land4
- 35 per cent affordable housing by habitable room for residential schemes on industrial land where industrial floorspace capacity has not been re-provided5
- 20 per cent affordable housing by habitable room for residential schemes on industrial land where industrial floorspace capacity has been re-provided
- 20 per cent affordable housing by habitable room for residential schemes on utilities sites where evidence of substantial decontamination, enabling and remediation costs is provided.

4.4.2 Where the relevant adjusted affordable housing threshold is met or exceeded, a minimum of 60 per cent Social Rent must be provided with the remaining 40 per cent of affordable housing provided as intermediate tenures in line with London Plan policy H6 and relevant guidance.6

4.4.3 Build to Rent schemes which meet the criteria in London Plan Policy H11 can provide affordable housing that is intermediate rent, with at least 30 per cent at or below London Living Rent levels or Key Worker Living Rent and the remaining 70 per cent at a range of genuinely affordable rents. Housing costs should be affordable for households with a range of incomes below the maximum income threshold and set in line with the approach published by the Mayor.

4.4.4 Local Planning Authorities are strongly encouraged to support applications that meet these minimum levels and conform to the eligibility criteria.

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[4] Further details on the approach to public land and application of the public land threshold are set out in London Plan policy H5, and the supporting text, together with the Mayor's Threshold Approach to Affordable Housing on Public Land Practice Note (2018).

[5] Further details on the approach to industrial land are set out in London Plan policies H5 and E7, and the supporting text.

[6] This includes the provision of Key Worker Living Rent homes in line with the Practice Note that will be published by the Mayor, as well as London Living Rent, intermediate rent and shared ownership.

4.4.5 The time-limited planning route will not apply to the following:

- Sites on or released from Grey or Green Belt[7]
- Purpose Built Student Accommodation (PBSA) or Large-scale Purpose-built Shared Living (LSPBSL) (also known as co-living) development, or schemes where either of these (or together) comprise of 50 per cent or more of total scheme residential Gross Internal Area (GIA) floorspace[8]
- Where a scheme involves the demolition of existing affordable housing, including estate regeneration schemes.[9]

4.4.6 The time-limited planning route will be available for planning applications which have been validated by a local planning authority by 31 March 2028, by which time the new London Plan is expected to have been adopted. Further guidance will be provided for decision making on those applications included in this eligibility window in order to deal with the overlap between this LPG and the next London Plan. This guidance will be issued during the progress of the next London Plan. To promote early delivery, councils may also wish to consider granting permissions that must be implemented in less than three years from the date of consent. All grant allocations will be subject to grant recipients meeting delivery milestones and other contractual conditions set out in the GLA's grant funding agreements.

4.5 Grant funding

4.5.1 Schemes that commit to providing affordable housing at or above the relevant affordable housing thresholds under the new time-limited planning route will be eligible for grant funding. Further details about the bidding process and other requirements to access grant are set out in updated Accelerated Funding Guidance published by the GLA's Housing and Land Directorate and

[7] These sites are subject to the NPPF Golden Rules. However, in line with NPPF footnote 58, the Golden Rules do not apply to: (i) developments brought forward on land released from the Green Belt through plans that were adopted prior to the publication of this Framework; and (ii) developments that were granted planning permission on Green Belt land prior to the publication of the NPPF (December 2024).

[8] The relevant London Plan thresholds and requirements for Purpose Built Student Accommodation (policy H15) and Large-scale Purpose-built Shared Living (policy H16) will continue to apply. For mixed tenure schemes the C3/C4 residential component may benefit from the time-limited thresholds where the PBSA and LSPBSL floorspace (combined) comprises less than 50 per cent of total scheme residential GIA, and where the relevant London Plan PBSA threshold and LSPBSL requirements are met. For outline schemes, this will be assessed based on the maximum parameter Gross External Area for PBSA and LSPBSL and whether this is less than 50 per cent of the maximum scheme residential floorspace.

[9] See London Plan policy H8 and paragraphs 4.10 to 4.12 in the Mayor's Accelerating Housing Delivery Practice Note (2024), for relevant policy and guidance relating to schemes involving the loss of existing affordable housing and estate regeneration.

in the funding guidance for the Affordable Homes Programme 2021-26 and the London Social and Affordable Homes Programme 2026-36.[10] Bids for grant for low-cost rented homes must be made by private Registered Providers of Social Housing or local authorities. Grant recipients must hold GLA Investment Partner status before grant funding is paid.

4.5.2 Subject to meeting the conditions and eligibility requirements of GLA funding programmes, grant may be sought for homes by unit above the first 10 per cent which will be nil grant, without the need for an Additionality Viability Assessment (as defined in the GLA's Affordable Housing Capital Funding Guide), but will still be subject to checks to ensure that any grant allocated is compliant with subsidy control rules. Grant-funded and nil-grant homes should be split proportionately between tenures with a minimum of 60 per cent social rent.

4.5.3 The benchmark grant rates will be:

1) £220,000 per home for Social Rent

2) £70,000 per home for Shared Ownership

3) £90,000 per home for Intermediate Rent (where rents are above London Living Rent benchmarks11)

4) £140,000 per home for Key Worker Living Rent homes or Intermediate Rent (where rents are at or below London Living Rent benchmarks).

4.5.4 Grant may be sought at or above the benchmark grant rates set out at paragraph 4.5.3 for such projects where it provides value for money to do so.

4.5.5 Taking into account the particular role that affordable housing plays in meeting housing need and in supporting overall delivery, applicants are strongly encouraged to provide affordable housing at levels above the relevant affordable housing thresholds under the new time-limited planning route, and at 35 per cent or more where possible, using affordable housing grant and time-limited CIL relief where available and necessary.

4.5.6 In the June 2025 Spending Review, the Government announced a range of measures to support the financial capacity of social landlords. Key measures included: a long-term Social and Affordable Homes Programme, a long-term rent settlement, £2.5bn of low interest loans for Private Registered Providers (60% of which will be allocated to London) and access to building safety funds. Following a consultation on rent convergence, Government has confirmed that from 1 April 2027, providers will be permitted to increase

[10] See Homes for Londoners: Affordable Homes Programme 2021–2026 and London Social and Affordable Homes Programme 2026-36

[11] In line with the criteria in paragraphs 4.4.2 and 4.4.3.

weekly rents on Social Rent homes by up to an additional £1 per year over and above CPI+1%, rising to £2 each year over and above CPI+1% from 1 April 2028, until formula rent is reached.

4.5.7 Section 106 agreements are, and will remain, an essential mechanism for delivering social and affordable housing. A complex range of factors has led to drop off in demand for S106 units over recent years, including pressures on registered provider capacity, concerns regarding the quality and standards of homes, and RPs and developers being unable to agree on pricing. To address this, in January 2026, the government announced a comprehensive policy package to lay the foundations for a simpler, more transparent and more resilient S106 system, and deal with the legacy problem of existing unsold and uncontracted S106 units. In the longer term, government will work with housing partners to agree shared standards and improve collaboration in delivering S106 homes including better and earlier engagement between developers and social landlords. It is in the interest of developers to take steps to better meet the needs of the social landlords that purchase these homes and the residents that will live in them. The GLA welcomes the work that the G15[3] - a group of London's largest housing associations - and others have undertaken to develop collaboration principles aimed at improving how developers and social landlords work together in partnership.

4.6 Review

4.6.1 Schemes following the time-limited planning route are subject to an Early-Stage review mechanism in the same manner as a scheme following the London Plan's Fast Track Route.

4.6.2 An Early-Stage review is triggered where a defined substantial implementation milestone has not been reached within 30 months starting from the granting of planning permission, or a period agreed with the LPA or the Mayor (for referable applications).

4.6.3 The substantial implementation milestone should reflect a reasonable level of progress and one which can be clearly demonstrated as representing a point at which a substantial commencement of a planning permission has been achieved. This milestone should in most cases be the construction up to a first floor slab of a defined residential building in the development or within the first phase of a larger phased development. However, it is acknowledged that in some cases, site or scheme specific circumstances might mean that a different substantial implementation milestone might be appropriate.

4.6.4 An LPA or the Mayor (for referable applications) can exercise discretion to agree upon a different substantial implementation milestone, and also agree upon a different time period starting from the grant of consent to achieve the substantial implementation milestone where this is judged to be appropriate.

4.6.5 When considering a different substantial implementation milestone, and a different time period for achieving this, the judgement should be appropriate to

the circumstances of the site and reflect the imperative to incentivise starting construction and housing delivery.

4.6.6 Decision-makers should undertake consideration of phasing plans, development programmes and analysis of site-specific issues to help inform their judgement.

4.6.7 Scheme or site circumstances which may warrant a consideration of alternatively defined substantial implementation milestones and time period may include cases where a site requires the completion of significant enabling works or site remediation works before a substantial implementation can be achieved, or where a re-provision of an existing use forms a large component within the new development. Timescales for securing a decision from the Building Safety Regulator in relation to the Gateway process can also be considered where evidenced.

4.6.8 A 'long stop date' of five years, commencing from the grant of planning permission to achieve the substantial implementation milestone, will apply to all schemes following the time-limited planning route. The purpose of the 'long stop date' is to provide an endpoint at which a substantial implementation must be achieved under the time-limited planning route. Where the substantial milestone has not been achieved before the 'long stop date', an Early-Stage review will be triggered.

4.6.9 Early-Stage reviews should be undertaken in accordance with Mayoral guidance. Where an Early-Stage review is triggered, and a surplus is identified through undertaking the review, 100 per cent of the surplus should be provided to the LPA.

4.6.10 Where a review identifies a sufficient level of surplus to support additional on-site affordable housing provision, this should be provided on-site prior to occupation of a specified proportion of market units. Information that identifies which homes will be provided as additional affordable accommodation should be submitted to the LPA for approval.

4.6.11 Where a review identifies a surplus that is insufficient to support on-site affordable housing, this should be paid to the LPA as a financial contribution following the review, and prior to the occupation of specified proportion of market units.

4.6.12 In the same manner as the London Plan's Fast Track Route, there is no requirement for Mid Stage or Late-Stage review mechanisms for schemes following the new planning route.

4.7 Viability Tested Route

4.7.1 These terms do not apply for schemes following the Viability Tested Route that do not meet the eligibility criteria above, which will be assessed in line with the London Plan and relevant guidance. These should be assessed to

determine the maximum viable level of affordable housing, including whether 20 per cent or more affordable housing could be provided, with the availability of CIL relief and grant where appropriate. These schemes are subject to review mechanisms as set out in London Plan policies H4 and H5 and relevant guidance.

4.8 Maximising affordable housing including on existing schemes

4.8.1 The new planning route is open to be followed by developments with existing planning permissions. In view of the important role that affordable housing plays in meeting housing need and in supporting overall delivery, the GLA encourages partners to deliver affordable housing in excess of 20 per cent wherever possible, especially where planning consents are already in place. Subject to meeting the conditions and eligibility requirements of GLA funding programmes, grant may be sought at or above the benchmark grant rates set out at paragraph 4.5.3 for such projects where it provides value for money to do so. Partners with projects consented at 35 per cent or more affordable housing, that are currently stalled due to viability reasons, are encouraged to assess the availability of grant where this is needed to support delivery.

4.8.2 Applicants will be expected to seek grant and the availability of CIL relief to maintain the level of affordable housing in existing section 106 agreements or increase levels where it supports delivery. Where that has been fully explored and has been demonstrated not to be possible, any amendments to the affordable housing level or tenure should be renegotiated and agreed via the submission of a s73 application alongside a deed of variation, where changes to conditions are required, with the aim of delivering at least the relevant level of affordable housing established in the new planning route, and on the basis of the same terms.

4.9 Community Infrastructure Levy (CIL)

4.9.1 In order to further support viability, government is implementing time-limited relief for CIL. Where a scheme provides at least 20 per cent affordable housing (of which at least 60 per cent is social rent), amendments to the CIL regime will allow a 50 per cent Borough CIL relief to apply to residential floorspace (excluding student and co-living accommodation) in schemes, or phases of schemes, that commence after the relief is in place and before 31 March 2030. Increased levels of Borough CIL relief can be applied where affordable housing in excess of 20 per cent is provided by a scheme.

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Hillingdon Planning Committee

Tuesday 21th April 2026

HILLINGDON
LONDON

www.hillingdon.gov.uk

Report of the Head of Development Management and Building Control

Address:	BROADWATER LAKE MOORHALL ROAD HAREFIELD
Development:	Redevelopment of the site to create the Hillingdon Watersports Facility and Activity Centre including demolition of existing Broadwater Lake Sailing Club (BSC) clubhouse at the north of the lake and erection of a building including changing facilities, meeting rooms, storage, Workshop and seasonal worker accommodation (sui generis), activity shelters; installation of pontoons and slipways; boat shed; equipment storage huts; boat parking and racking areas; camping area; outdoor activity areas; ecological enhancement throughout the site; new pedestrian routes through the peninsula; landscaping including new woodland, dense vegetation screens and boundary treatment; access road; localised dredging and land reclamation; relocation of existing sailing area and creation of floating reedbeds within the lake; coach drop off and turning area; vehicle parking; cycle parking; and associated works.
LBH Ref Nos:	2382/APP/2023/2906

Rev.	Date:	By:	Chck:	Appr:	Description:
-	08.10.25	SM	SFA	CB	Issued for Planning
P01	14.11.25	SM	SFA	CB	Issued for planning with amendments



0m 100m 200m 300m 400m 500m

VISUAL SCALE 1:5000 @ @A1

Haverstock LLP
Studio 10, Cliff Road Studios
Cliff Road, London NW1 9AN
tel+44 (0)20 7267 7676
info@haverstock.com
www.haverstock.com

Client:
Hillingdon Council

Job Title:
Hillingdon Water Sports Facility and Activity Centre

Drawing Title:
Site Location Plan

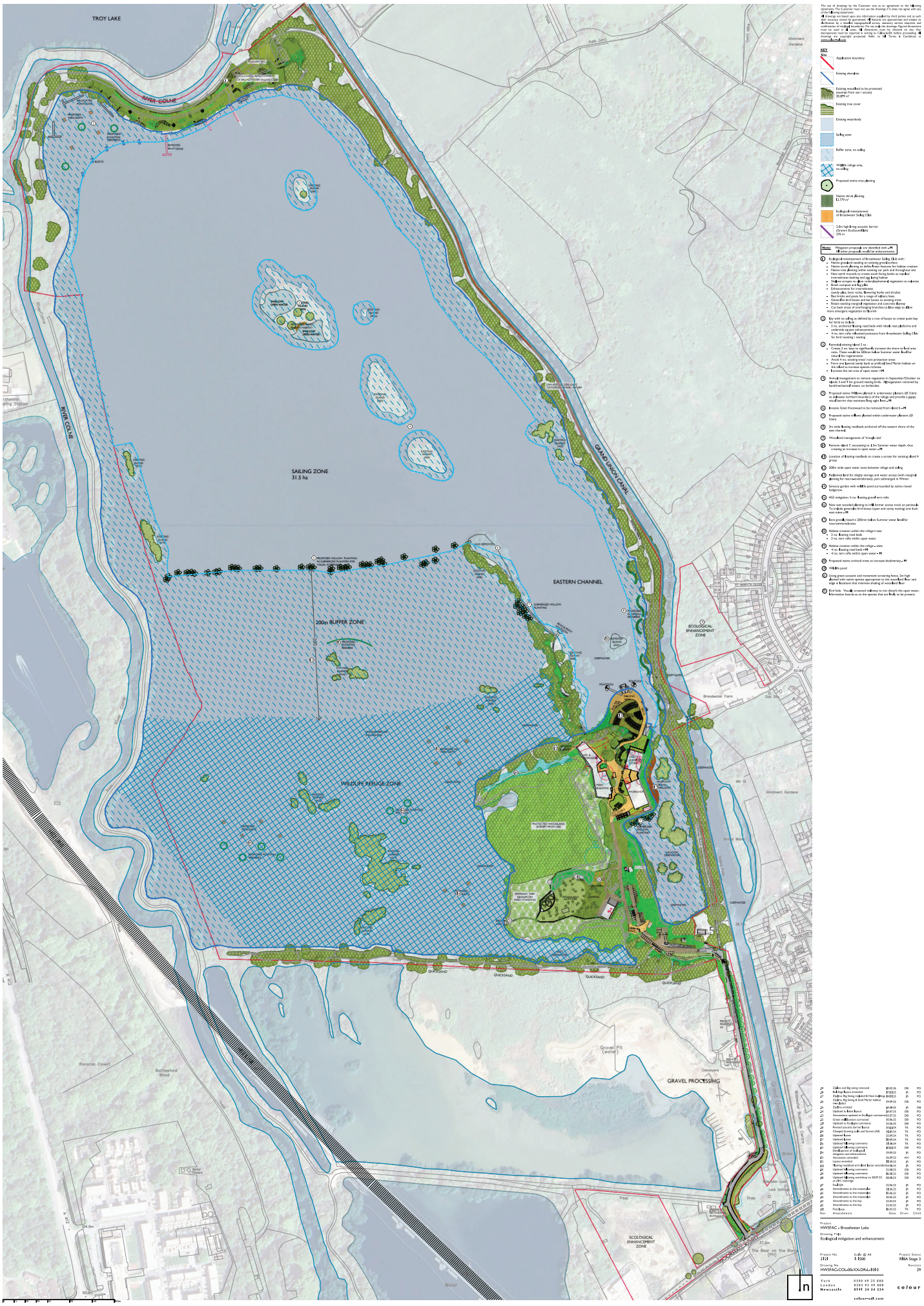
Job/ Dwg No/ Rev:
1329 -HAV -ZZ -XX -DR -A - 1000 P01

Drawn:	Checked:	Appr:	Date:
SM	GS	CB	08/10/25

Drawing Status:S2

Scale(s):
1 : 5000 @ A1
@ A3

Do not scale from this drawing.
Check all dimensions on site before ordering.



Project: HWSFAC - Broadwater Lake

Drawing Title: Ecological mitigation and enhancement

Project No.: 3121

Scale @ A0: 1:1500

Project Status: RIBA Stage 3

Drawing No.: HWSFAC-COL-00-XX-DR-L-1010

Revision: 29

York 0190 49 25 888
London 0203 93 49 888
Newcastle 0191 24 24 224
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KEY
Site

Application Boundary

1. Native tree planting within the existing car park
2. Shallow scrapes to allow ruderal ephemeral vegetation to colonise
3. Earth mounts to create south facing banks as reptiles/ invertebrates basking and egg laying habitat.
4. Generalist bird boxes and bat boxes to existing trees
5. Retain existing slipway
6. Shallow ditch connected to lake to create feeding habitat for water voles
7. Relocate existing pontoons
8. Earth mounts to create a 90 degree embankment with integrated artificial kingfisher tunnels
9. Bee bricks and posts for a range of solitary bees
10. Retain existing marginal vegetation along lakeshore
11. Tern rafts
12. Brash compost and log piles
13. Reptiles/ invertebrates habitat
14. Floating reedbeds
15. Buoys
16. Existing island
17. Removed part of island
18. Willow planting in submerged planters
19. Pontoon
20. Removed island (#07)
21. Tarp shelter #10
22. Native shrub buffer planting
23. HS2 Bat roost
24. Trail
25. Tarp shelter #9
26. Slipway
27. Gangway
28. Rigging area
29. Beach
30. Dock
31. Nested dinghys
32. Emergency vehicular access to foreshore
33. Wetland planting
34. Footbridge
35. Tarp shelter #8
36. Racks for small dinghys
37. Multi-functional grassed activity area
38. Sensory garden
39. Main building/ observation and operations
40. Kayak / canoe & paddle board rack
41. Dinghy storage spaces
42. Safety equipment store
43. Rafting barrels
44. Mini bus drop-off with 360° access
45. Energy centre
46. Spawning ground submerged gravel installation
47. Existing lowland mixed deciduous woodland (boggy woodland)
48. Flag poles
49. Workshop
50. 4 DDA parking bays
51. Live woven willow barrier
52. 2m High Greened acoustic barrier
53. Existing concrete structure to be made safe
54. Gateway
55. Existing bund to be retained
56. Orchard
57. Controlled vehicle access on existing hardstanding
58. Pond dipping
59. 19 Car parking spaces on existing hardstanding
60. Lagoon
61. Camping & activities on grass
62. Woodland activities
63. Caving
64. Main activity shelter (11 100m²
65. Vehicle access
66. Shelter 50m²
67. WC / Changing
68. Bird hide #6
69. Refuge
70. B - Category woodland
71. Bicycle shelter 12x4m
72. Boom barrier
73. Coach reversing bay
74. Coach drop-off
75. 27 car parking spaces on existing hardstanding
76. Bungalow
77. Buffer planting to bungalow and lagoon
78. Private residence
79. Angler's store & WC
80. Existing weighbridge
81. Charging bays
82. 3.0m wide gate
83. Entrance boat wash
84. 5.0m wide site entrance gate
85. bike
86. Car drop-off
87. Invertebrates habitat
88. Proposed side access road
89. Raised pedestrian crossing
90. Entry to property

Rev	Amendments	Date	Drwn	Chkd
07	Zoho and Swing removed	19.03.26	DB	PD
06	Updated to base layout	27.11.25	KH	PD
05	Updated to base layout	14.11.25	JR	PD
04	Updated to base layout	14.08.25	DB	PD
03	Updated to base layout	22.08.25	DB	PD
02	Updated to base layout	14.08.25	DB	PD
01	First Issue	30.09.24	TR	PD

Project
HMSRC - Broadwater Lake

Drawing Title
Rendered Landscape Masterplan

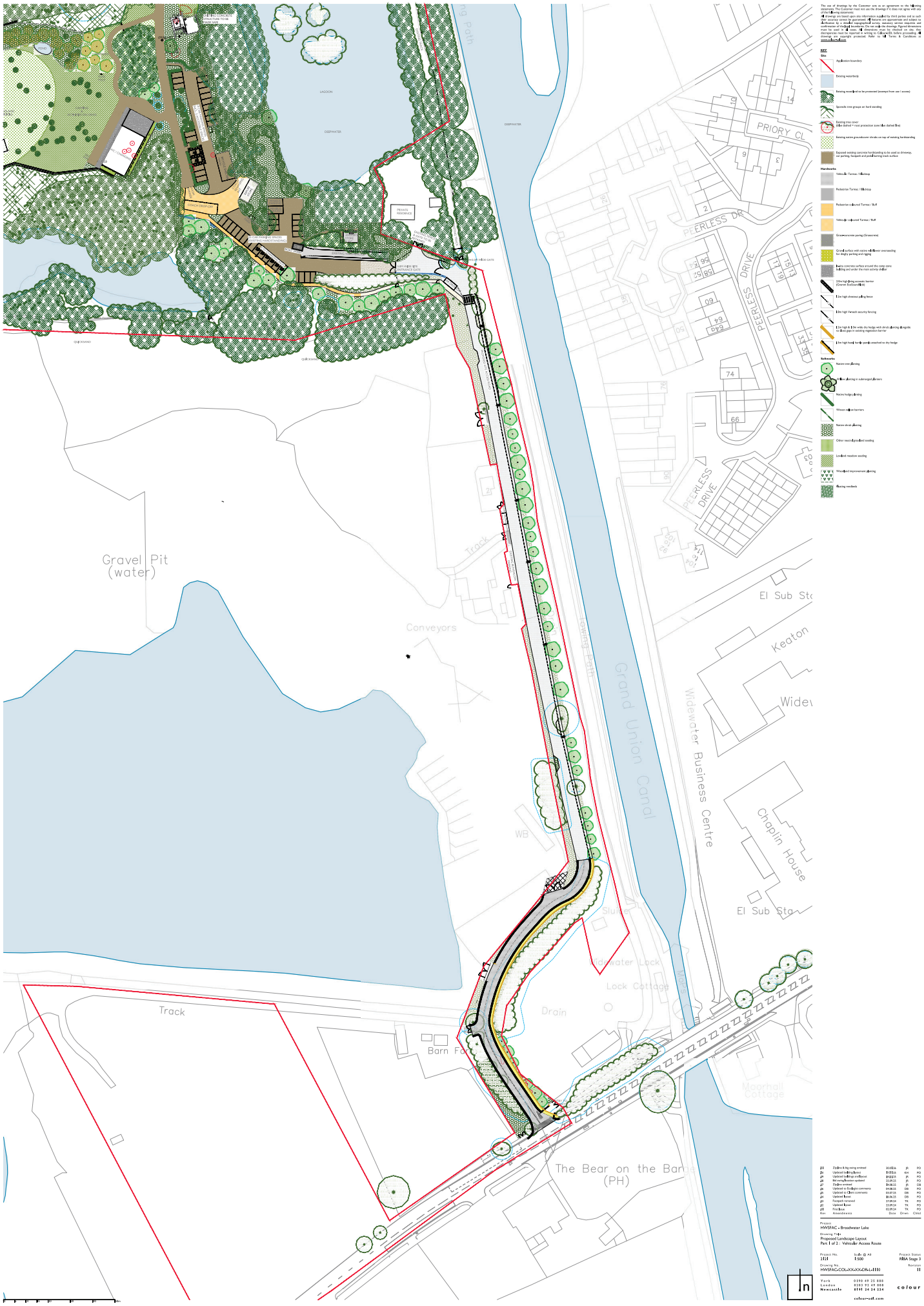
Project No.	Scale @ A0	Project Status
3101	1:1000	RIBA Stage 3

Drawing No.
HMSRC-COL-XX-XX-DR-L-4100

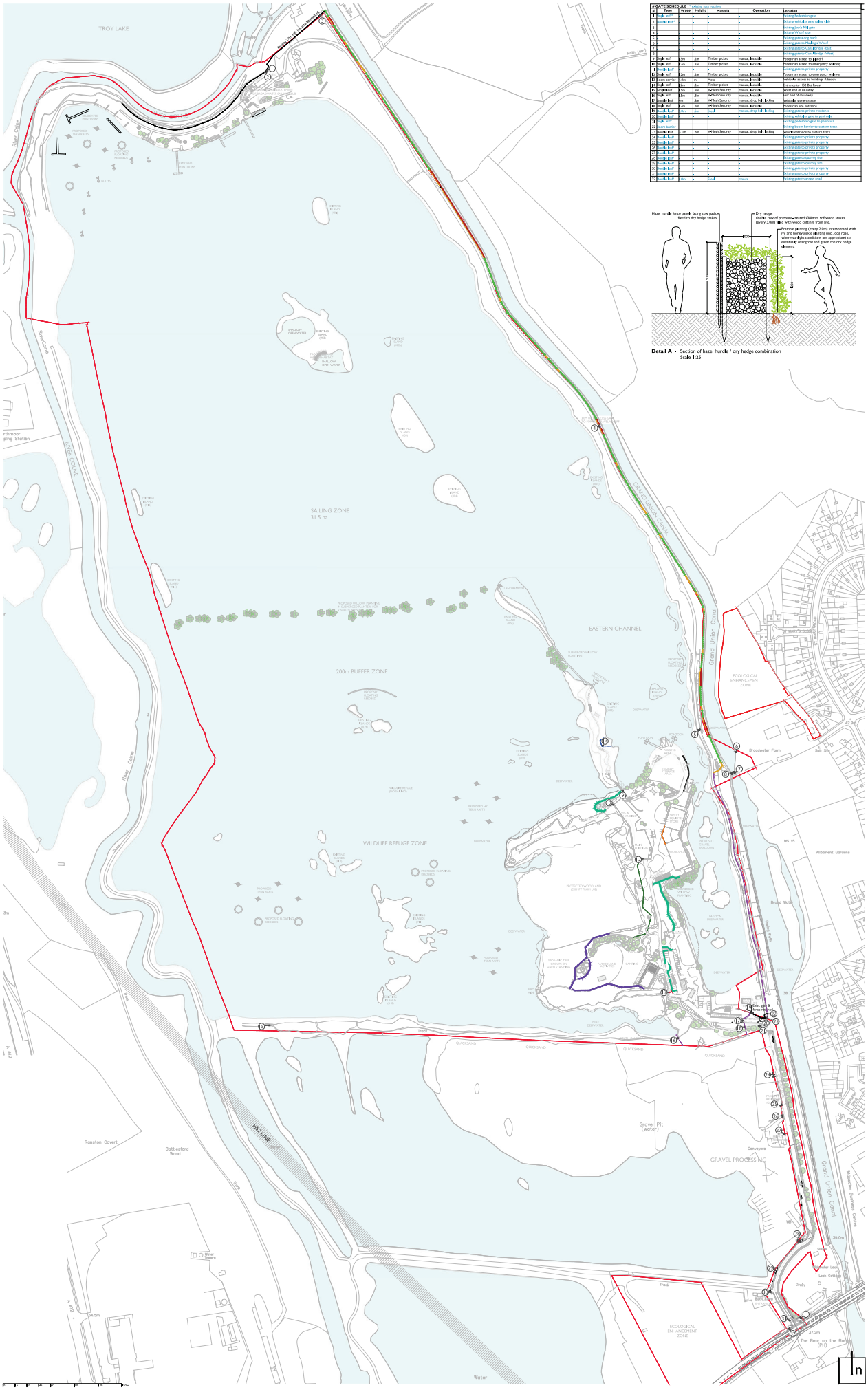
Revision
07

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TROY LAKE
RIVER COLNE
SAILING ZONE
31.5 ha
200m BUFFER ZONE
WILDLIFE REFUGE ZONE
EASTERN CHANNEL
GRAND UNION CANAL
ECOLOGICAL ENHANCEMENT ZONE
GRAVEL PROCESSING
ECOLOGICAL ENHANCEMENT ZONE
QUICKSAND
Broadwater Farm
The Bear on the Bar (Pub)
Allotment Gardens
KEY
Site
Application boundary
Existing waterbody, sailing zone
Buffer zone (no sailing)
Wildlife refuge (no sailing)
Existing woodland to be protected (exempt from use / access)
Sporadic tree groups on hard standing
Existing tree cover
Existing native groundcover shrubs on top of existing hardstanding
Exposed existing concrete hardstanding to be used as driveway, footpath, car parking and pedal karting track surface
Hardworks
Vehicular Tarmac / Blacktop
Pedestrian Tarmac / Blacktop
Pedestrian coloured Tarmac / Buff
Vehicular coloured Tarmac / Buff
Grass-concrete paving (Grasscrete)
Gravel surface with native wildflower overseeding for dinghy parking and rigging
Textured concrete surface around the camp store building and under the main activity shelter
2.0m high living acoustic barrier (Graham Eco-Sound Bank)
1.2m high chestnut paling fence
1.8m high Vanmark security fencing
1.2m high & 1.0m wide dry hedge with shrub planting alongside to close gaps in existing vegetation barrier.
1.5m high hazel hurdle panels attached to dry hedge
Softworks
Native tree planting
Willow planting in submerged planters
Native hedge planting
Woven willow barriers
Native shrub planting
Other neutral grassland seeding
Lowland meadow seeding
Woodland improvement planting
Floating reedbeds
RIVER COLNE
GRAND UNION CANAL
HIGH STREET
Project
HWSPAC - Broadwater Lake
Drawing Title
Overall Landscape Masterplan
Project No.
3121
Scale @ A0
1:1500
Project Status
RIBA Stage 3
Drawing No.
HWSPAC-COLA9-XX-DR-L-1109
Revision
15
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Gravel Pit
(water)
Conveyors
Track
Grand Union Canal
Widewater Business Centre
Chaplin House
El Sub Sta
Keaton
Widew
PEERLESS DRIVE
PRIORY CL
Widewater Lock
Lock Cottage
Drain
Barn Fo
Moorhall Cottage
The Bear on the Bar
(PH)
Track
WB
Sluice
Footpath
Quickthorn
Quickthorn
LAGOON
DEEPWATER
DEEPWATER
PRIVATE RESIDENCE
PRIVATE ENTRANCE GATE
PRIVATE VEHICLE GATE
PRIVATE VEHICLE GATE
PRIVATE ENTRANCE GATE
PRIVATE ENTRANCE GATE
PRIVATE ENTRANC


Grand Union Canal
Broadwater Far
DEEPWATER
LAGOON
DISABILITY HOIST
MCC CHANGING
SAFETY EQUIPMENT STORE
WORKSHOP
TWIN BUILDING OBSERVATION AND OPERATIONS
PRIVATE RESIDENCE
KEY
Site
Application boundary
Existing waterbody
Existing moored to be protected (exempt from use / access)
Specific tree groups on hard standing
Existing tree cover
(Blue dashed = root protection zone (dbz dashed line)
Existing native groundcover shrubs on top of existing hardstanding
Exposed existing concrete hardstanding to be used as driveway, car parking, footpath and pedestrian/cycle track surface
Hardworks
Vehicular Tarmac / Blacktop
Pedestrian Tarmac / Blacktop
Pedestrian coloured Tarmac / Buff
Vehicular coloured Tarmac / Buff
Grass-concrete paving (Grasscrete)
Gravel surface with native wildflower overseeding for dinghy parking and rigging
Permeable concrete surface around the compromise building and under the main activity shelter
1.0m high fencing acoustic barrier (Cement fibre board/Brick)
1.0m high chestnut paling fence
1.8m high V-mesh security fencing
1.2m high & 1.0m wide dry hedge with shrub planting alongside to allow gaps in existing vegetation barrier
1.0m high hand hardly panels attached to dry hedge
Softworks
Native tree planting
Willow planting in submerged planters
Native hedge planting
Woven willow barriers
Native shrub planting
Other mixed/grassland seeding
Lowland meadow seeding
Woodland improvement planting
Planting reedbeds
J1 Zip liner & dig moving armrest 30.01.25 JR PO
J2 Updated building layout 31.01.25 KH PO
J3 Updated Red Line Boundary and layout 03.02.25 JR PO
J4 Updated Basins 11.02.25 JR PO
J5 Building Locations updated 05.03.25 GS PO
J6 Bird wing locations updated 12.05.25 JR PO
J7 Zip liner omitted 14.08.25 JR GB
J8 Updated to Client comments 04.08.25 GB PO
J9 Updated layout 18.09.25 GB PO
J10 Updated ancillary structures, amended boards/ barrier 31.10.25 TK PO
J11 Amended moored activity/ camping area 19.11.25 TK PO
J12 Amended jetties and boat wash locations 24.11.25 TK PO
J13 Amended building locations 11.12.25 TK -
J14 Amended EV charging parking bays 10.12.25 TK PO
J15 Amended car parking & coach reversing 22.12.25 TK PO
J16 Updated Cycle parking 08.01.26 TK PO
J17 Reduced Track Radius 13.01.26 TK PO
J18 Updated layout 23.09.26 TK PO
J19 Title Block 27.01.26 TK PO
Rev Amendments Date Drwn Chkd
Project
HWSFAC - Broadwater Lake
Drawing Title
Proposed Landscape Layout
Part 2 of 2 - Peninsula
Project No. 3131
Scale @ A0 1:500
Project Status RIBA stage 3
Drawing No. HWSFAC-COL-XX-XX-DR-L-1120
Revision P9
York 0190 49 25 880
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#	GATE SCHEDULE - existing gate retained Type	Width	Height	Material	Operation	Location
1	Single leaf *	-	-	-	-	Existing Pedestrian gate
2	Double leaf *	-	-	-	-	Existing vehicular gate (sliding rail)
3		-	-	-	-	Existing gate + PIR gate
4		-	-	-	-	Existing Wharf gate
5		-	-	-	-	Existing gate along track
6		-	-	-	-	Existing gate on Hydrogy Wharf
7		-	-	-	-	Existing gate on Canal Bridge (East)
8		-	-	-	-	Existing gate on Canal Bridge (West)
9	Single leaf	1m	1m	Timber picket	manual, lockable	Pedestrian access to island
10	Single leaf	1m	2m	Timber picket	manual, lockable	Pedestrian access to emergency walkway
11	Single leaf *	-	-	-	-	existing gate to private property
12	Single leaf	1m	2m	Timber picket	manual, lockable	Pedestrian access to emergency walkway
13	Boom barrier	8.0m	1m	Steel	manual, lockable	Vehicular access to buildings & beach
14	Single leaf	1m	2m	Timber picket	manual, lockable	Pedestrian to HS2 Rte Haven
15	Single leaf	1m	2m	≥Mesh Security	manual, lockable	West end of causeway
16	Single leaf	1m	2m	≥Mesh Security	manual, lockable	East end of causeway
17	Double leaf	8m	2m	≥Mesh Security	manual, step rail locking	Vehicular site entrance
18	Single leaf	1m	2m	≥Mesh Security	manual, lockable	Pedestrian site entrance
19	Double leaf *	10m	1m	steel	manual, step rail locking	existing gate to private residence
20	Double leaf *	-	-	-	-	existing vehicular gate to peninsula
21	Single leaf *	-	-	-	-	existing pedestrian gate to peninsula
22	Boom barrier	-	-	-	-	existing boom barrier to eastern track
23	Double leaf	9.2m	2m	≥Mesh Security	manual, step rail locking	Vehicular entrance to eastern track
24	Double leaf *	-	-	-	-	existing gate to private property
25	Double leaf *	-	-	-	-	existing gate to private property
26	Double leaf *	-	-	-	-	existing gate to private property
27	Double leaf *	-	-	-	-	existing gate to private property
28	Double leaf *	-	-	-	-	existing gate to quarry site
29	Double leaf *	-	-	-	-	existing gate to quarry site
30	Double leaf *	-	-	-	-	existing gate to private property
31	Double leaf *	-	-	-	-	existing gate to private property
32	Double leaf *	10m	-	steel	barred	Existing gate on access road

Detail A - Section of hazel hurdle / dry hedge combination
Scale 1:25

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KEY

Application boundary

Existing fencing along northern site boundary to be retained

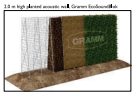
1.8 m high Weldmesh Security Fencing



1.2 m high chestnut pale fencing



2.0 m high planted acoustic wall, Gramm EcoSound Wall



1.2m high living weave willow fencing



3.5 m high native hedgerow



1.2 m high dry hedging with beneficial tree planting alongside



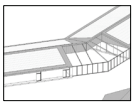
1.5 m high hazel hurdle fence combined with dry hedging and tree planting



Dense and robust existing vegetation along towpath, providing sufficient deterrence against entry



Architectural metalwork to waterbus



J1	Updated to latest layout	11.01.21	KH	PO
J2	Updated to latest layout	17.11.21	KH	PO
J3	Updated to latest layout	14.12.21	KH	PO
J4	Zip line omitted	14.08.23	JS	DB
J5	Updated to latest layout	11.08.23	DB	PO
J6	Acoustic wall & notice amended	22.07.24	DB	PO
J7	Updated to latest layout & client comments	08.08.24	JS	PO
J8	Amended layout	19.12.24	JS	PO
J9	Amended layout	29.01.25	TK	PO
J10	First issue	30.01.25	TK	PO
Rev	Amendments		Date	Drwn	Chkd

Project
HWSFAC - Broadwater Lake

Drawing Title
Boundary Treatment Plan

Project No.
2121

Scale @ A0
1:1500

Project Status
RIBA Stage 3

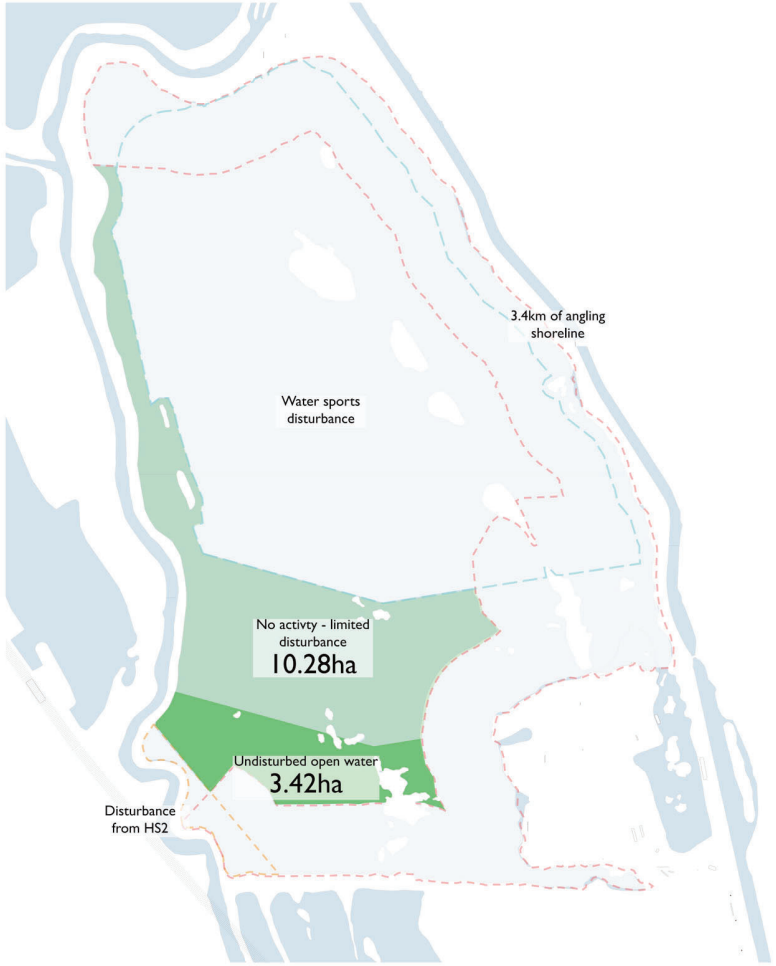
Drawing No.
HWSFAC-COL-00-XX-DR-L-1210

Revision
J10

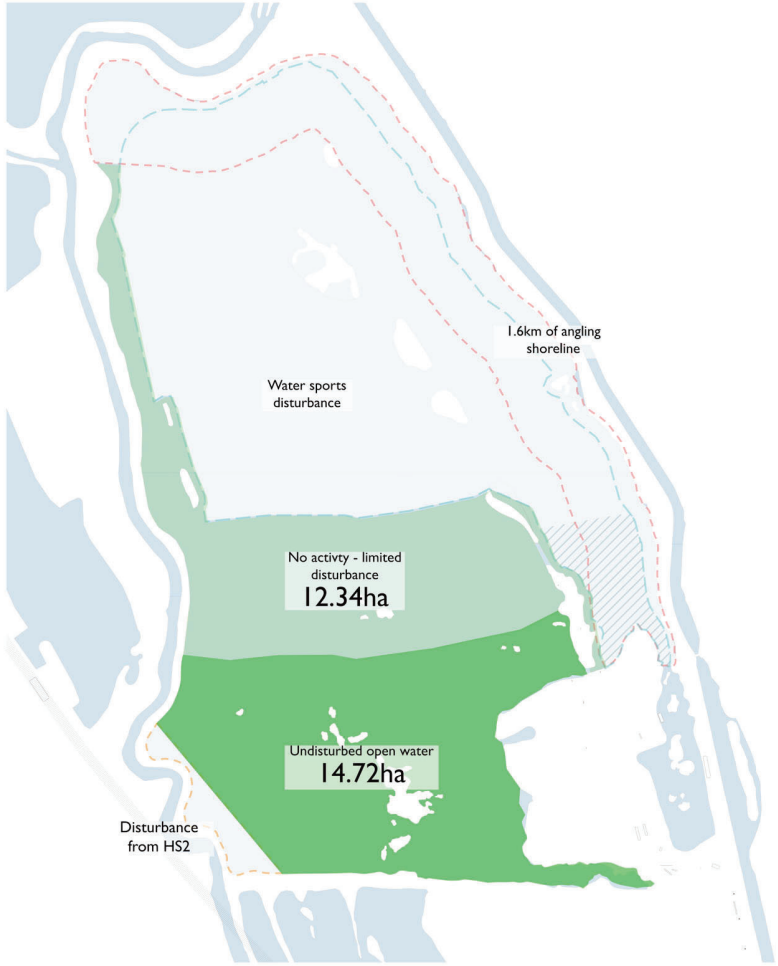
York 0190 49 25 888
London 0203 93 49 888
Newcastle 0191 24 24 124
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Undisturbed lake - today



Undisturbed lake - proposed scheme



Rev	Amendments	Date	Drwn	Chkd
06	Updated to lates scheme	14.07.25	DB	PO
05	Updated to lates scheme	13.12.24	TK	PO
04	Added eastern channel measure	28.08.24	TK	PO
03	Updated following comment	20.08.24	DB	PO
02	Updated following comment	01.08.24	DB	PO
01	First Issue	23.07.24	DB	PO

Project
HWSFAC

Drawing Title
Water Disturbance Plan

Project No.
2121

Scale @.A2
N.T.S.

Project Status
RIBA Stage 3

Drawing No.
HWSFAC-COL-XX-XX-DR-L-6189

Revision
06

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York 01904 925 888
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Heat Map Key

- No access / No activity
- Low noise and movement activity
- Medium noise and movement activity
- Frequent noise and movement activity
- Light-permeable chestnut pale movement prevention fence
- Woven live willow movement prevention fence
- Living acoustic fence



Acoustic fence example: Gramm Eco SoundBlok

Rev	Amendments	Date	Drwn	Chkd
11	Updated layout	11.03.26	KH	PO
10	Buildings layout amended	17.11.25	JR	PO
09	Updated to latest layout	14.11.25	JR	PO
08	Zip line omitted	14.08.25	JR	DB
07	Updated to latest layout	12.08.25	DB	PO
06	Updated layout	25.06.25	DB	PO
05	Updated layout	27.09.24	TK	PO
04	Acoustic and security fencing added	21.08.24	DB	PO
03	Updated following comment	20.08.24	DB	PO
02	Updated to latest layout	14.08.24	DB	PO
01	First Issue	12.08.24	DB	PO

Project

Drawing Title
Land Activity Heat Map

Project No.
2121

Scale @ A3
1:2000

Project Status
For Planning

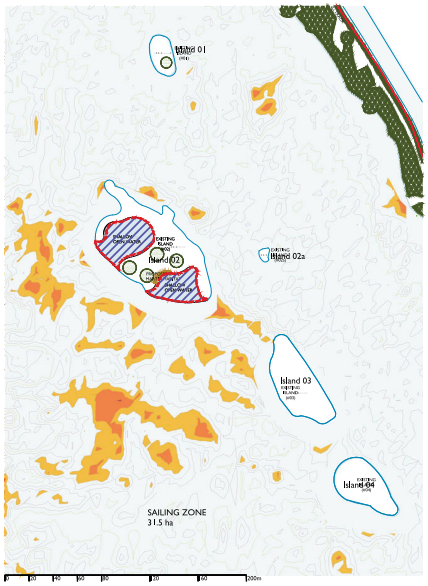
Drawing No.
HWSFAC-COL-XX-XX-DR-L-6190

Revision
11

London 0203 924 9888
Newcastle 0191 24 24 224
York 01904 925 888
colour-udl.com
colour

0 20 40 60 80 120 160 200m


Total site area (m²) (include all land within the red line boundary) 783903
Urban Greening Factor Calculator
Surface Cover Type | Factor | Area (m²) | Contribution | Notes
Semi-natural vegetation (e.g. trees, woodland, species-rich grassland) maintained or established on site. 1 159030 159030
Wetland or open water (semi-natural, not attenuation) maintained or established on site 1 603019 603019
Hedges (line of mature shrubs one or two shrubs wide). 0.8 233 139.8
Hedges (line of mature shrubs with tall vaccines less than two thirds of the projected canopy area of the mature shrub) 0.8 2968 1540.8
Green wall –modular system or climbers rooted in soil 0.6 888 532.8
Groundcover planting 0.6 7,709 3795
Amenity grassland (species-poor, regularly mown lawn). 0.4 6,577 2629.4
Extensive green roof 0.7 2855 40.7
Sealed surfaces (e.g. concrete, asphalt, waterproofing, stone). 0 14688 0
Total score Burbank 778940.5
Urban Greening Factor 0.99
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KEY
Red line boundary
Total site area: 783,903 m²
Wetland or open water (incl. ponds)
603,019 m²
Sealed surfaces (incl. buildings)
14,635 m²
Permeable paving (incl. kiosk)
4,047 m²
Woodland / semi natural vegetation
159,030 m²
Native shrub planting
7,530 m²
Amenity grassland
6,577 m²
2.0m high living acoustic barrier
222 m length
808 m²
Native hedge planting
233m m²
Native tree planting
2,968 m²
P8 Revised layout 15.01.26 KH DB
P7 Revised layout 17.11.25 JR PO
P6 Updated to latest layout 14.09.25 JR PO
P5 Updated to latest building and landscape layout 11.11.24 DB PO
P4 Updated to latest layout 29.08.24 DB PO
P3 Zoho created 19.08.24 JR DB
P2 Updated to latest layout 17.07.24 JR DB
P1 First issue 26.11.24 TR PO
Rev Amendments Date Drwn Chkd
Project
HWSFAC - Broadwater Lake
Drawing Title
UGF Calculation Key Plan
Project No. 2121
Scale @ A0 1:2000
Project Status RIBA Stage 3
Drawing No. HWSFAC-COL-00-XX-DR-L-6240
Revision 08
York 0190 49 25 888
London 0203 93 49 888
Newcastle 0141 24 24 124
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colour



Summary of Open Water Area and Volumes

CUT/DREDGING	Cut Material Volume (m^3)	Open Water Area (m^2 Increase)
Island 02	2,359m^3	2,171m^2
Island 06	2644m^3	1,141m^2
Island 07	649m^3	296m^2
Transit Channel	7,094m^3	0m^2
Total Cut	**12,746m^3**	**3,608m^2**

FILL	Fill Material Volume (m^3)	Open Water Area (m^2 loss)
Beach, Shelf & Buffer	7,965m^3	2,892m^2
Island 08 link buffer	325m^3	0m^2
Total Fill	**8,290m^3**	**2,892m^2**

Existing Open Water Area	639,654m^2
Land Added	2,892m^2
Land Removed	3,608m^2
Proposed Open Water Area	**640,370m^2**

Net Increase of Open Water	**716m^2**

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Lake bed level	Winter water depth	Summer water depth
36.5m	0.96m	0.64m
36.0m	1.46m	1.14m
35.5m	1.96m	1.64m
<35m	>2.46m	>2.14m

Note:

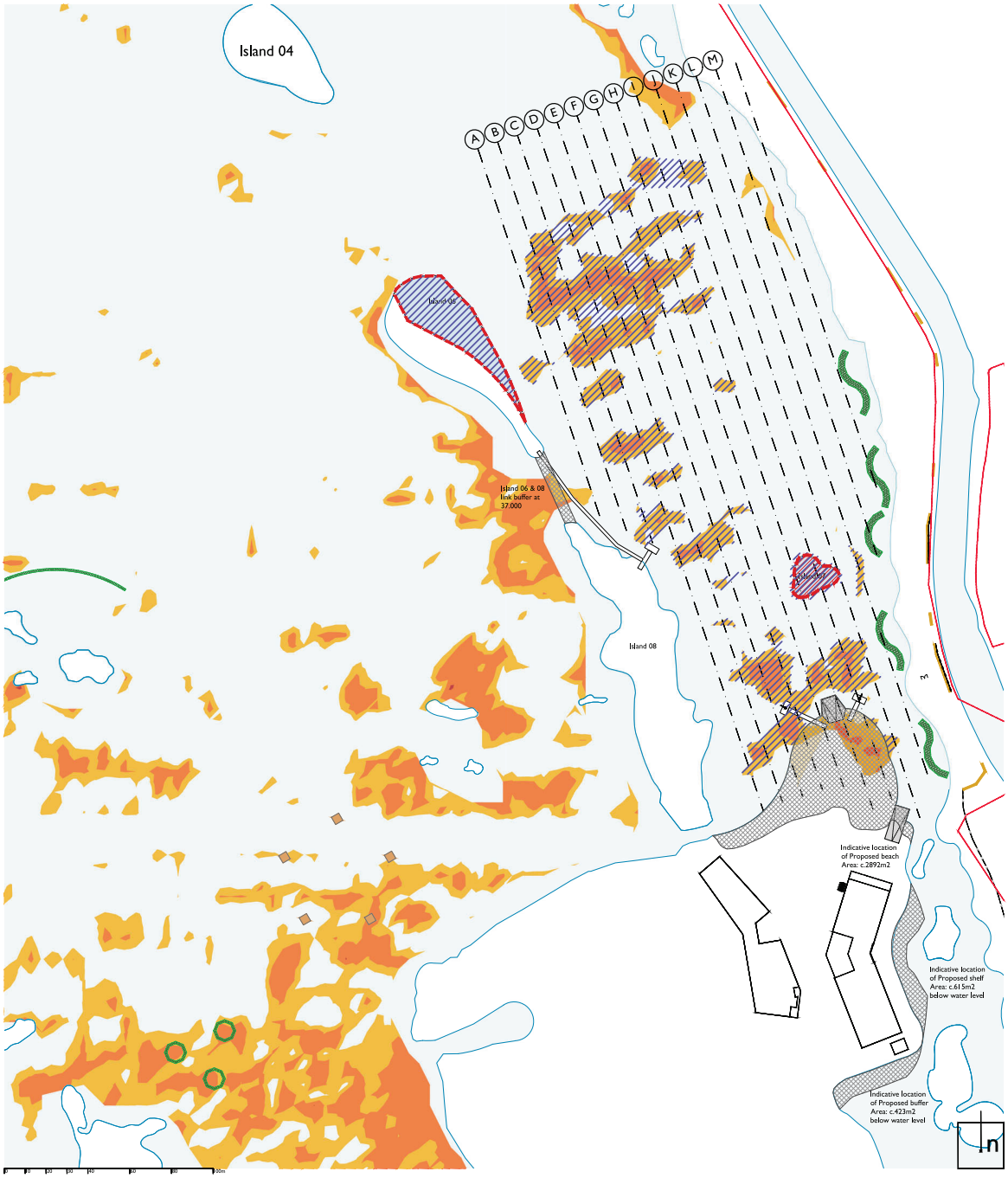
1. Calculations are based on an average winter/summer water level provided by the surveyor (refer dwg 32578BWLS-01-05)
2. Minimum 1.5m water depth is referable for sailing and water activities to minimise algal blooms in summer
3. It was not possible to carry out a depth survey around the islands, but it is assumed that the water level is less than half a meter
4. Island 06 cut material identified as Giant Knotweed. Cut material to be disposed of safely using a suitably licensed landfill site or incineration facility.

Extent of dredging

Existing land mass to be removed

Note: Cut and fill exercise has been carried out using 3rd party data and calculations given are an approximate total.

Further detailed analysis for costing or construction should be carried out by a Qualified Civil Engineer.



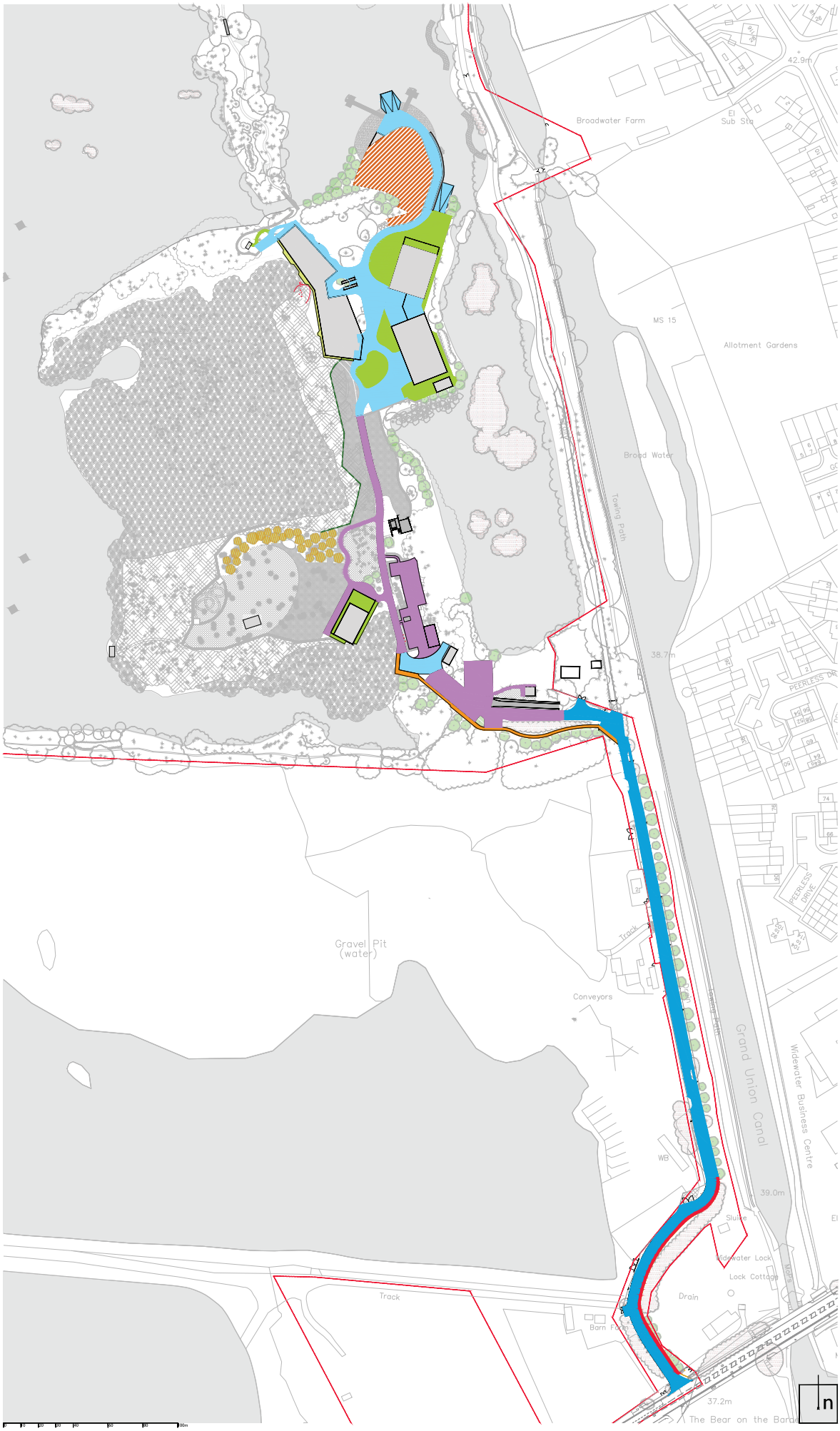
Rev	Amendments	Date	Drawn	Chkd
P08	Buildings layout changed	10.11.25	JR	PO
P07	Amendment to Cut & Fill	23.09.24	BF	PO
P06	Amendment to Cut & Fill	21.08.24	BF	PO
P05	Potential dredging area removed	16.07.24	BF	PO
P04	Amendment to beach massing and land removals	21.06.24	BF	PO
P03	Proposed beach extension volume calculations	18.06.24	BF	PO
P02	Proposed beach extension	13.06.24	BF	PO
P01	First Issue	12.06.24	BF	PO

Project
HWSAC

Drawing Title
Extent of Dredging Proposal and Cut

Project No. 2121
Scale @ A1 1:1000
Project Status For Comment
Drawing No. HWSAC-COL-ZZ-XX-DR-L-6362
Revision P08

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KEY
Hard Surfaces

- Outline of existing hardstanding
- Proposed building footprints
- Existing tarmac surface made good where required
- Pedestrian Tarmac Black
- Pedestrian Coloured Tarmac Buff
- Vehicular Coloured Tarmac Buff
- Existing Concrete Hardstanding to be retained and to be made good for vehicle and pedestrian use
- 1.2m wide elevated metal grate Fire Escape Walkway
- Grass-Concrete Pavers
- Compacted Gravel Surface with wildflower seeding

Rev	Amendments	Date	Drwn	Chkd
J1	Revised layout	13.03.26	KH	DB
J0	Revised layout	17.11.25	JR	PO
J9	Buildings and layout amended	14.11.25	JR	PO
J8	Zip line omitted	14.08.25	JR	DB
J7	Revised layout	12.08.25	DB	PO
J6	Revised layout	01.07.25	JR	PO
J5	Revised	20.11.24	TK	PO
J4	Revised	30.09.24	TK	PO
J3	Revised	05.09.24	TK	PO
J2	Revised	28.08.24	TK	PO
J1	First Issue	15.08.24	TK	PO

Project
HWSFAC - Broadwater Lake

Drawing Title
General Arrangement Plan
Hard Surface Materials Strategy

Project No. 2121
Scale @ A1 1:1000
Project Status RIBA Stage 3
Drawing No. HWSFAC-COL-XX-XX-DR-L-6420
Revision J1

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London 0203 92 49 888
Newcastle 0191 24 24 224
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Rev.	Date:		By:	Chck:	Appr:	Description:
P01	15.08.25	BP	BP	SM	GS	Issued for Planning
P02	30.10.25	BP	BP	SM	GS	Issued for Planning with amendments

KEY

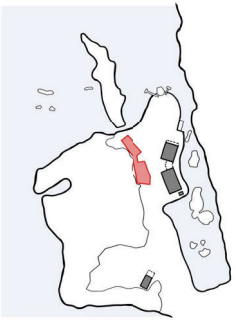
- Multi-Purpose
- Administration
- Changing/Kitchen/WC
- Accommodation
- General Store/Plant
- Circulation
- PV Panels



1 **00 - Operations Zone**
1 : 200



2 **01 - Operations Zone**
1 : 200



0m 4m 8m 12m 16m 20m

VISUAL SCALE 1:200 @ @A1

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Client:
Hillingdon Council

Job Title:
Hillingdon Water Sports Facility and Activity Centre

Drawing Title:
Operations Zone - Proposed Ground and First Floor Plans

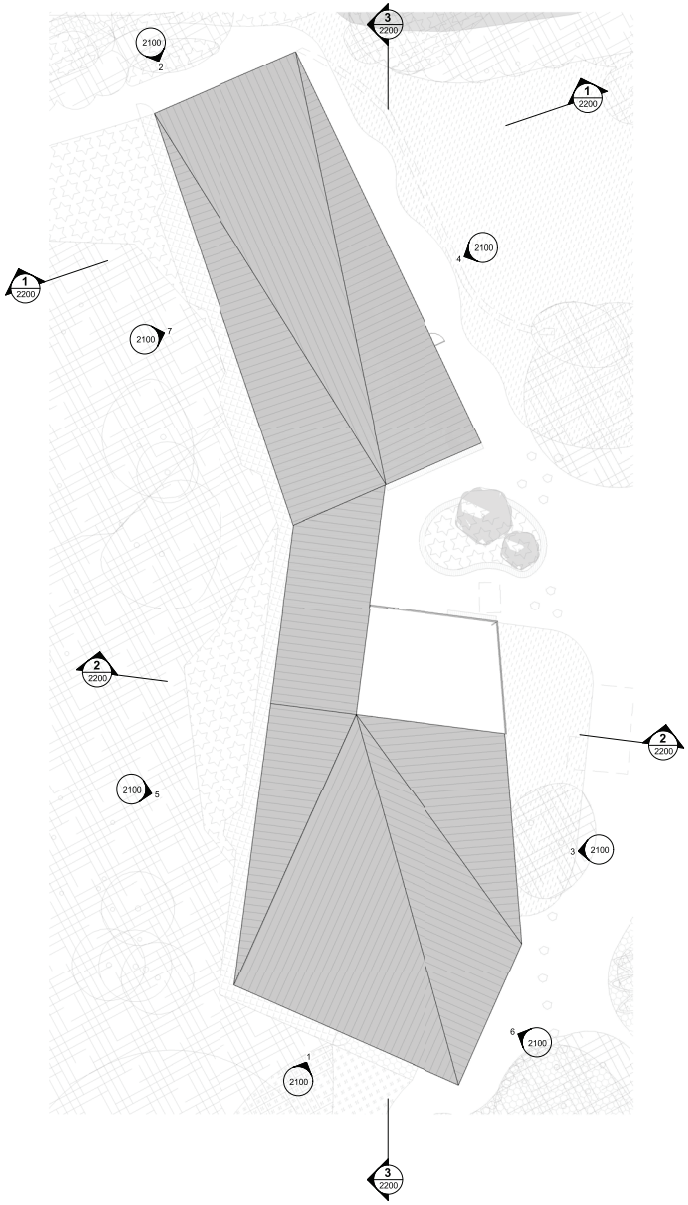
Job/ Dwg No/ Rev:
1329 -HAV -Z1 -ZZ -DR -A - S2 1100 P01

Drawn:	Checked:	Appr:	Date:
BP	SM	GS	15.08.25

Drawing Status: S2
Check all dimensions on site before ordering.

Scale(s):
1 : 200 @ A1
1 : 400 @ A3

Rev.	Date	By:	Chck:	Appr:	Description:
P01	15.08.25	SFA	SM	GS	Issued for Planning
P02	12.09.25	SFA	SM	GS	Issued for planning with amendments





0m 4m 8m 12m 16m 20m

VISUAL SCALE 1:200 @ @A1

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Drawing Title:
Operation Zone - Proposed Roof Plan

Job/ Dwg No/ Rev:
1329 -HAV -Z1 -RF -DR -A - S2 1101 P01

Drawn:	Checked:	Appr:	Date:
SFA	SM	GS	15.08.25

Drawing Status: S2

Check all dimensions on site before ordering.

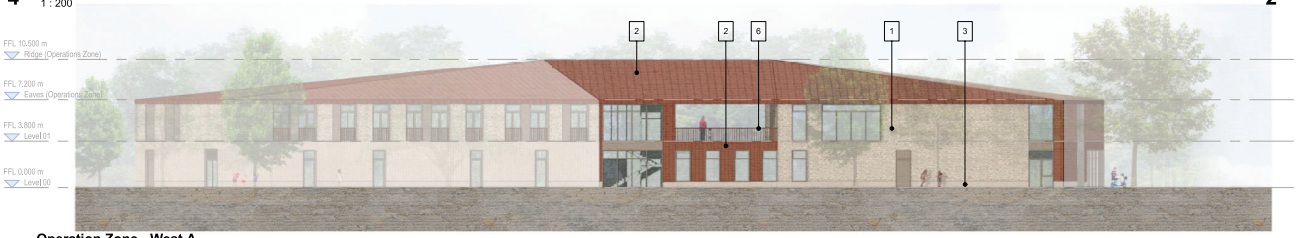
Scale(s):
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1 : 400 @ A3



3 Operation Zone - East A
1 : 200



4 Operation Zone - East B
1 : 200



5 Operation Zone - West A
1 : 200



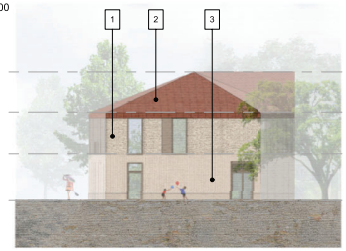
6 Operations Elevation South East
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7 Operations zone - West Elevation B
1 : 200



1 Operation Zone - South
1 : 200

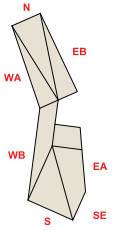


2 Operation Zone - North
1 : 200

Rev.	Date	By	Chck	Appr.	Description
P01	15.08.25	SFA	SM	GS	Issued for Planning

KEY

1. Flint stone
2. Zinc standing seam
3. Exposed concrete
4. Exposed Structure
5. Decorative metalwork and signage
6. Metal balustrade / gates
7. PV Panels



Operations Zone - Elevation key plan



0m 4m 8m 12m 16m 20m

VISUAL SCALE 1:200 @ @A1

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www.haverstock.com

Client:
Hillingdon Council

Job Title:
Hillingdon Water Sports Facility and Activity Centre

Drawing Title:
Operation Zone - Proposed Elevations

Job/ Dwg No/ Rev:
1329 -HAV -Z1 -ZZ -DR -A - S2 2100 P01

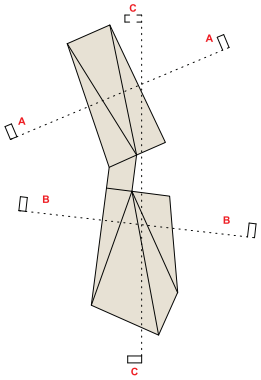
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SFA	SM	GS	15.08.25

Drawing Status: S2

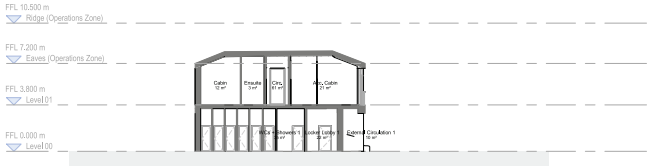
Check all dimensions on site before ordering.

Scale(s):
As indicated@ A1
1 : 400 @ A3

Rev.	Date	By:	Chck:	Appr:	Description
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P02	15.10.25	SFA	SM	GS	Issued for planning with amendments



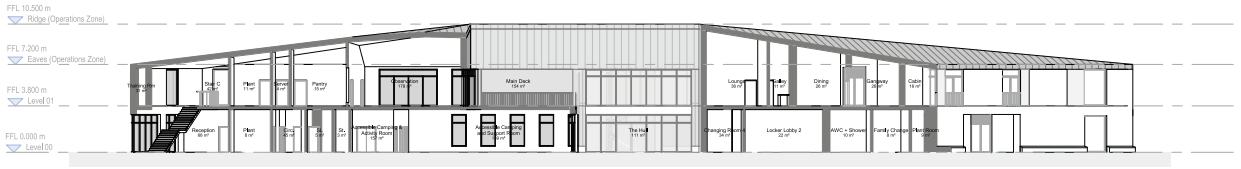
Operations Zone - Section key plan



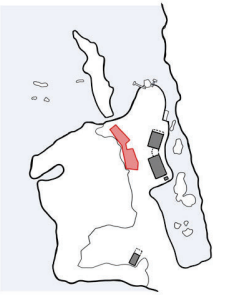
1 **Operation Zone - Section AA**
1 : 200



2 **Operation Zone - Section BB**
1 : 200



3 **Operation Zone - Section CC**
1 : 200





VISUAL SCALE 1:200 @ @A1

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Client:
Hillingdon Council

Job Title:
Hillingdon Water Sports Facility and Activity Centre

Drawing Title:
Operation Zone - Proposed Sections

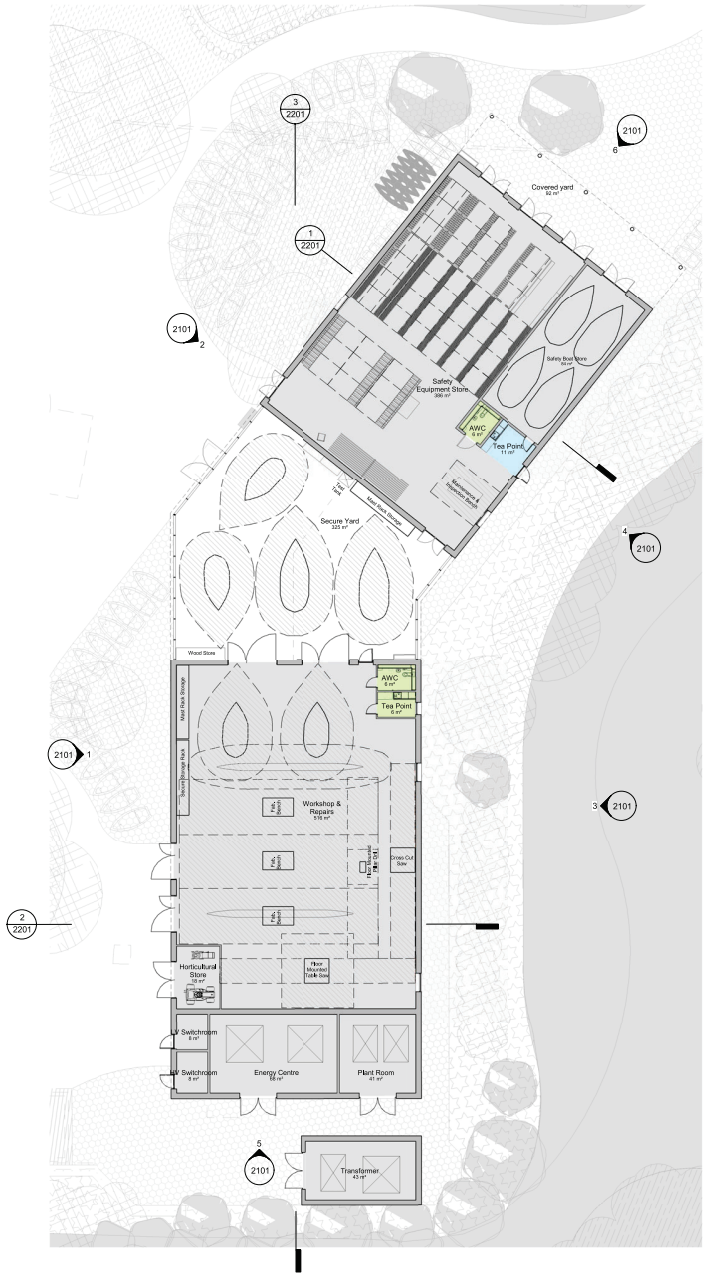
Job/ Dwg No/ Rev:
1329 -HAV -Z1 -ZZ -DR -A - S2 2200 P01

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SFA	SM	GS	15.08.25

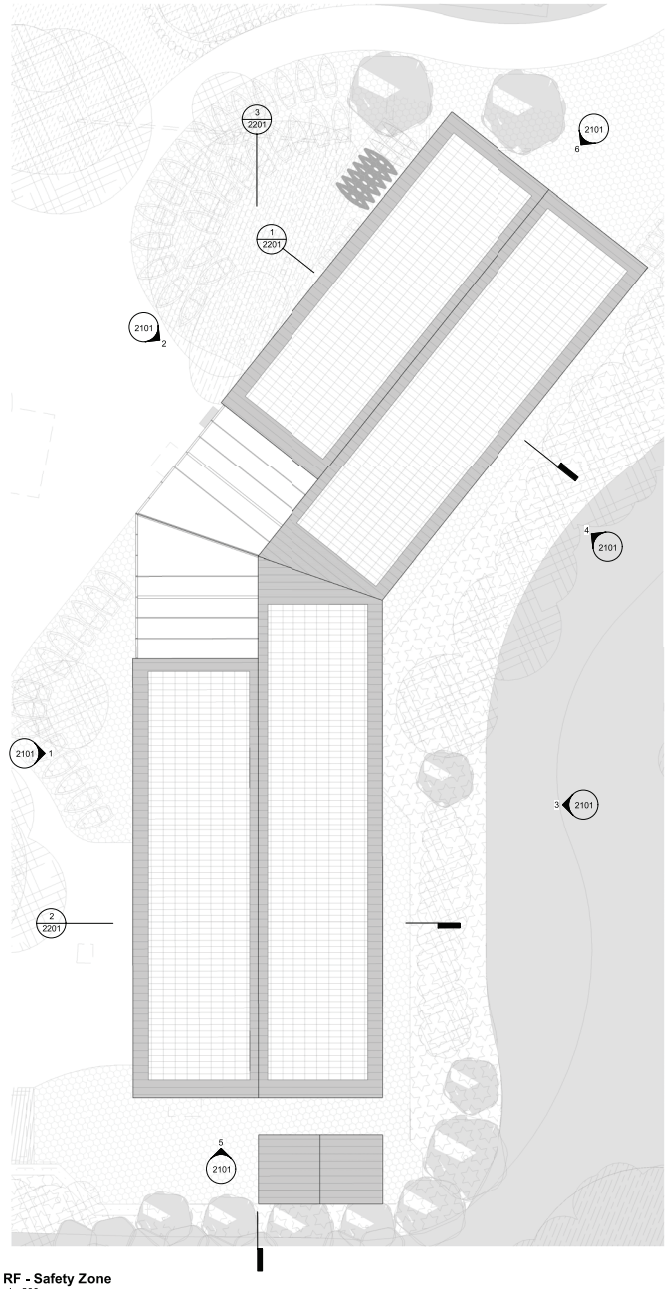
Drawing Status: S2

Check all dimensions on site before ordering.

Scale(s):
1 : 200 @ A1
1 : 400 @ A3



1 **00 - Safety Zone**
1 : 200



2 **RF - Safety Zone**
1 : 200

Rev.	Date	By	Chck	Appr.	Description
P01	15.08.25	SFA	SM	GS	Issued for Planning

KEY

- Multi-Purpose
- Administration
- Changing/Kitchen/WC
- Accommodation
- General Store/Plant
- Circulation
- PV Panels



0m 4m 8m 12m 16m 20m

VISUAL SCALE 1:200 @ @A1

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Client:
Hillingdon Council

Job Title:
Hillingdon Water Sports Facility and Activity Centre

Drawing Title:
Safety Zone - Proposed Ground Floor and Roof Plan

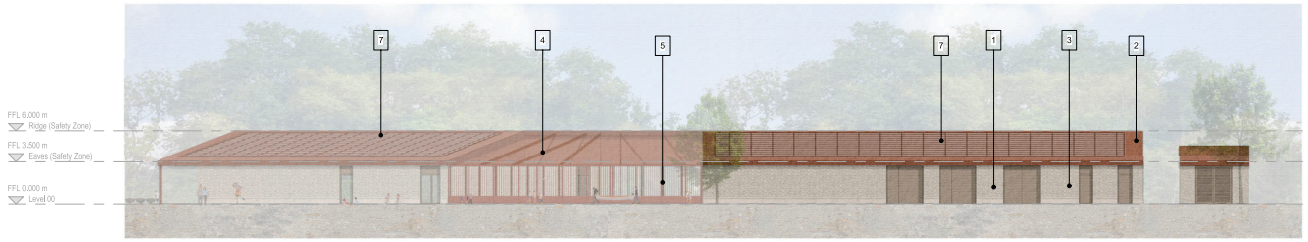
Job/ Dwg No/ Rev:
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Drawn:	Checked:	Appr:	Date:
SFA	SM	GS	15.08.25

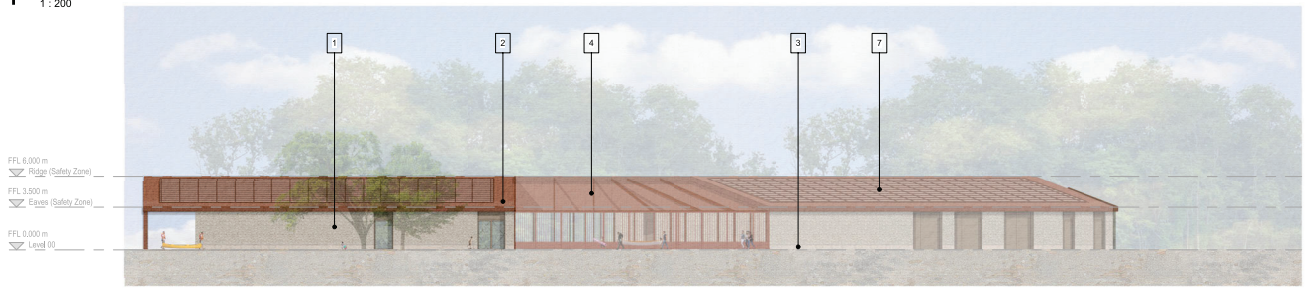
Drawing Status: S2

Check all dimensions on site before ordering.

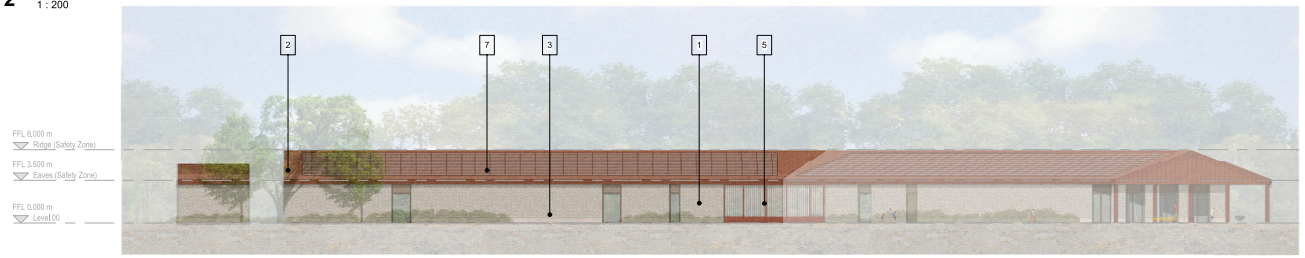
Scale(s):
1 : 200 @ A1
1 : 400 @ A3



1 **Elevation : Safety zone - West elevation A**
1 : 200



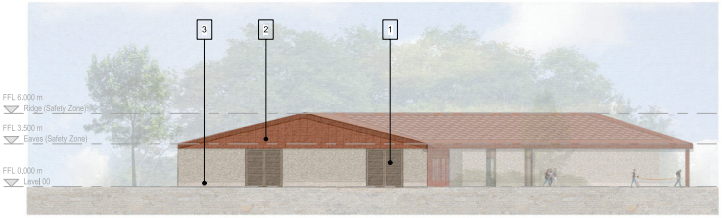
2 **Safety zone - West elevation B**
1 : 200



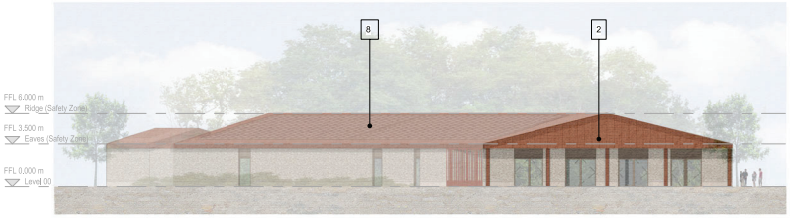
3 **Elevation : Safety zone - East elevation A**
1 : 200



4 **Elevation : Safety zone - East elevation B**
1 : 200



5 **Elevation : Safety zone - South elevation**
1 : 200

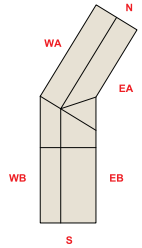


6 **Elevation : Safety zone - North elevation**
1 : 200

Rev.	Date	By	Chck	Appr.	Description
P01	15.08.25	SM	GS	GS	Issued for Planning

KEY

1. Flint stone
2. Zinc standing seam
3. Exposed concrete
4. Exposed Structure
5. Decorative metalwork and signage
6. Metal balustrade / gates
7. PV Panels



Safety Zone - Elevation key plan



0m 4m 8m 12m 16m 20m

VISUAL SCALE 1:200 @ @A1

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Studio 10, Cliff Road Studios
Cliff Road, London NW1 9AN
tel+44 (0)20 7267 7676
info@haverstock.com
www.haverstock.com

Client:
Hillingdon Council

Job Title:
Hillingdon Water Sports Facility and Activity Centre

Drawing Title:
Safety Zone - Proposed Elevations

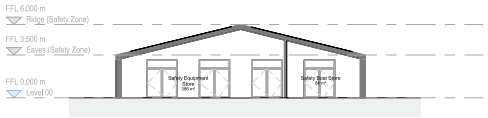
Job/ Dwg No/ Rev:
1329 -HAV -Z2 -ZZ -DR -A - S2 2101 P01

Drawn:	Checked:	Appr:	Date:
SFA	SM	GS	15.08.25

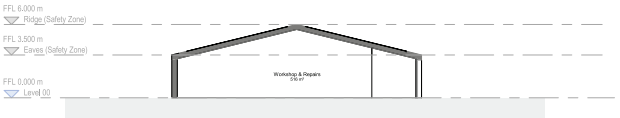
Drawing Status: S2

Check all dimensions on site before ordering.

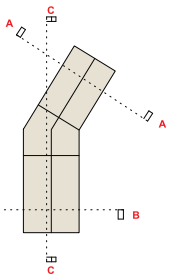
Scale(s):
1 : 200 @ A1
1 : 400 @ A3



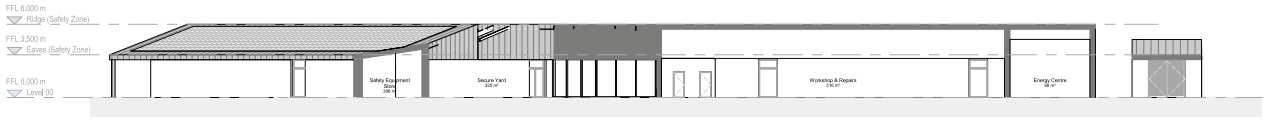
1 Safety Zone - Section AA
1 : 200



2 Safety Zone - Section BB
1 : 200

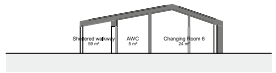


Safety Zone - Section key plan



3 Safety Zone - Section CC
1 : 200

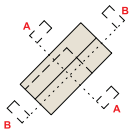




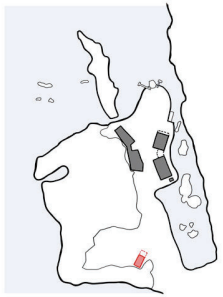
4 Camp Zone - Section AA
1 : 200



5 Camp Zone Section BB
1 : 200



Camp Zone - Section key plan



Rev.	Date	By:	Chck:	Appr:	Description:
P01	15.08.25	SM	GS	GS	Issued for Planning
C01	14.08.25	SM	GS	GS	Issued for planning with amendments

0m 4m 8m 12m 16m 20m

VISUAL SCALE 1:200 @ @A1

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info@haverstock.com
www.haverstock.com

Client:
Hillingdon Council

Job Title:
Hillingdon Water Sports Facility and Activity Centre

Drawing Title:
Safety & Camp Zone - Proposed Sections

Job/ Dwg No/ Rev:
1329 -HAV -Z2 -ZZ -DR -A - S2 2201 P01

Drawn:	Checked:	Appr:	Date:
SFA	SM	GS	15.08.25

Drawing Status: S2

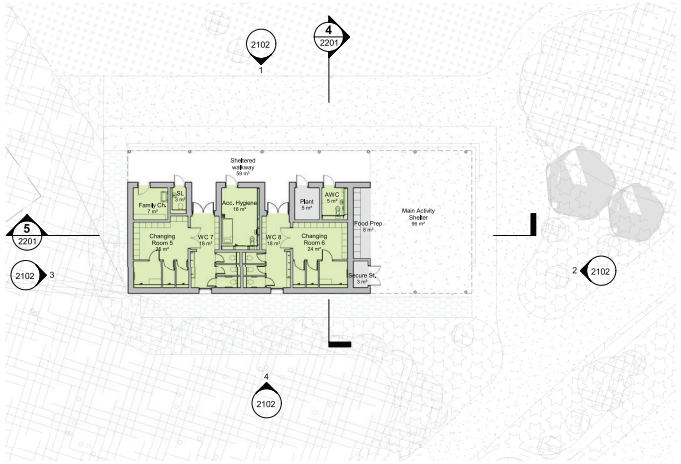
Check all dimensions on site before ordering.

Scale(s):
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1 : 400 @ A3

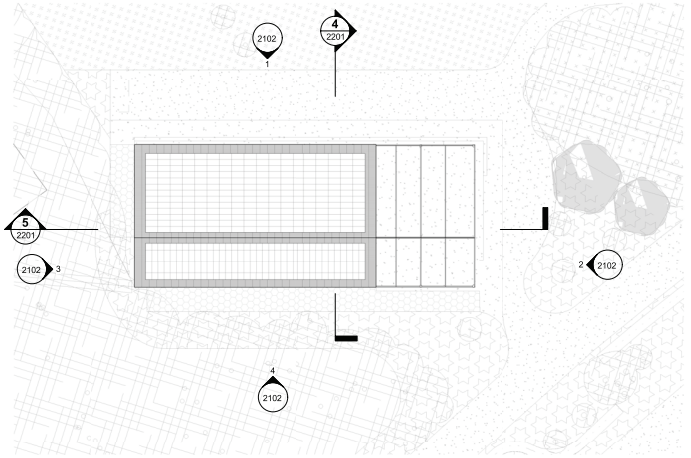
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P01	15.08.25	SFA	SM	GS	Issued for Planning
P02	14.10.25	SFA	SM	GS	Issued for planning with amendments

KEY

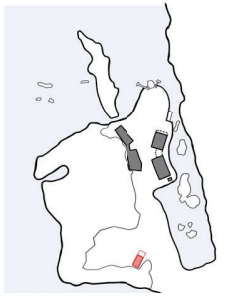
- Multi-Purpose
- Administration
- Changing/Kitchen/WC
- Accommodation
- General Store/Plant
- Circulation
- PV Panels



1 **00 - Camp Zone**
1 : 200



2 **RF - Camp Zone**
1 : 200



0m 4m 8m 12m 16m 20m

VISUAL SCALE 1:200 @ @A1

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Cliff Road, London NW1 9AN
tel+44 (0)20 7267 7676
info@haverstock.com
www.haverstock.com

Client:
Hillingdon Council

Job Title:
Hillingdon Water Sports Facility and Activity Centre

Drawing Title:
Camp Zone - Proposed Ground and Roof Plans

Job/ Dwg No/ Rev:
1329 -HAV -Z3 -ZZ -DR -A - S2 1103 P01

Drawn:	Checked:	Appr:	Date:
SFA	SM	GS	15.08.25

Drawing Status: S2

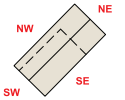
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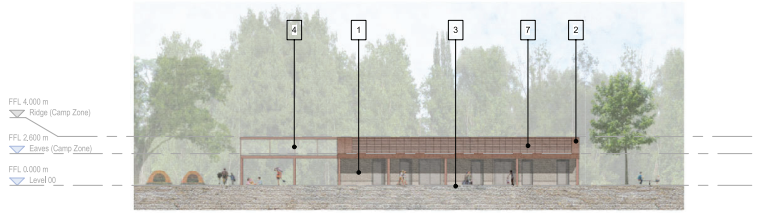
Rev.	Date	By:	Chck:	Appr:	Description
P01	11.07.25	SFA	SM	GS	Issued for Planning
S2	11.07.25	SFA	SM	GS	Issued for planning with amendments

KEY

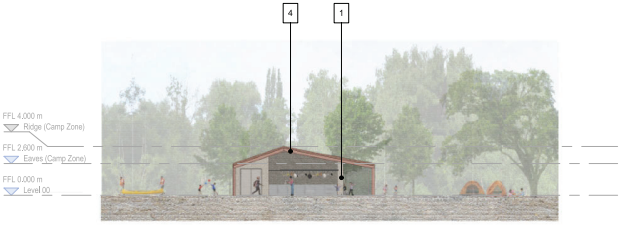
1. Flint stone
2. Zinc standing seam
3. Exposed concrete
4. Exposed Structure
5. Decorative metalwork and signage
6. Metal balustrade / gates
7. PV Panels



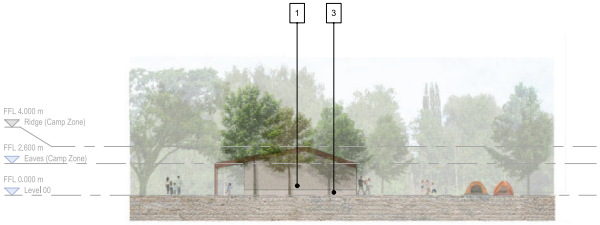
Camp Zone - Elevation key plan



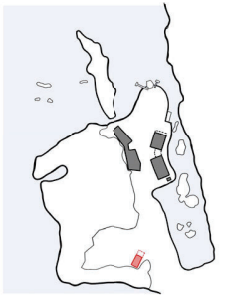
1 **Camp zone - North West elevation**
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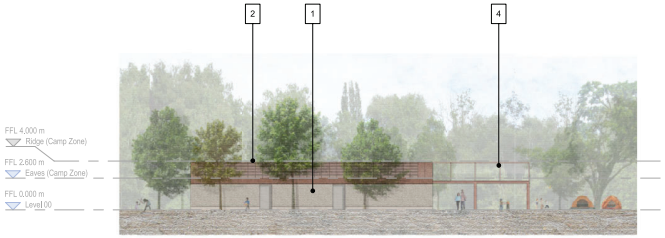


2 **Camp zone - North East elevation**
1 : 200



3 **Camp zone - South West elevation**
1 : 200





4 **Camp zone - South East elevation**
1 : 200



VISUAL SCALE 1:200 @ @A1

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tel+44 (0)20 7267 7676
info@haverstock.com
www.haverstock.com

Client:
Hillingdon Council

Job Title:
Hillingdon Water Sports Facility and Activity Centre

Drawing Title:
Camp Zone - Proposed Elevations

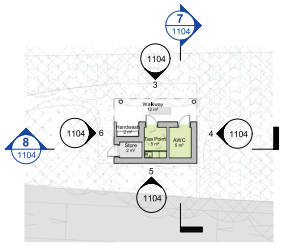
Job/ Dwg No/ Rev:			
1329 -HAV -Z3 -ZZ -DR -A - S2 2102			P01
Drawn:	**Checked:**	**Appr:**	**Date:**
SFA	SM	GS	11.07.25

Drawing Status: S2

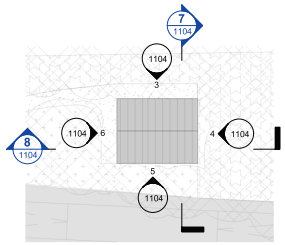
Check all dimensions on site before ordering.

Scale(s):
1 : 200 @ A1
1 : 400 @ A3

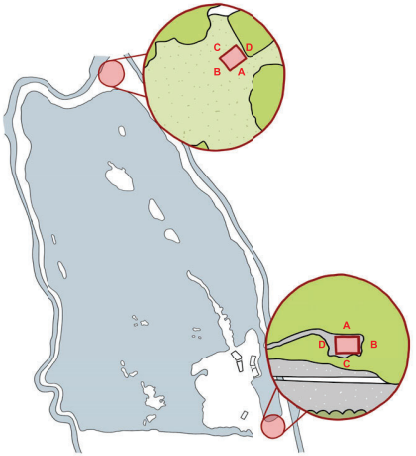
Rev	Date	By	Chck	Appr	Description
P01	15.08.25	SFA	SM	GS	Issued for Planning
P02	14.10.25	SFA	SM	GS	Issued for Planning with amendments



1 **00 - Typical Anglers' Shelter**
1 : 200



2 **RF - Typical Anglers' Shelter**
1 : 200





3 **Typical Anglers' Shelter - Elevation A**
1 : 200



4 **Typical Anglers' Shelter - Elevation B**
1 : 200



6 **Typical Anglers' Shelter - Elevation C**
1 : 200



5 **Typical Anglers' Shelter - Elevation D**
1 : 200



7 **Typical Anglers' Shelter - Section AA**
1 : 200



8 **Typical Anglers' Facility - Section BB**
1 : 200

0m 4m 8m 12m 16m 20m

VISUAL SCALE 1:200 @ @A1

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Cliff Road, London NW1 9AN
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info@haverstock.com
www.haverstock.com

Client:
Hillingdon Council

Job Title:
Hillingdon Water Sports Facility and Activity Centre

Drawing Title:
Typical Anglers' Shelter Plans, Elevations and Sections

Job/ Dwg No/ Rev:
1329 -HAV -ZZ -ZZ -DR -A - S2 1104 P01

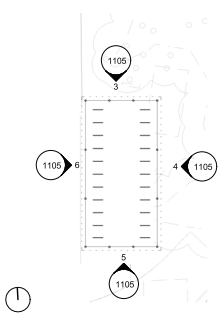
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SFA	SM	GS	15.08.25

Drawing Status: S2

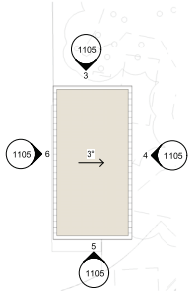
Check all dimensions on site before ordering.

Scale(s):
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@ A3

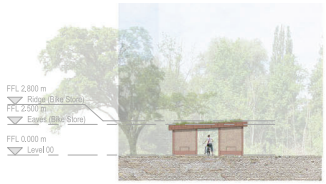
Rev.	Date	By	Chck	Appr.	Description
-	25/08/25	SFA	SM	GS	Issued for Planning



1 Bike Shelter - Floor Plan
1 : 200



2 Bike Shelter - Roof Plan
1 : 200



3 Bike Shelter - North Elevation
1 : 200



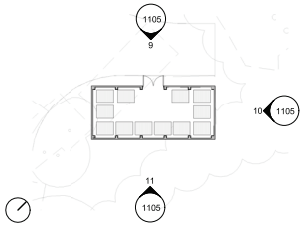
4 Bike Shelter - East Elevation
1 : 200



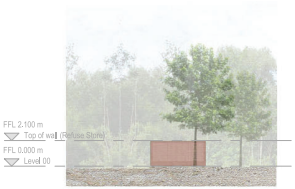
5 Bike Shelter - South Elevation
1 : 200



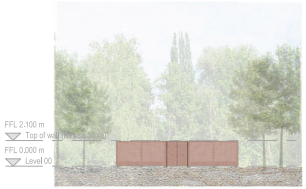
6 Bike Shelter - West Elevation
1 : 200



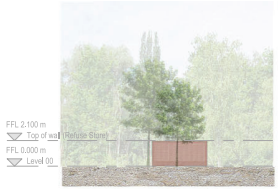
7 Refuse Store - Floor Plan
1 : 200



8 Refuse Store - South West Elevation
1 : 200



9 Refuse Store - North West Elevation
1 : 200



10 Refuse Store - North East Elevation
1 : 200



11 Refuse Store - South East Elevation
1 : 200

0m 4m 8m 12m 16m 20m

VISUAL SCALE 1:200 @ @A1

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Studio 10, Cliff Road Studios
Cliff Road, London NW1 9AN
tel+44 (0)20 7267 7676
info@haverstock.com
www.haverstock.com

Client:
Hillingdon Council

Job Title:
Hillingdon Water Sports Facility and Activity Centre

Drawing Title:
Bike Shelter and Refuse Store
Plans, Elevations and Sections

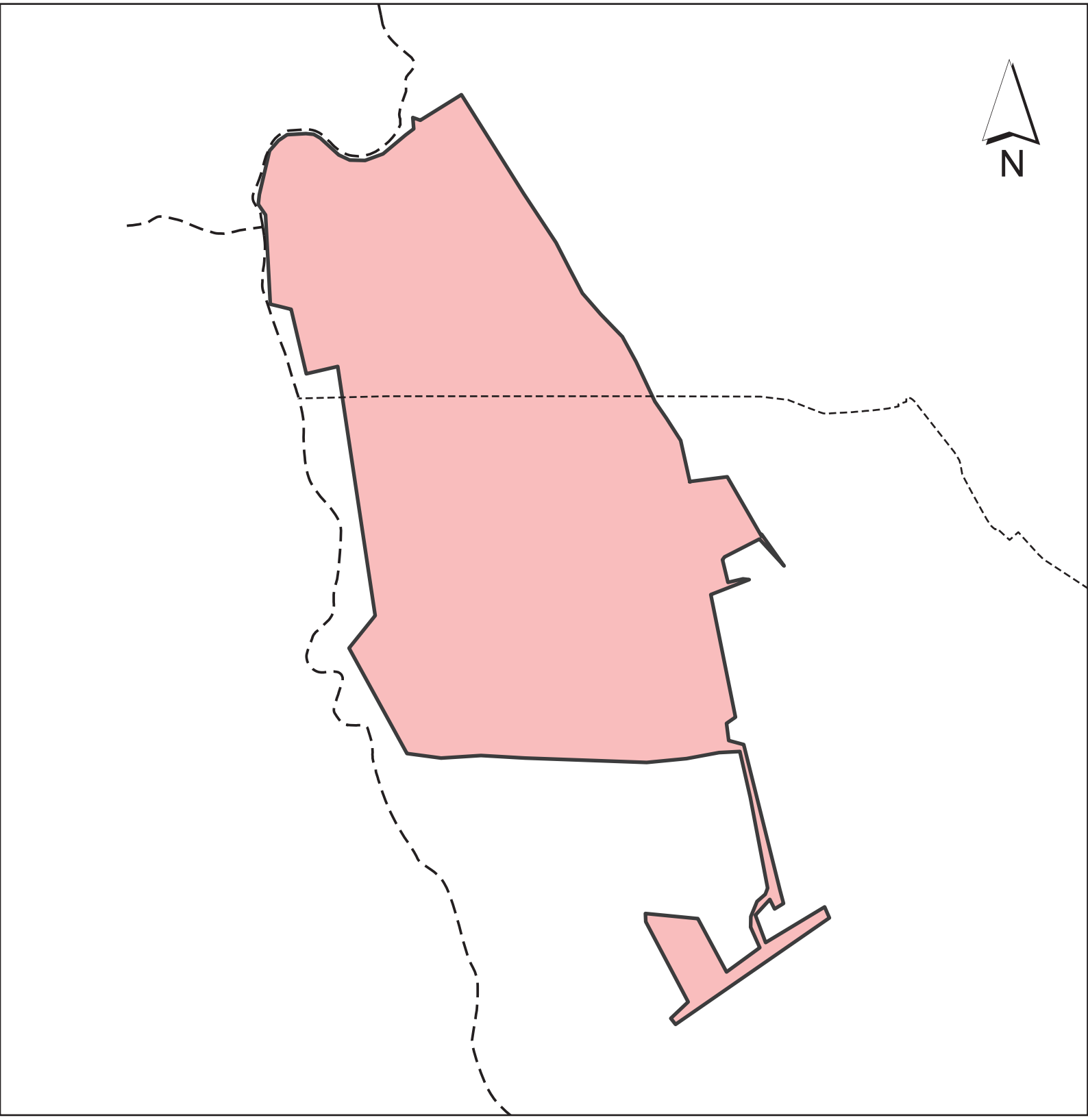
Job/ Dwg No/ Rev:
1329 -HAV -ZZ -ZZ -DR -A - S2 1105 -

Drawn:	Checked:	Appr:	Date:
SFA	SM	GS	14/08/25

Drawing Status: S2

Check all dimensions on site before ordering.

Scale(s):
1 : 200 @ A1
@ A3



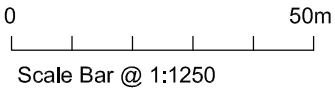
KEY : Site Boundary	ADDRESS : BROADWATER LAKE	**LONDON BOROUGH OF HILLINGDON** **RESIDENTS SERVICES PLANNING SECTION** **CIVIC CENTRE, UXBRIDGE, UB8 1UW**
DISCLAIIMER : For identification purposes only This copy has been made by or with the authority of the Head of Committee Services pursuant to section 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 : 2382/APP/2023/2906 PLANNING COMMITTEE :	SCALE : 1:1,250 DATE : APRIL 2026

Report of the Head of Development Management and Building Control

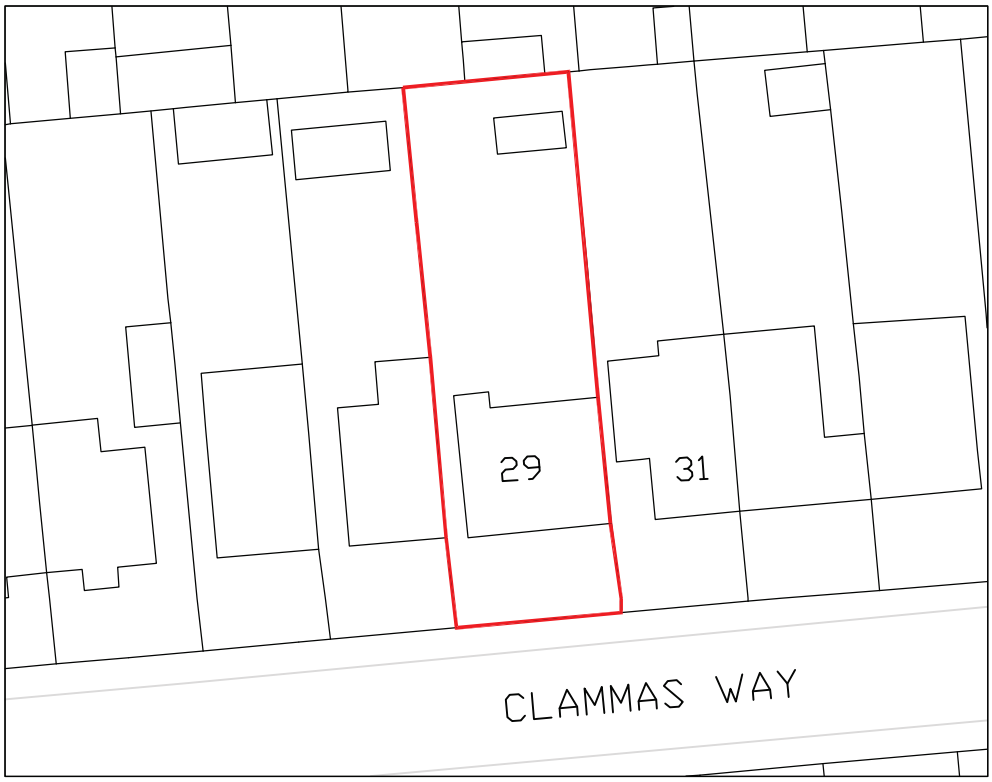
Address:	29 CLAMMAS WAY
Development:	Erection of 2x two storey, 3 bed dwelling with associated parking, amenity space, cycle and refuse stores, following the demolition of existing bungalow
LBH Ref Nos:	77795/APP/2025/2979







Location Plan 1:1250

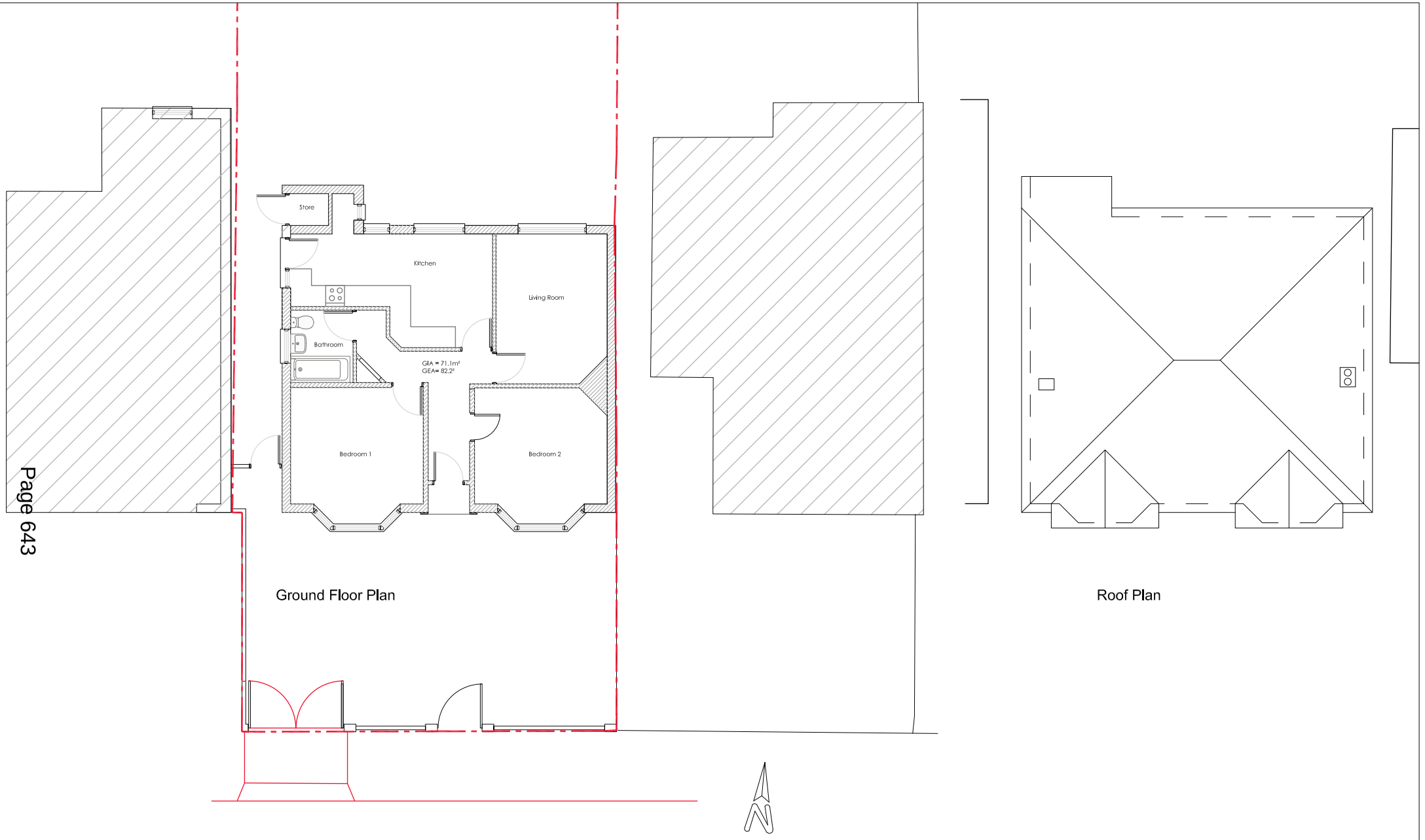


Existing Block Plan 1:500



Sheet Title	Project Title	Drg No.	Revisions
LOCATION & EXISTING BLOCK PLAN	**29 Clammas Way, Cowley, UB8 3AN**	**PL/29CW/01**	

Scale 1:1250 @ A4 Drawn RP Date Nov 2025



Ground Floor Plan

Roof Plan

0 1m 2m 3m 4m 5m

Scale Bar @1:100

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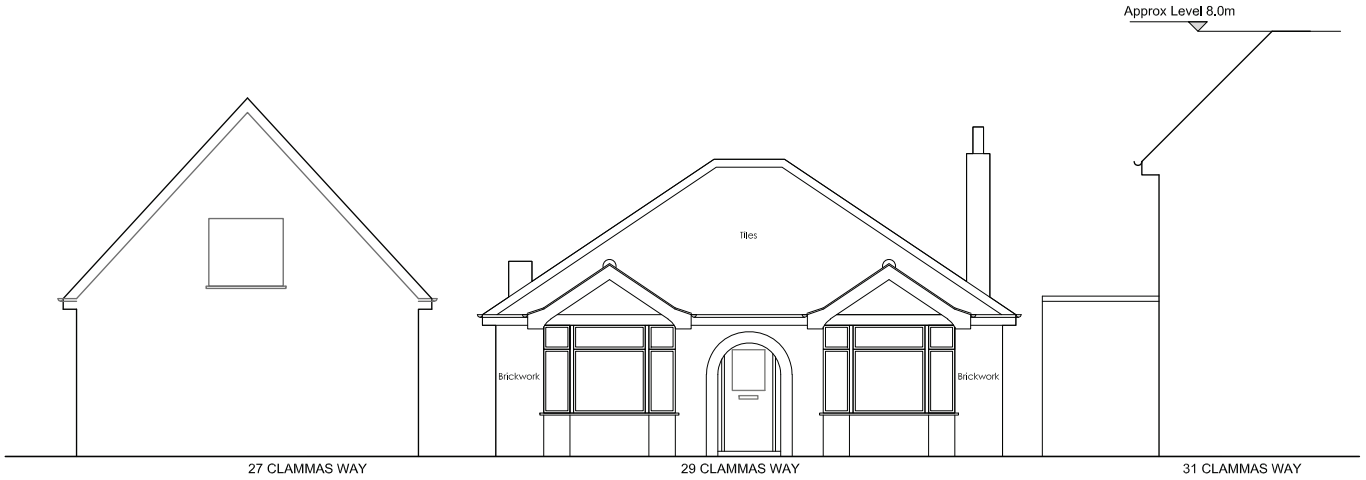
R P Designs
Tel: 07946 206924
7 Elmhurst Close Bushey WD23 2QB

Client: **Inspired Design & Build Ltd**

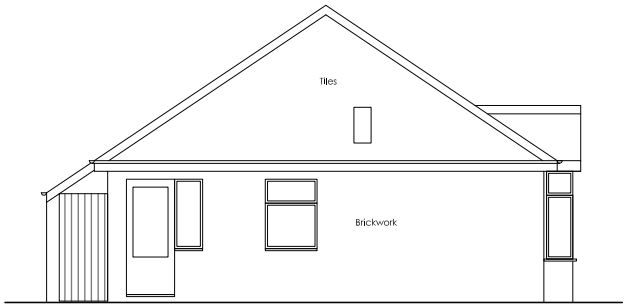
Project: **29 Clammas Way, Cowley, UB8 3AN**

Title: **Existing Plans**

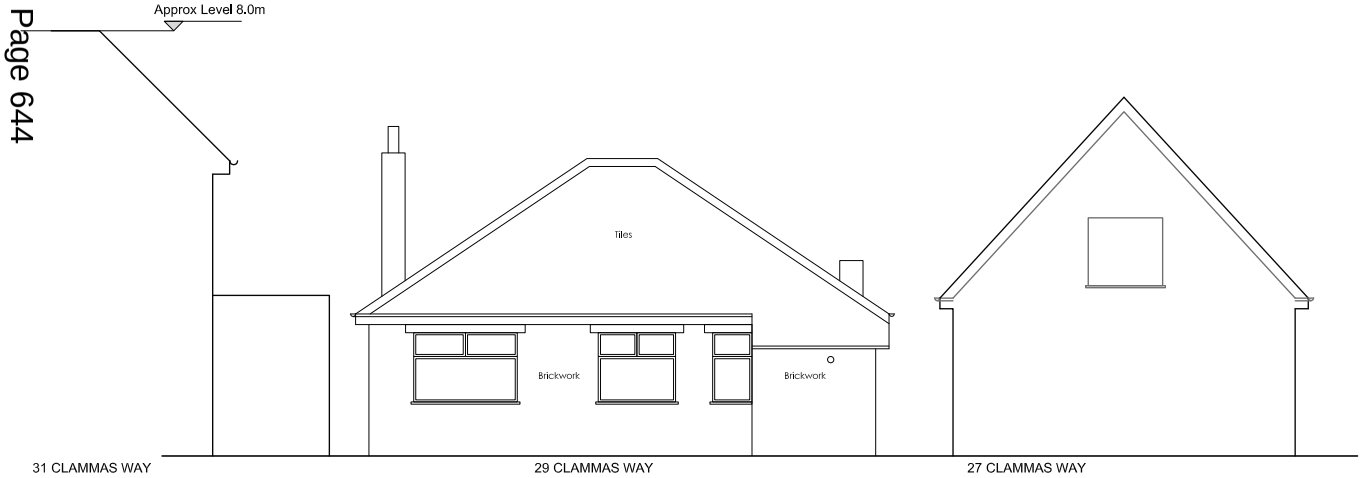
Scale/Drawn	Date	Drawing No	Rev
1:100 @ A3	Nov 2025	PL/29CW/03	-



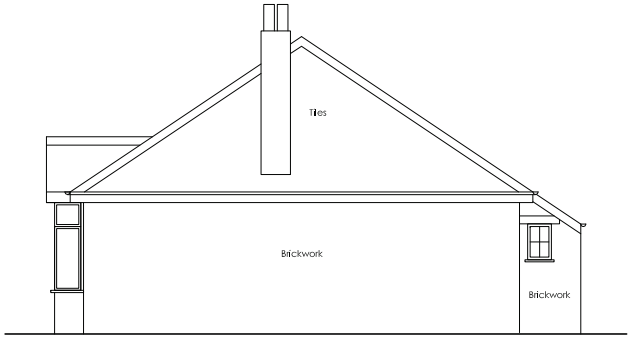
Front Elevation



Side Elevation A



Rear Elevation



Side Elevation B

Existing Elevations

0 1m 2m 3m 4m 5m

Scale Bar @1:100

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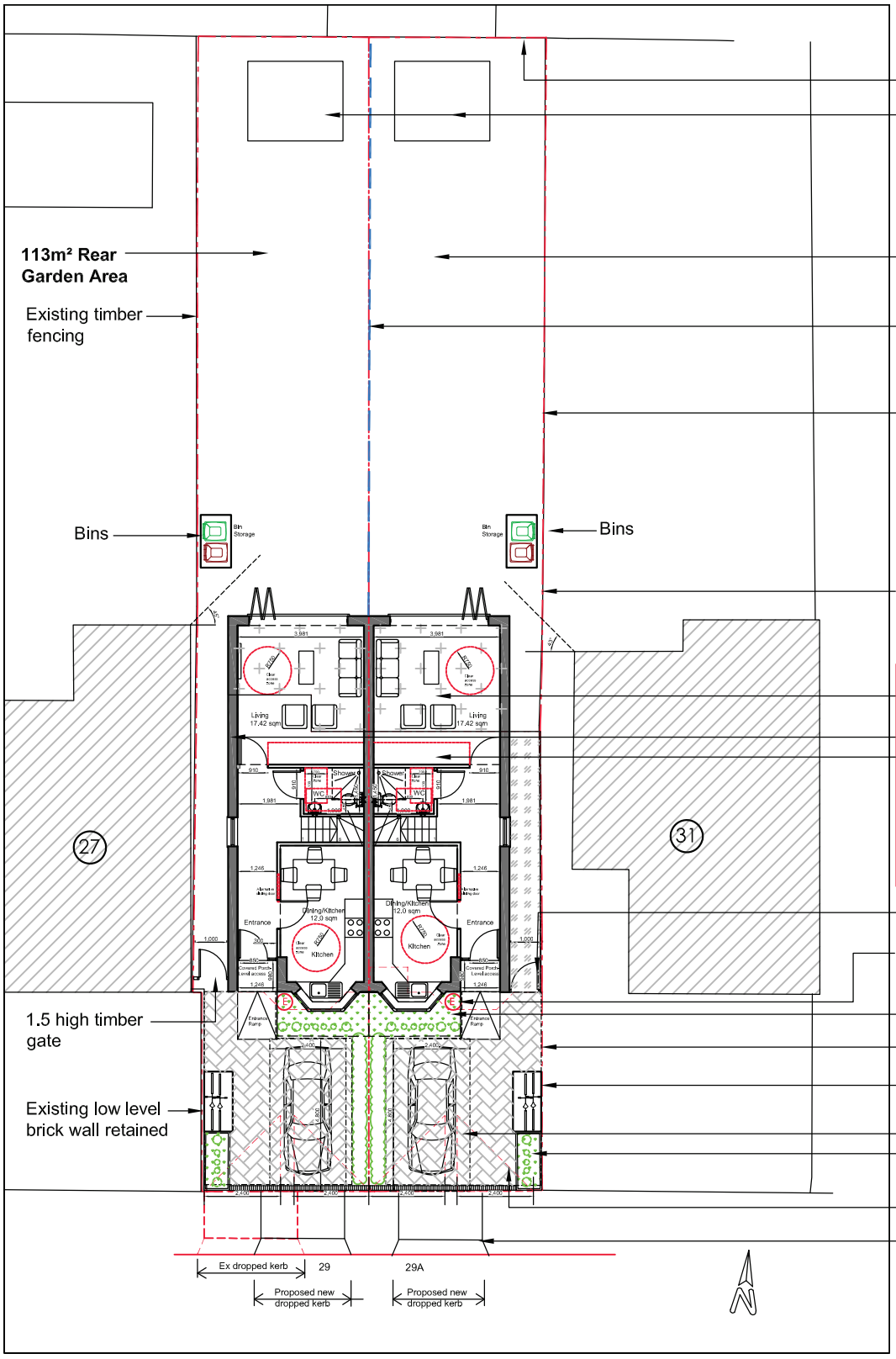
R P Designs
Tel: 07946 206924
7 Elmhurst Close Bushey WD23 2QB

Client: **Inspired Design & Build Ltd**

Project: **29 Clammas Way, Cowley, UB8 3AN**

Title: **Existing Elevations**

Scale/Drawn	Date	Drawing No	Rev
1:100 @ A3	Nov 2025	**PL/29CW/02**	-



Block Plan 1:200

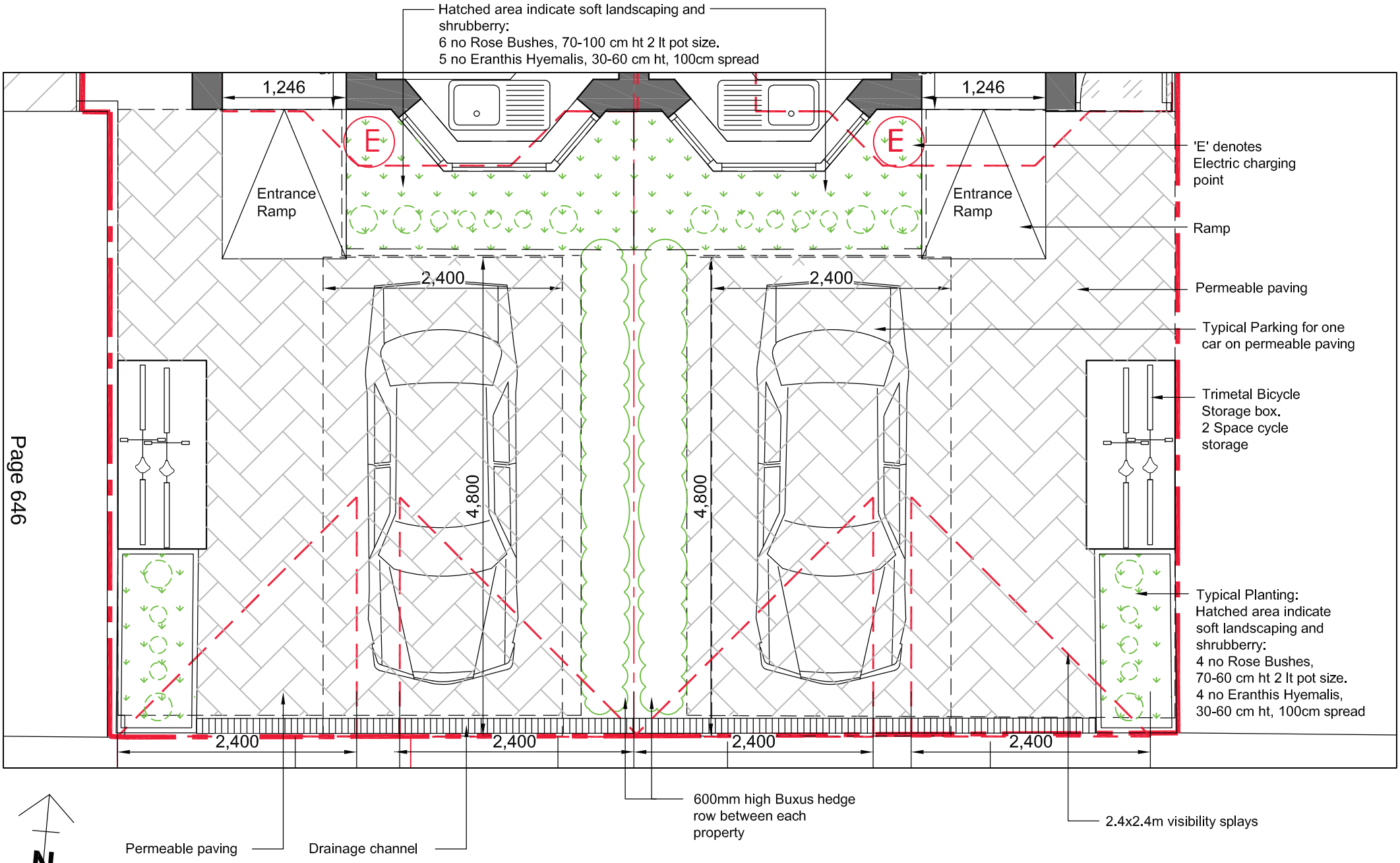
0 2m 4m 6m 8m 10m

Scale Bar @1:200

Rev B 09-03-2026 Development area updated
Rev A 23-02-2026 Floor plans & front garden updated

Sheet Title	Project Title	Drg No.	Revisions
BLOCK PLAN-PROPOSED BOUNDARY TREATMENTS	**29 Clammas Way, Cowley, UB8 3AN**	**PL/29CW/06**	**B**

Scale 1 : 200 @ A4 Drawn RP Date Nov 2025



Rev A 23-02-2012 Front garden updated

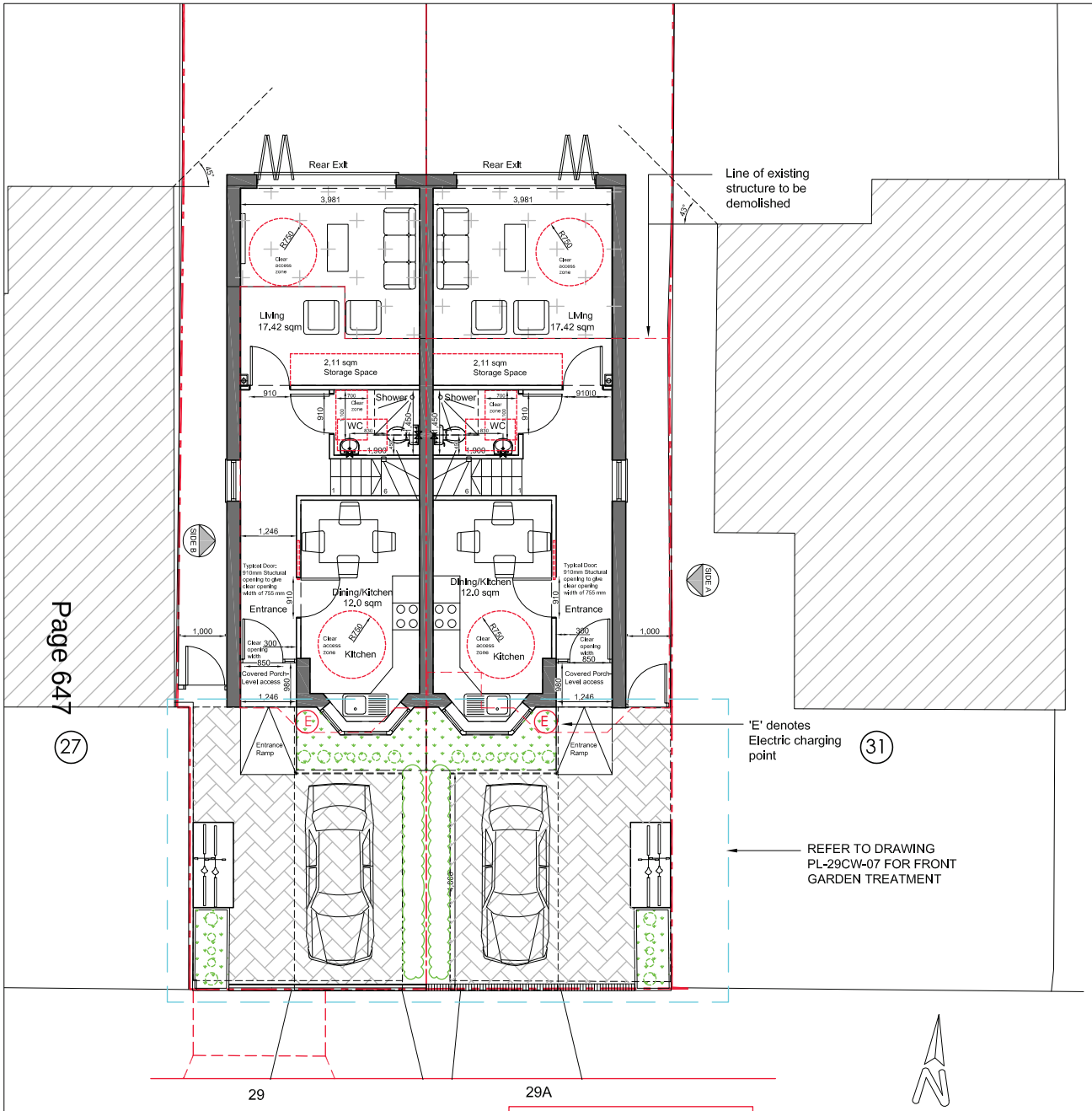
Sheet Title
PROPOSED FRONT GARDEN LANDSCAPE SCHEME

Scale 1 : 50 @ A4 Drawn RP Date Nov 2025

Project Title
29 Clammas Way, Cowley, UB8 3AN

Drg No. **PL/29CW/07**

Revisions **A**



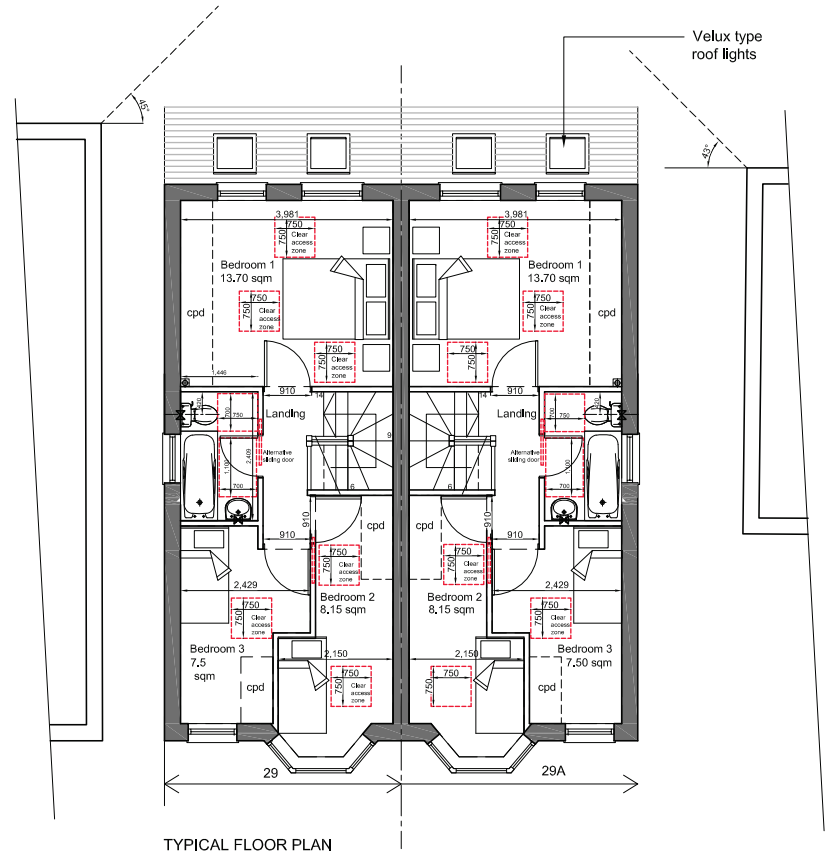
27

31

TYPICAL FLOOR PLAN
PROPOSED GROUND FLOOR PLAN 42.45 sqm

3 BED 4 PERSON: TOTAL AREA 84.00 sqm

London Plan Space requirements for 3 bed 4 Person = 84.00 (sqm)



TYPICAL FLOOR PLAN
PROPOSED FIRST FLOOR PLAN
39.71 sqm

	House 29 (sqm)	House 29a (sqm)	Original House (sqm)
Dining/Kitchen	12.00	12.00	
Living	17.42	17.42	
Bedroom 1	13.70	13.70	
Bedroom 2	8.15	8.15	
Bedroom 3	7.50	7.50	
Total floor space	58.77	58.77	73.25
Rear Garden Space	113.00	114.00	

Site Area 394.00 (sqm)

Rev A 23-02-2012 Floor plans & front garden updated

0 1m 2m 3m 4m 5m

Scale Bar @1:100

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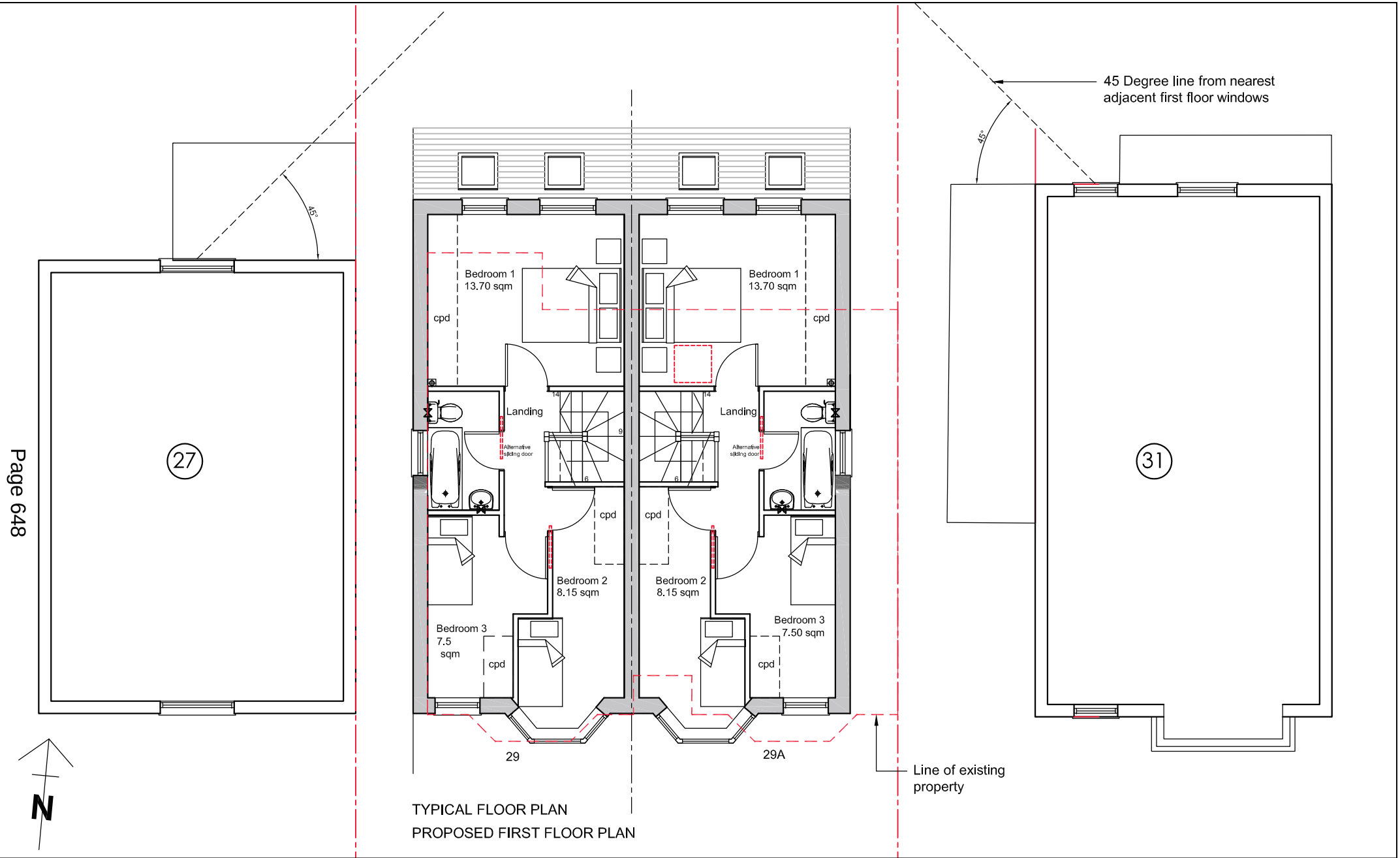
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Client: **Inspired Design & Build Ltd**

Project: **29 Clammas Way, Cowley, UB8 3AN**

Title: **Proposed Plans**

Scale/Drawn	Date	Drawing No	Rev
1:100 @ A3	Nov 2025	PL/29CW/05	A



TYPICAL FLOOR PLAN

PROPOSED FIRST FLOOR PLAN

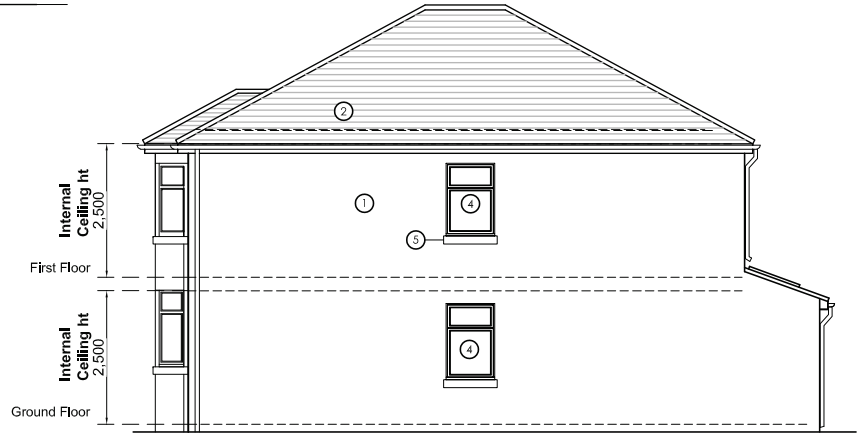
0 1m 2m 3m 4m 5m

Scale Bar @1:100

Sheet Title: PROPOSED FIRST FLOOR PLAN REAR PROJECTION SHOWING 45° LINES FROM ADJACENT WINDOWS	Project Title: 29 Clammas Way, Cowley, UB8 3AN	Drg No. PL/29CW/09	Revisions -
Scale 1 : 100 @ A4 Drawn RP Date Mar 2026			



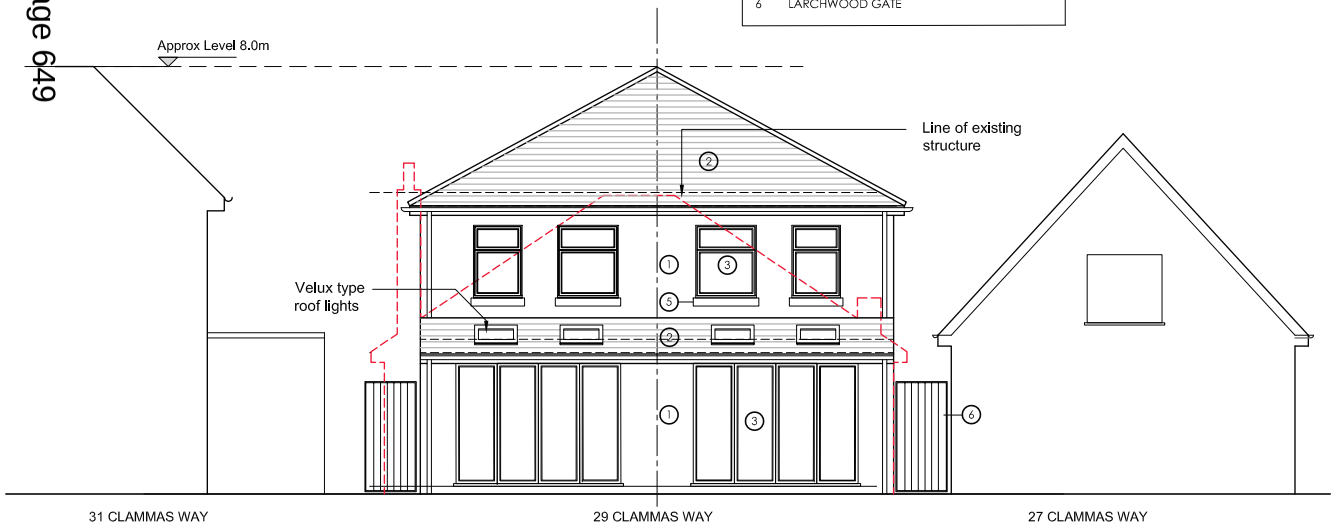
Front Elevation



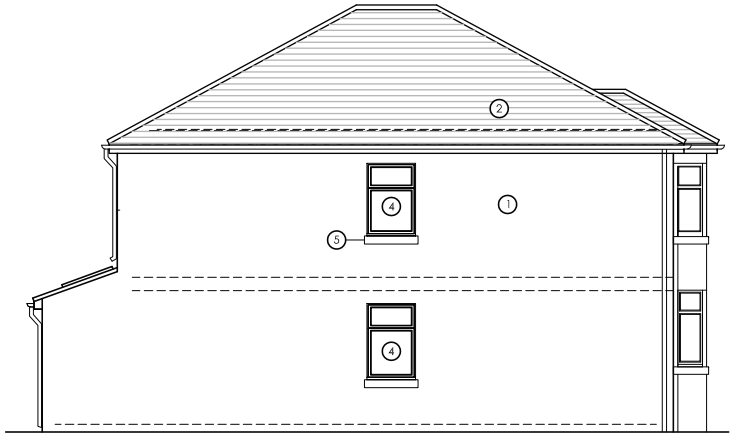
Side Elevation A

REFER TO SCHEDULE OF MATERAILS

MATERIALS KEY:
1 FAIRFACED BRICKWORK
2 PLAIN TILES - BROWN
3 WHITE UPVC WINDOWS/DOORS
4 FROSTED GLAZING
5 BATH STONE CILL
6 LARCHWOOD GATE



Rear Elevation



Side Elevation B

Rev A 23-02-2012 Front and side elevations revised

0 1m 2m 3m 4m 5m

Scale Bar @1:100

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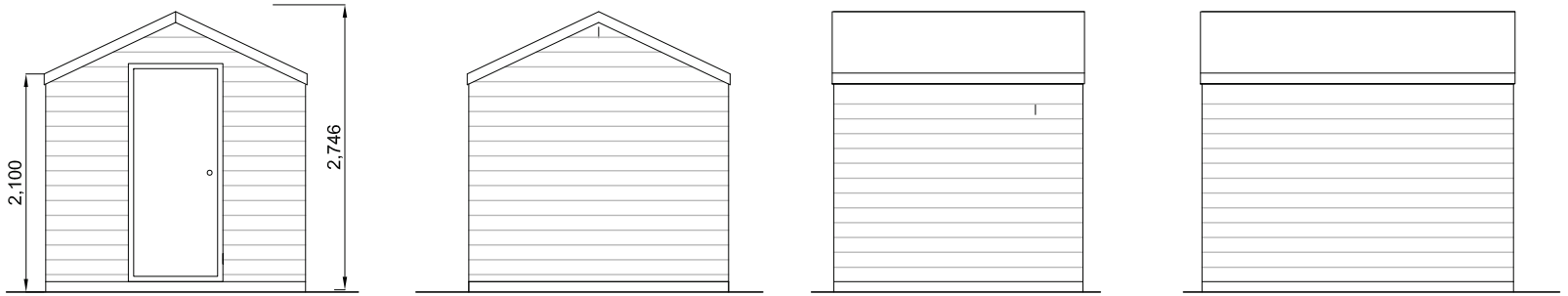
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7 Elmhurst Close Bushey WD23 2QB

Client: **Inspired Design & Build Ltd**

Project: **29 Clammas Way, Cowley, UB8 3AN**

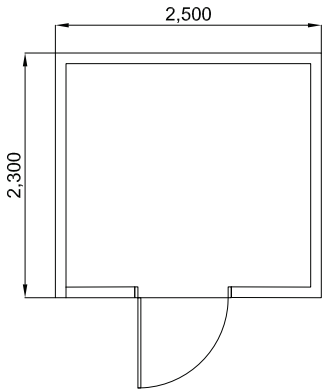
Title: **Proposed Elevations**

Scale/Drawn	Date	Drawing No	Rev
1:100 @ A3	Nov 2025	PL/29CW/04	A



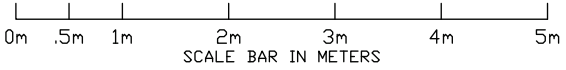
Front Rear Side Side

Typical Storage Elevations



Typical Storage Plan
Ground Floor Flat

1:50



0 1m 2m 3m 4m 5m

Scale Bar @1:100

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Client
Inspired Design & Build Ltd

Project
29 Clammas Way, Cowley, UB8 3AN

Title
Proposed Shed Elevations

Scale/Drawn	Date	Drawing No	Rev
1:50 @ A3	Nov 2025	**PL/29CW/08**	-



KEY :	ADDRESS :	LONDON BOROUGH OF HILLINGDON
Site Boundary	29 CLAMMAS WAY	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 : 77795/APP/2025/2979	SCALE : 1:1,250
	PLANNING COMMITTEE :	DATE : APRIL 2026

Report of the Head of Development Management and Building Control

Address:	38 FRAYS AVENUE
Development:	Conversion of loft space to habitable use to include raising ridge height, roof lights to front, rear and side, rear half-hipped loft window, and amendments to fenestration.
LBH Ref Nos:	58891/APP/2026/107

Location Plan

Site Address: **38, Frays Avenue, West Drayton, UB7 7AG**

Date Produced: **13-Jan-2026**

Scale: **1:1250 @A4**



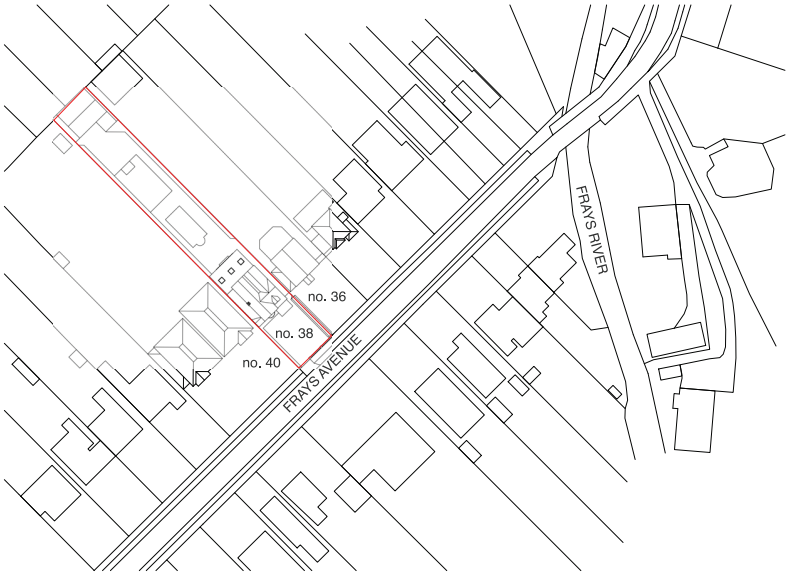
Planning Portal Reference: **PP-14571240v1**

0 50

Metres

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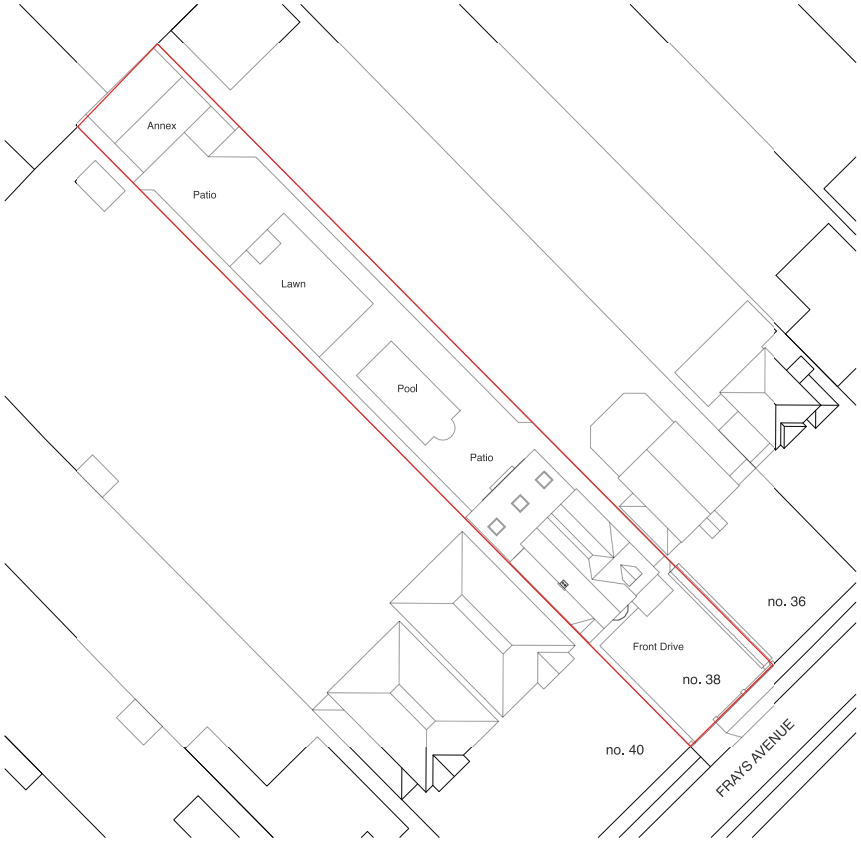
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REGISTERED ARCHITECTS, DESIGNERS + ILLUSTRATORS
Telephone: 01895 235089 - E-mail: michaeloakesarchitect@googlemail.com



Site Location Plan

1:1250 @ A3

0 20 40 60 100m



Block Plan

1:500 @ A3

0 10 20 30 40 50m

Address	Client	Date
No.38 Frays Avenue, West Drayton, UB7 7AG	Mr Reza	December 2025

Drawing Title

Location + Block Plan

Project no./ Stage/	Drawing no./ Revision
0161- PLA-01	01_A

Revision notes: Drawn by: RA

A - First Issue

10 Parkfield Avenue, Hillingdon, Middlesex, UB10 0DF, Great Britain

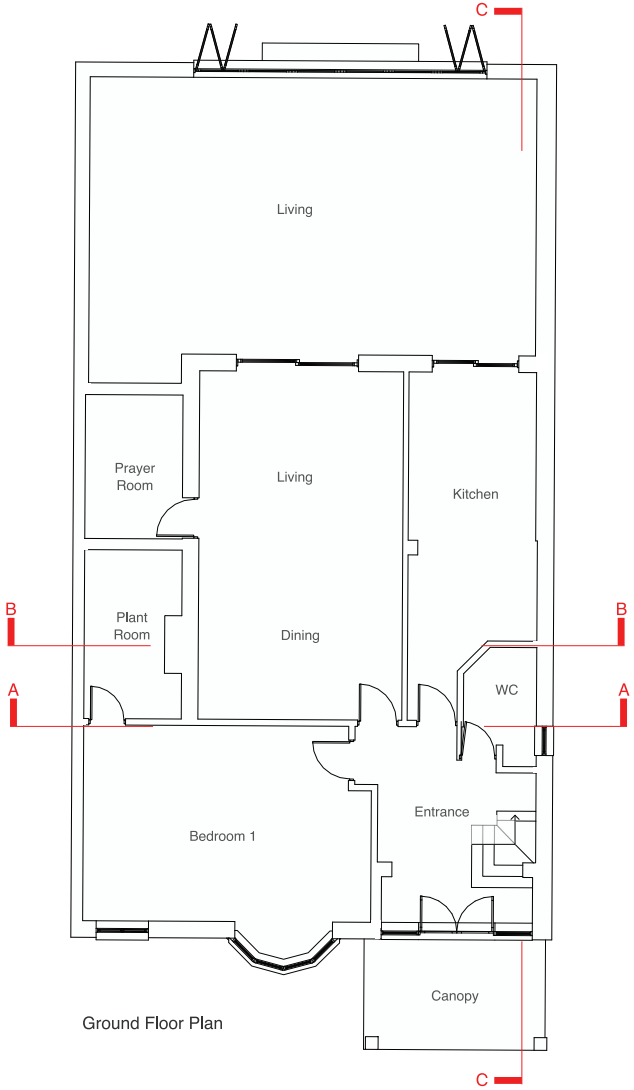
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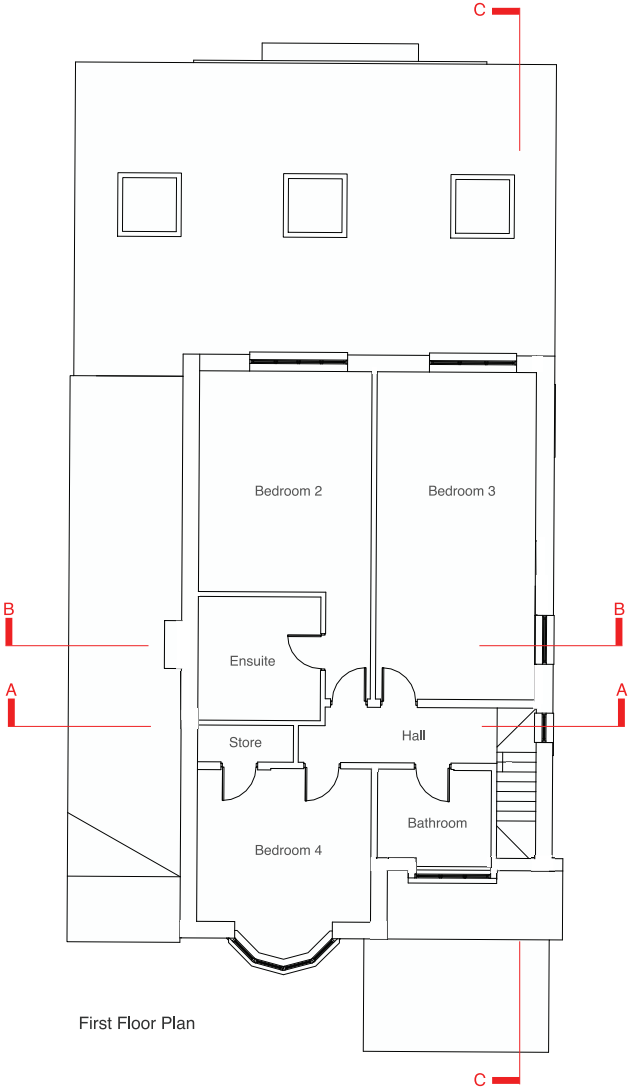
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Ground Floor Plan



First Floor Plan

Address	Client	Date
No.38 Frays Avenue, West Drayton, UB7 7AG	Mr Reza	December 2025

1:100 @ A3

0 1 2 3 4 5 10m

Drawing Title

As Existing
Floor Plans

Project no./ Stage/	Drawing no./ Revision
0161- PLA-02	XX_A

Revision notes: Drawn by: RA

A - First Issue

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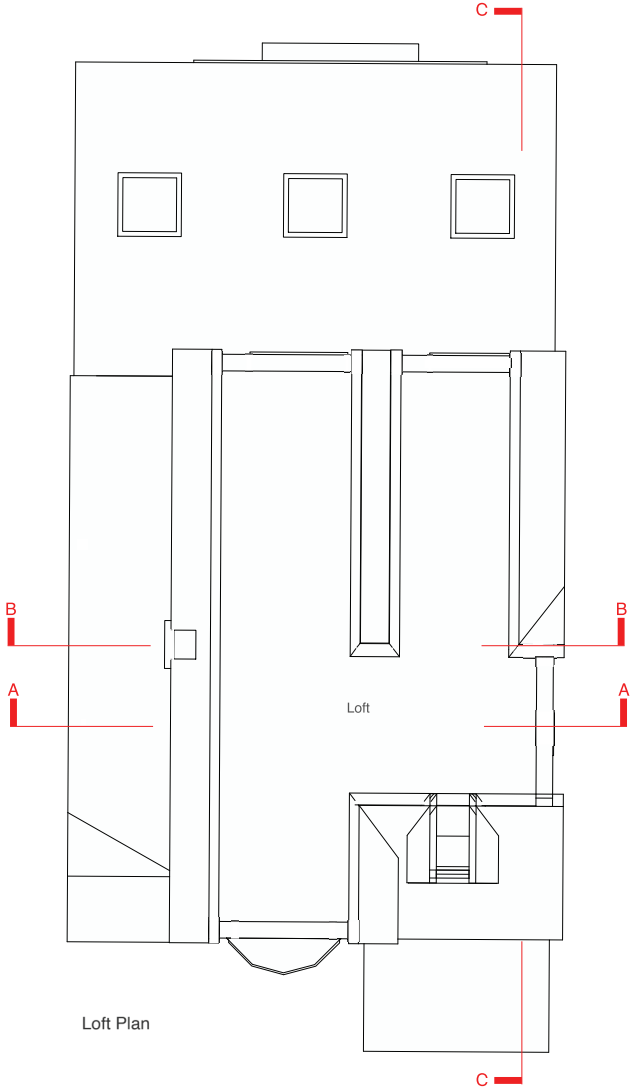
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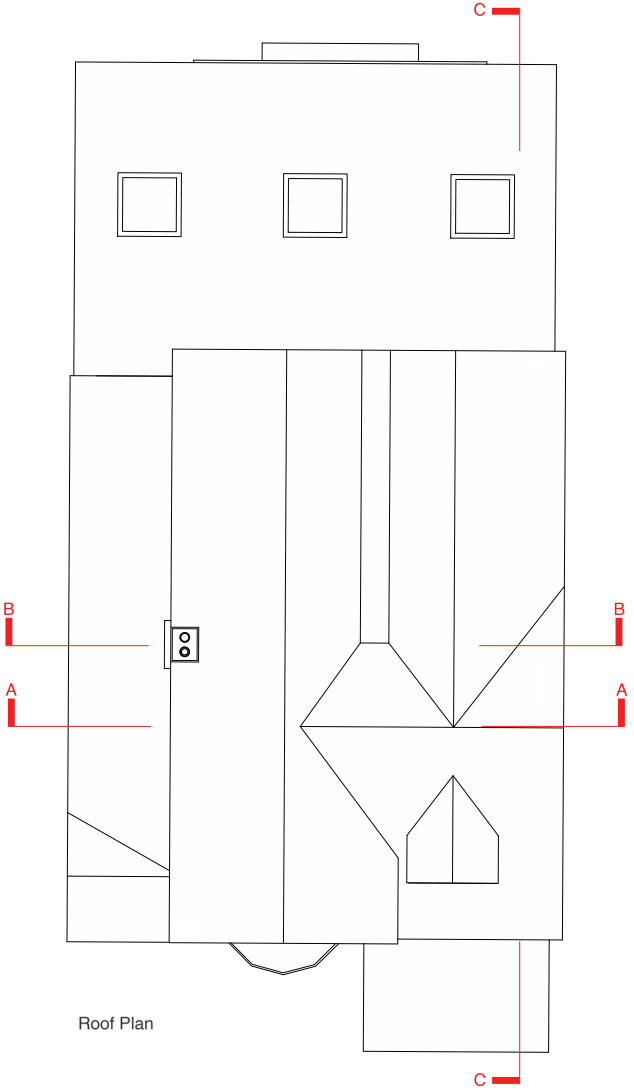
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Loft Plan



Roof Plan

Address	Client	Date
No.38 Frays Avenue, West Drayton, UB7 7AG	Mr Reza	December 2025

1:100 @ A3

0 1 2 3 4 5 10m

Drawing Title

As Existing

Floor Plans

Project no./ Stage/ Drawing no./ Revision

0161- PLA-03 XX_A

Revision notes: Drawn by: RA

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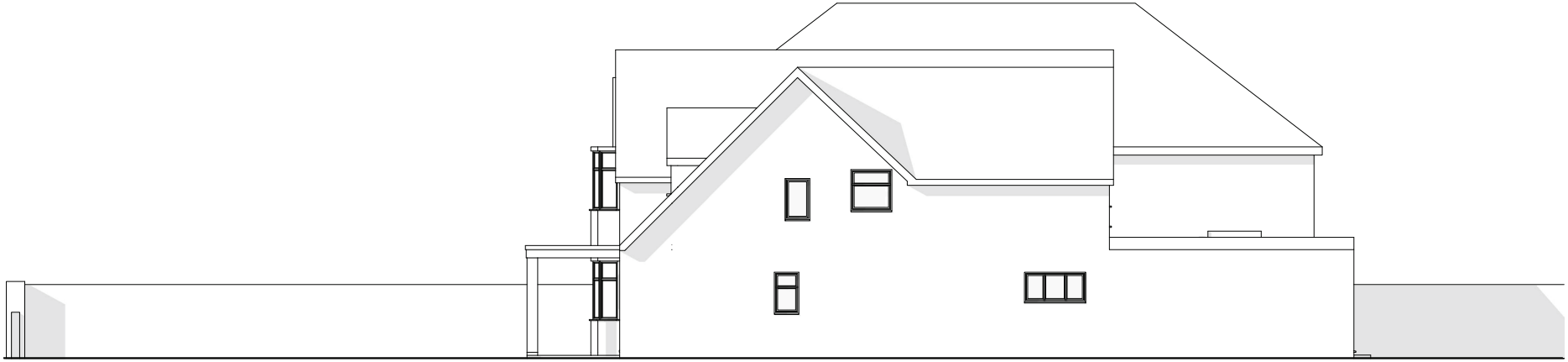
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South East (Street) Elevation



North East Elevation

Address	Client	Date
No.38 Frays Avenue, West Drayton, UB7 7AG	Mr Reza	December 2025

1:100 @ A3

0 1 2 3 4 5 10m

Drawing Title
As Existing
Elevations

Project no./ Stage/ Drawing no./ Revision
0161- PLA-04 XX_A

Revision notes: Drawn by: RA
A - First Issue

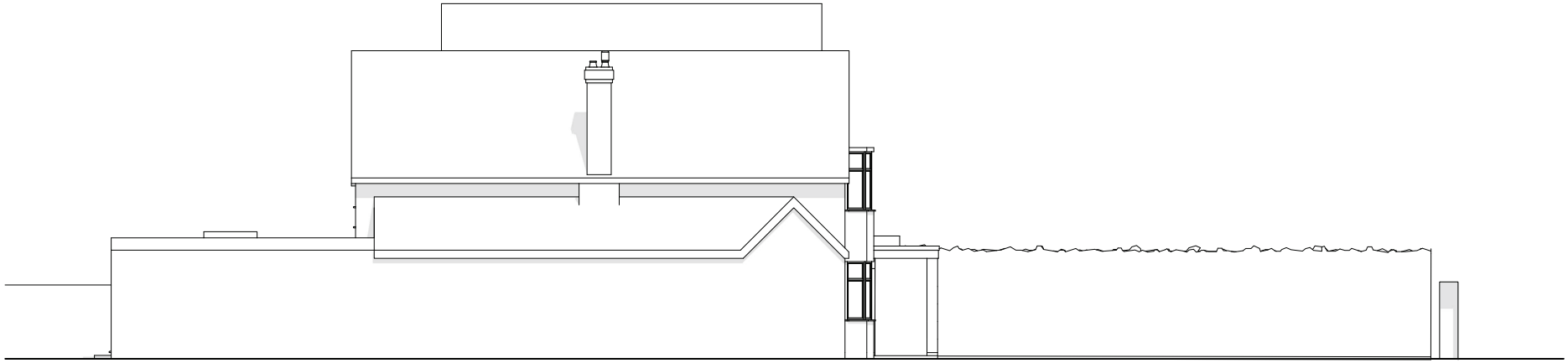
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North West Elevation



South West Elevation

Address	Client	Date
No.38 Frays Avenue, West Drayton, UB7 7AG	Mr Reza	December 2025

1:100 @ A3

0 1 2 3 4 5 10m

Drawing Title
As Existing
Elevations

Project no./ Stage/ Drawing no./ Revision
0161- PLA-05 XX_A

Revision notes: Drawn by: RA
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No.42 No.40 No.38 No.36 No.34

Existing Street Elevation

Address
No.38 Frays Avenue,
West Drayton, UB7 7AG

Client
Mr Reza

Date
December
2025

1:200 @ A3

0 5 10 20m

Drawing Title
As Existing
Street Elevations

Project no./ Stage/ Drawing no./ Revision
0161- PLA-06 XX_A

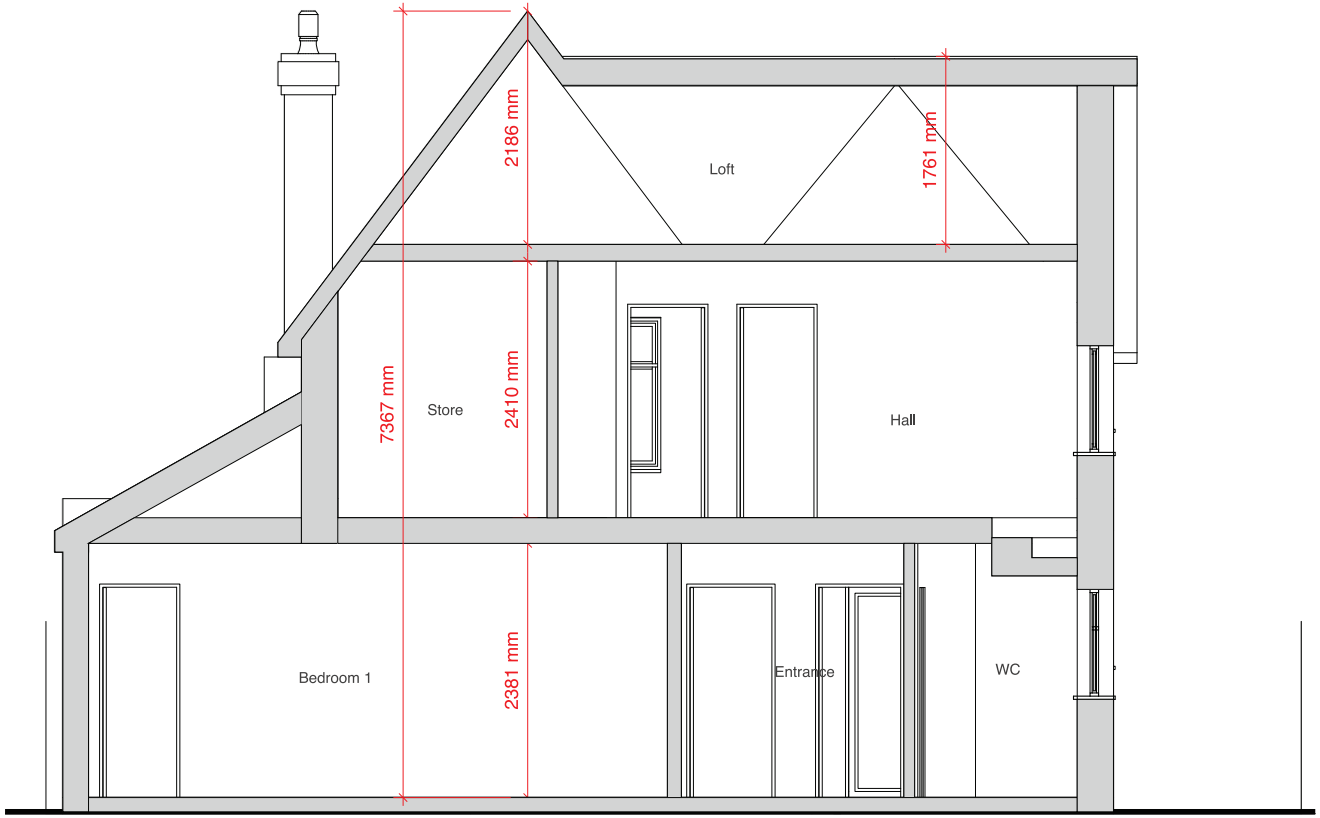
Revision notes: Drawn by: RA
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Note: all measurements taken from ground floor (finish floor level)



Section AA

Address	Client	Date
No.38 Frays Avenue, West Drayton, UB7 7AG	Mr Reza	December 2025

1:50 @ A3

0 1 2 3 4 5m

Drawing Title
As Existing
Section AA

Project no./ Stage/	Drawing no./ Revision
0161- PLA-07	07_A

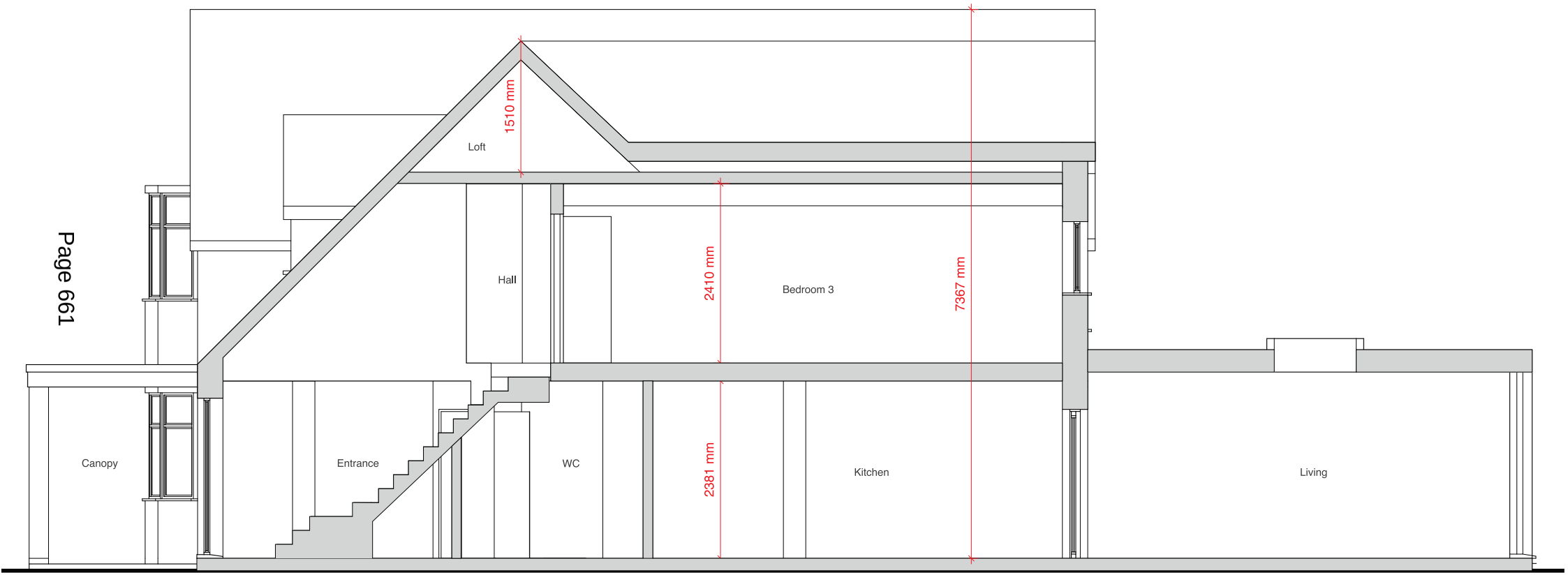
Revision notes: Drawn by: RA
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Note: all measurements taken from ground floor (finish floor level)



[Thick Black] Ground Level

Section CC

Address	Client	Date
No.38 Frays Avenue, West Drayton, UB7 7AG	Mr Reza	December 2025

1:50 @ A3

0 1 2 3 4 5m

Drawing Title
As Existing
Section CC

Project no./ Stage/	Drawing no./ Revision
0161- PLA-09	08_A

Revision notes: Drawn by: RA

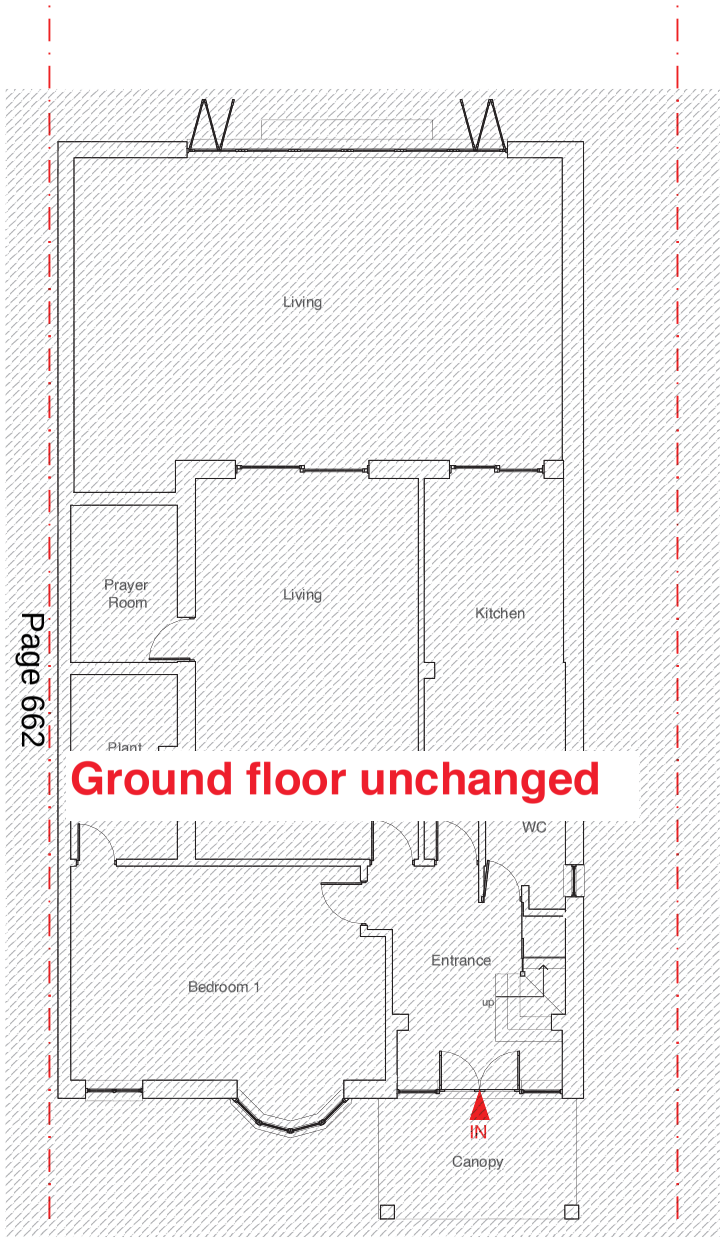
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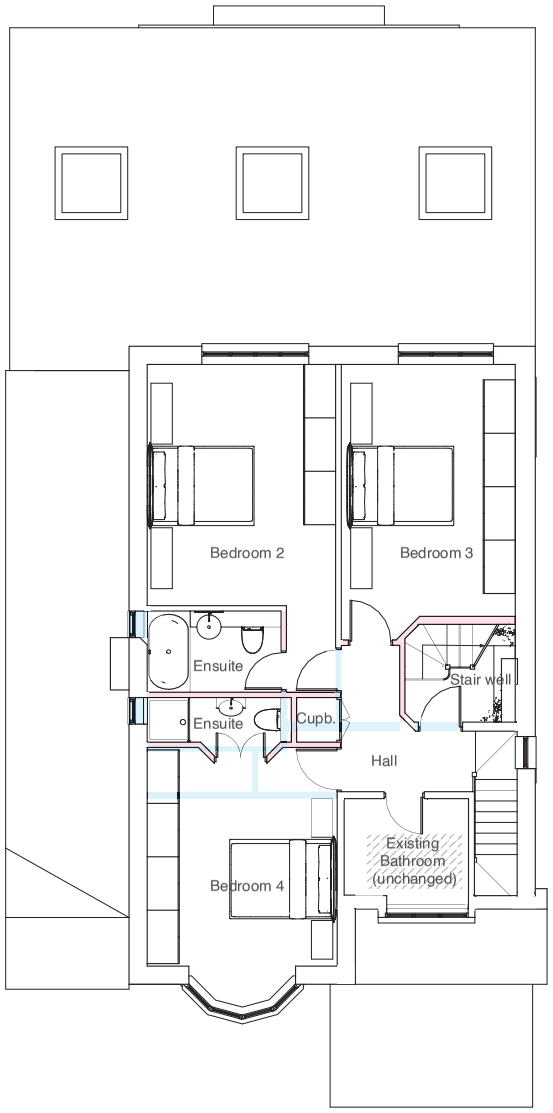
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KEY
= Skylight above
= Proposed structure
= Existing structure to be removed

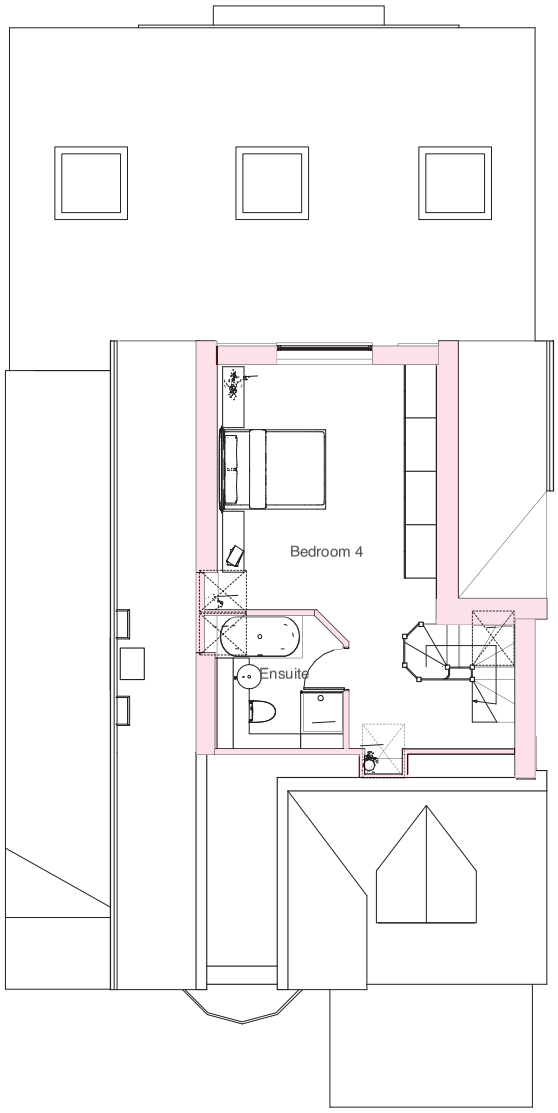


Ground floor unchanged

Ground Floor Plan



First Floor Plan



Loft Floor Plan

Address	Client	Date
No.38 Frays Avenue, West Drayton, UB7 7AG	Mr Reza	December 2025

1:100 @ A3
0 1 2 3 4 5 10m

Drawing Title
As Proposed
Floor Plans

Project no./ Stage/	Drawing no./ Revision
0463- PLA-	50_A

Revision notes: Drawn by: RA
A - First Issue

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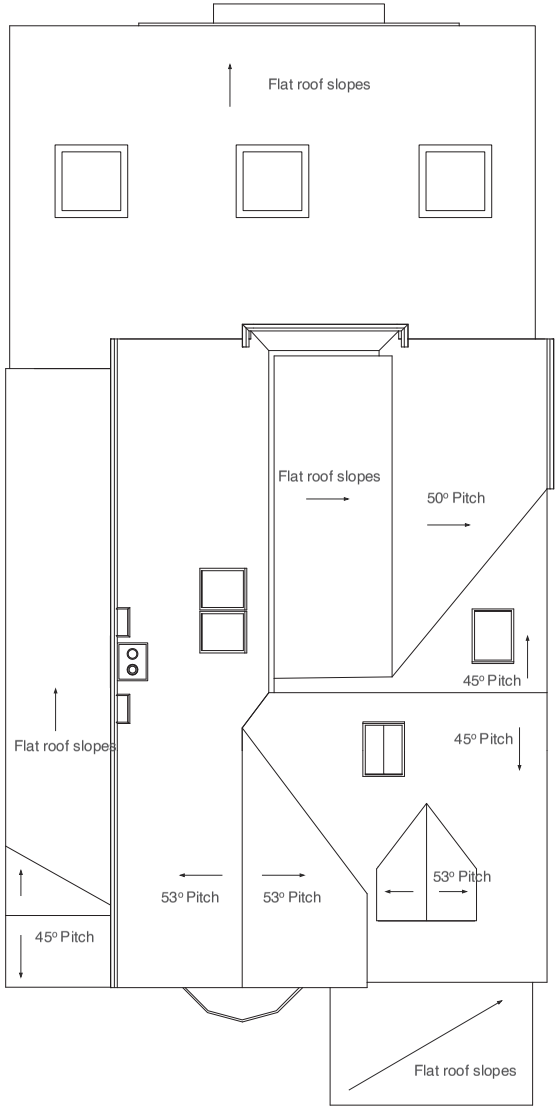
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Telephone: 01895 235089 - E-mail: michaeloakesarchitect@googlemail.com

KEY

= Skylight above

= Proposed structure

= Existing structure to be removed



Address	Client	Date
No.38 Frays Avenue, West Drayton, UB7 7AG	Mr Reza	December 2025

1:100 @ A3

0 1 2 3 4 5 10m

Drawing Title

As Proposed
Floor Plans

Project no./ Stage/	Drawing no./ Revision
0463- PLA-	51_A

Revision notes: Drawn by: RA

A - First Issue

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MATERIALS KEY:

1. Tiles to match existing in material, colour and texture
2. Soffit and fascia to match existing
3. Windows to match existing in colour and material
4. White render proprietary 2 coat waterproof render system to match the existing in colour and texture
5. Velux skylight 780mm x 1400mm, not to project more than 150mm above roof slope
6. Dpc - Brickwork below dpc to be frost resisting engineering brick

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Note: 660mm raised ridge taken from highest point of existing ridge.

KEY

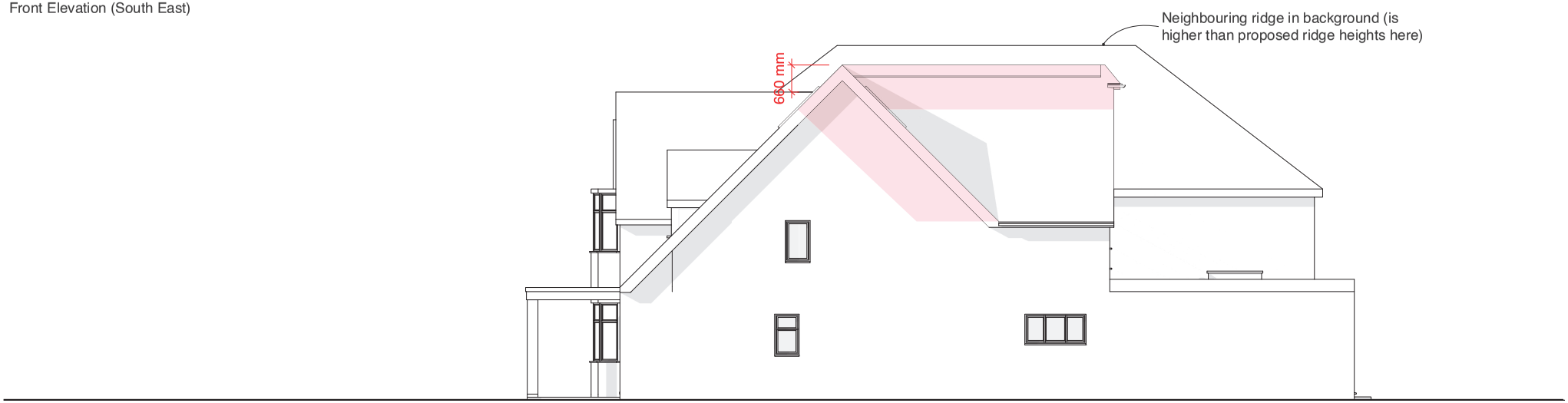
= Obscured glazing to windows (minimum Pilkington scale 4)

= Proposed structure

= Existing structure to be removed



Front Elevation (South East)



Side Elevation (North East)

Address	Client	Date
No.38 Frays Avenue, West Drayton, UB7 7AG	Mr Reza	December 2025

1:100 @ A3

0 1 2 3 4 5 10m

Drawing Title

As Proposed
Elevations

Project no./ Stage/	Drawing no./ Revision
0463- PLA-	52_A

Revision notes: Drawn by: RA

A - First Issue

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MATERIALS KEY:

1. Tiles to match existing in material, colour and texture
2. Soffit and fascia to match existing
3. Windows to match existing in colour and material
4. White render proprietary 2 coat waterproof render system to match the existing in colour and texture
5. Velux skylight 780mm x 1400mm, not to project more than 150mm above roof slope
6. Dpc - Brickwork below dpc to be frost resisting engineering brick

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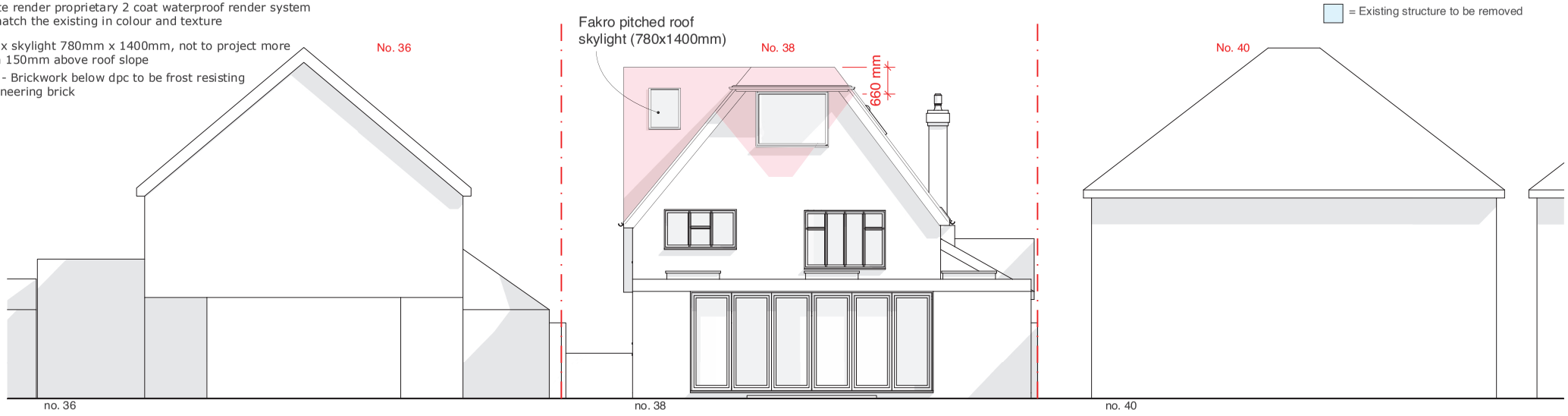
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KEY

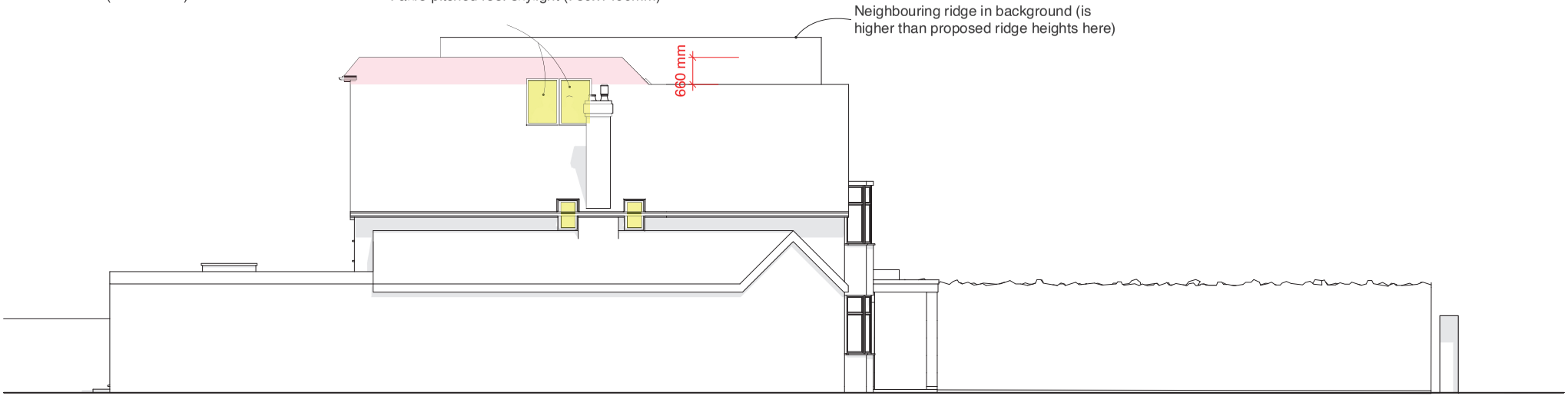
= Obscured glazing to windows, and fixed non-opening where cill level is below 1.7m from finished floor level (minimum Pilkington scale 4)

= Proposed structure

= Existing structure to be removed



Rear Elevation (North West)



Side Elevation (South West)

Address	Client	Date
No.38 Frays Avenue, West Drayton, UB7 7AG	Mr Reza	December 2025

1:100 @ A3

0 1 2 3 4 5 10m

Drawing Title

As Proposed

Elevations

Project no./ Stage/	Drawing no./ Revision
0463- PLA-	53_A

Revision notes: Drawn by: RA

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Proposed Street Elevation

Address	Client	Date
No.38 Frays Avenue, West Drayton, UB7 7AG	Mr Reza	December 2025

1:100 @ A3

0 1 2 3 4 5 10m

Drawing Title
As Proposed
Elevations

Project no./ Stage/	Drawing no./ Revision
0463- PLA-	54_A

Revision notes: Drawn by: RA

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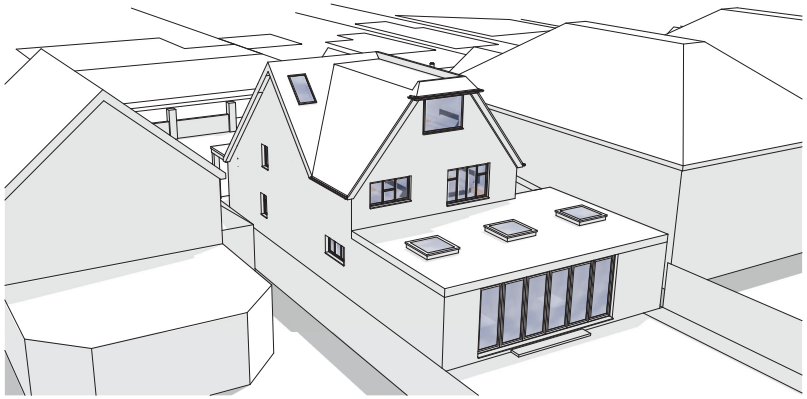
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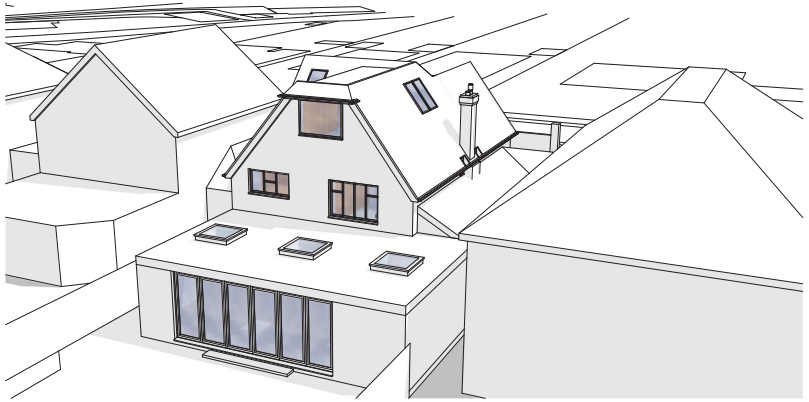
Front view



Rear view



Aerial rear view



Aerial rear view

Address	Client	Date
No.38 Frays Avenue, West Drayton, UB7 7AG	Mr Reza	December 2025

Drawing Title
As Proposed
3D Views
Exterior views

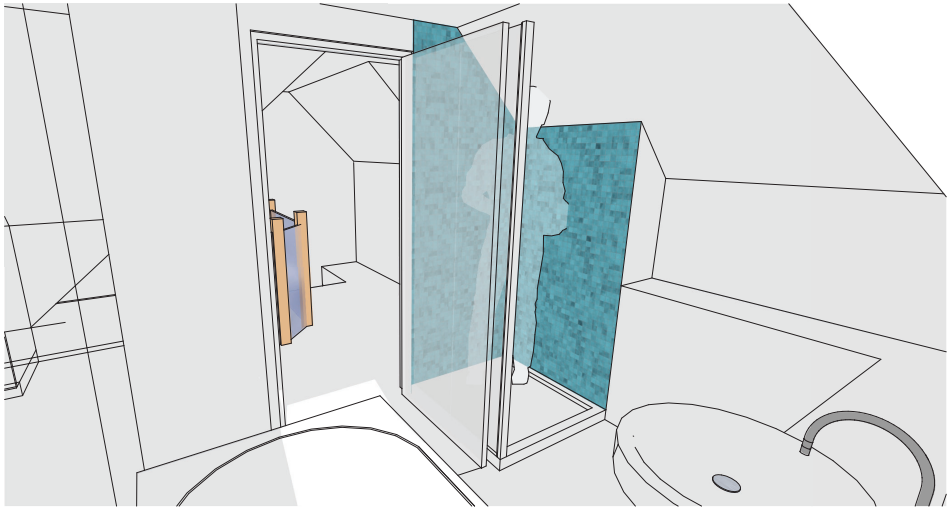
Project no./ Stage/	Drawing no./ Revision
0463- PLA-	55_A

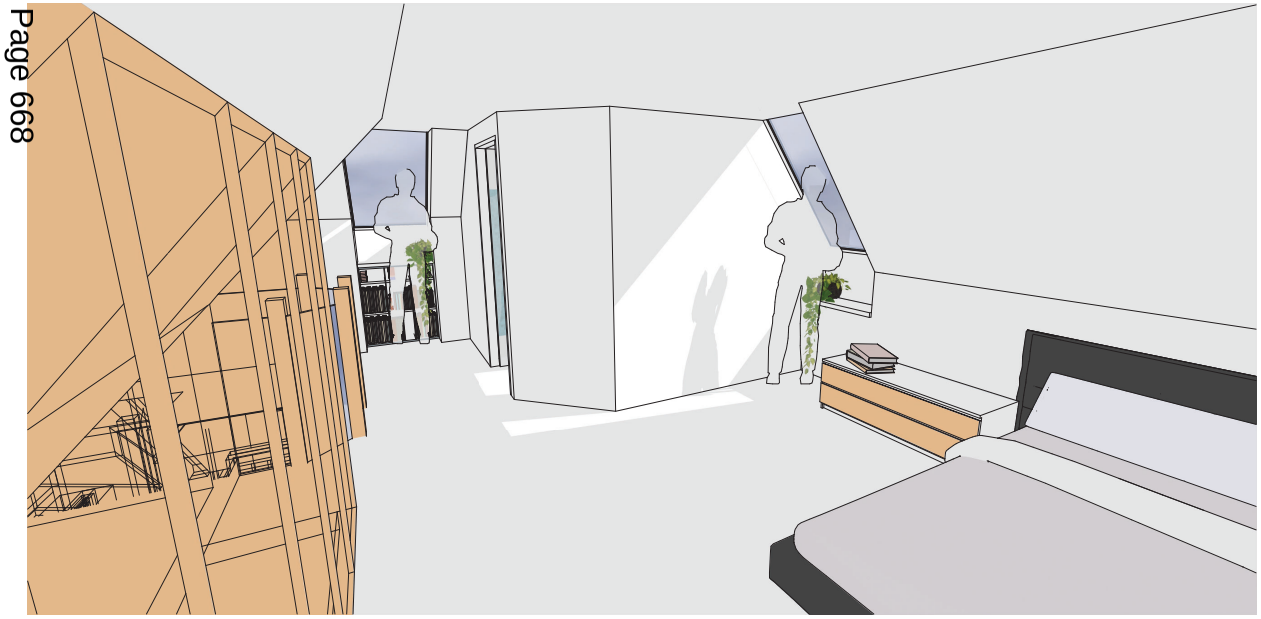
Revision notes: Drawn by: RA
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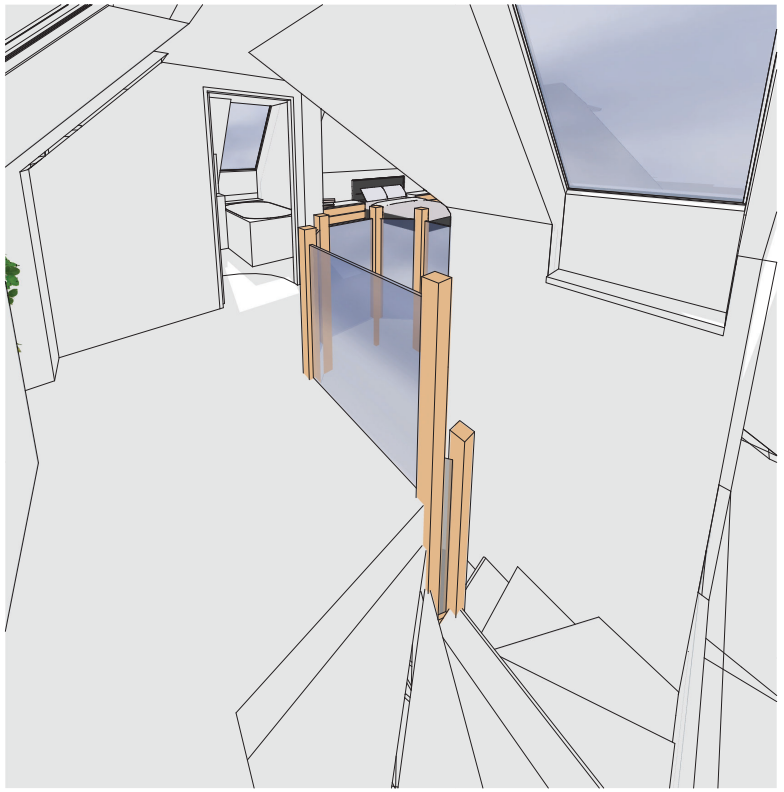
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Address	Client	Date
No.38 Frays Avenue, West Drayton, UB7 7AG	Mr Reza	December 2025

Drawing Title

As Proposed

3D Views

Interior loft views

Project no./ Stage/	Drawing no./ Revision
0463- PLA-	55_A

Revision notes: Drawn by: RA

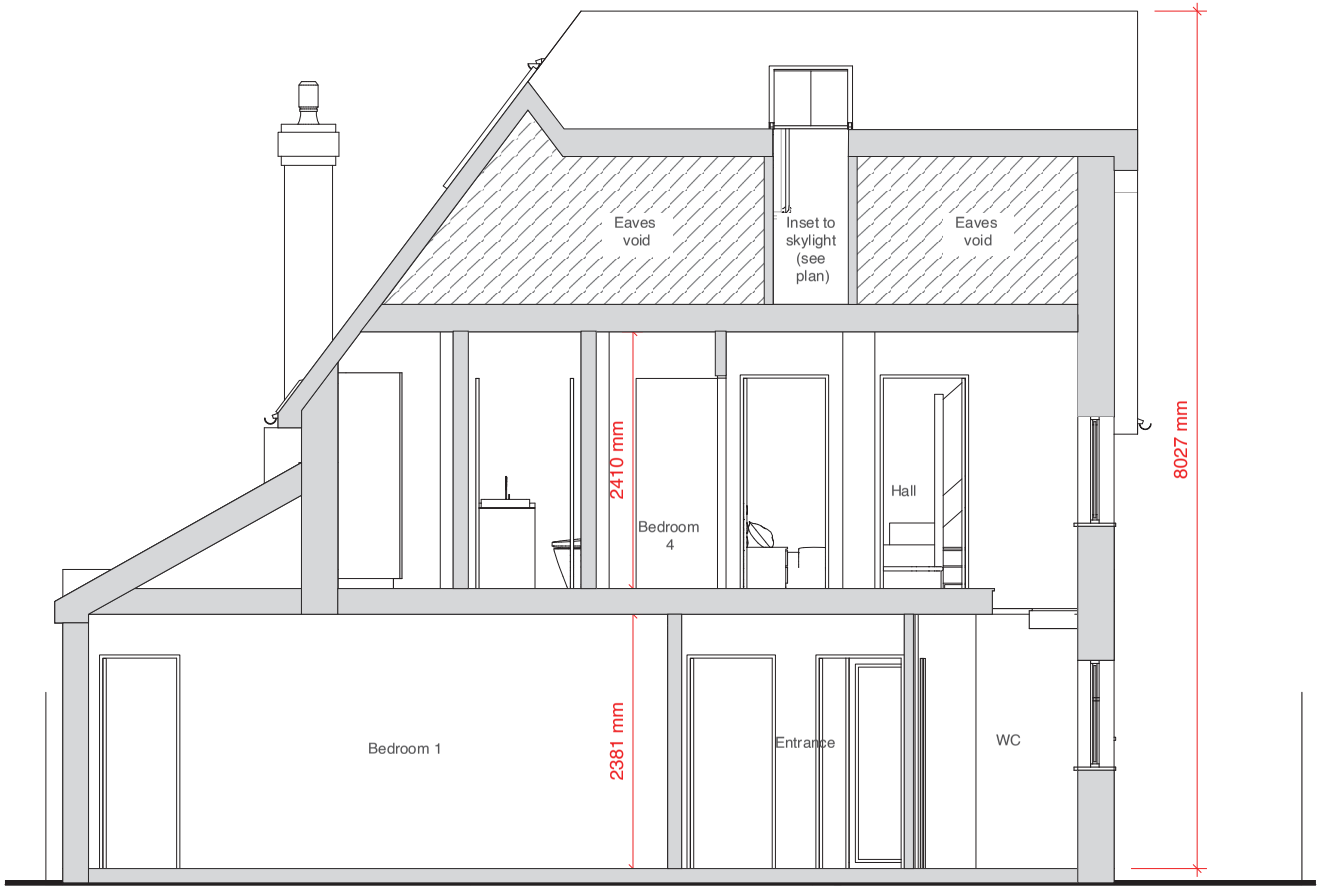
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Note: all measurements taken from existing ground floor (finish floor level) - unchanged



Section AA

Address	Client	Date
No.38 Frays Avenue, West Drayton, UB7 7AG	Mr Reza	December 2025

1:50 @ A3
0 1 2 3 4 5m

Drawing Title
As Proposed
Section AA

Project no./ Stage/	Drawing no./ Revision
0463- PLA-	60_A

Revision notes: Drawn by: RA
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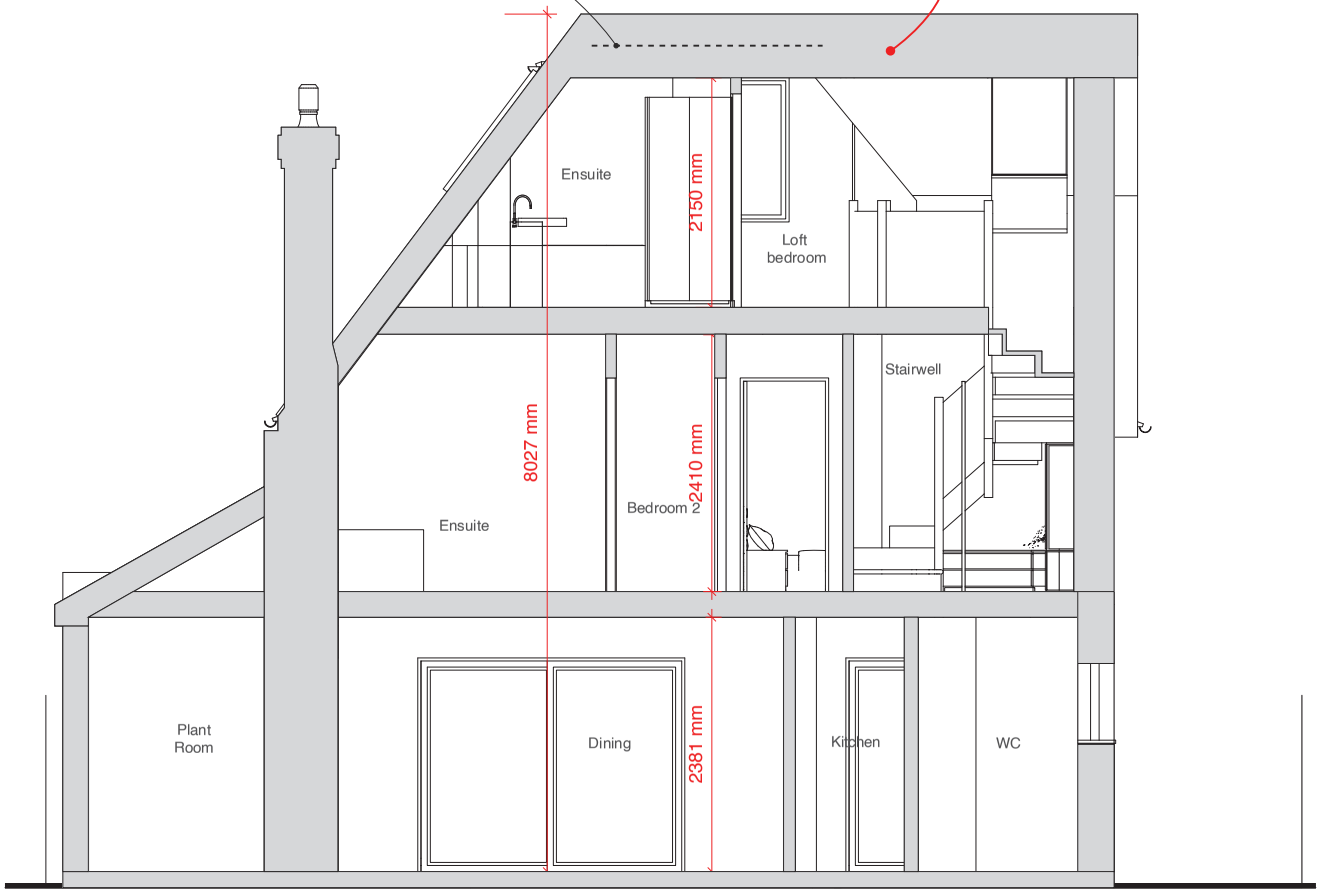
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Note: all measurements taken from existing ground floor (finish floor level) - unchanged

[Dash] = flat roof height extent (behind section plane)

IMPORTANT NOTE: Ridge height larger than roof thickness due to section being taken through the ridge



[Thick Black] Ground Level

Section BB

Address	Client	Date
No.38 Frays Avenue, West Drayton, UB7 7AG	Mr Reza	December 2025

1:50 @ A3

0 1 2 3 4 5m

Drawing Title: **As Proposed** Section BB

Project no./ Stage/	Drawing no./ Revision
0463- PLA-	61_A

Revision notes: Drawn by: RA

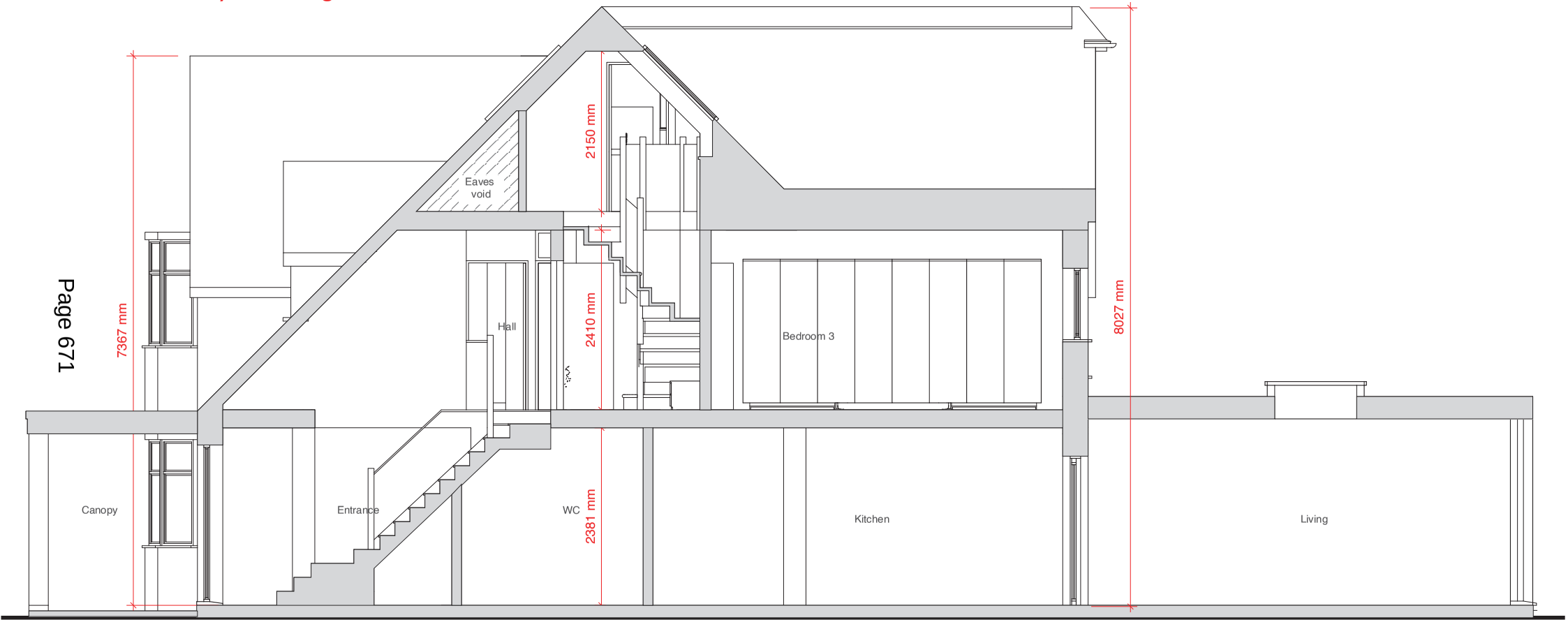
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Note: all measurements taken from existing ground floor (finish floor level) - unchanged



[Thick Black] Ground Level

Section CC

Address	Client	Date
No.38 Frays Avenue, West Drayton, UB7 7AG	Mr Reza	December 2025

1:50 @ A3
0 1 2 3 4 5m

Drawing Title
As Proposed
Section CC

Project no./ Stage/	Drawing no./ Revision
0463- PLA-	62_A

Revision notes: Drawn by: RA
A - First Issue

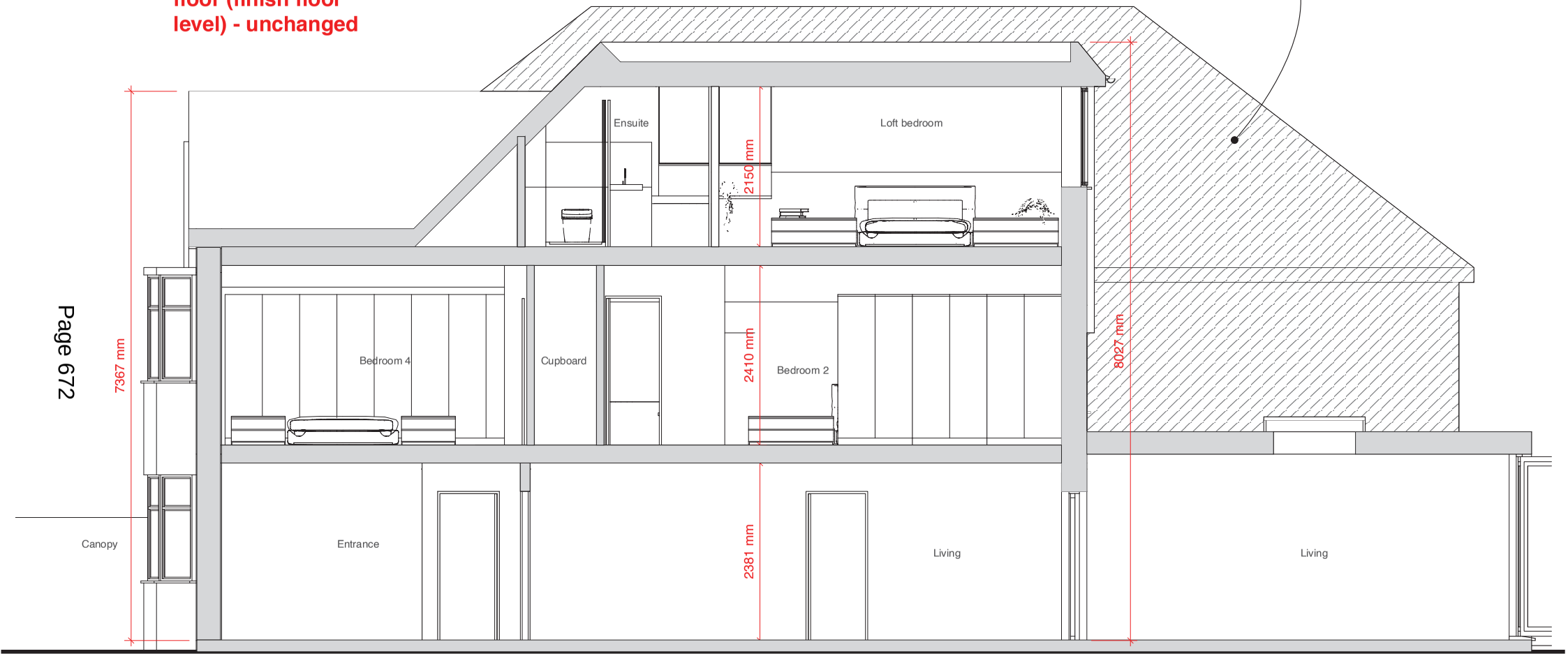
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Note: all measurements taken from existing ground floor (finish floor level) - unchanged

[Hatch]
No. 40 in background



[Thick Black] Ground Level

Section CC

Address	Client	Date
No.38 Frays Avenue, West Drayton, UB7 7AG	Mr Reza	December 2025

1:50 @ A3
0 1 2 3 4 5m

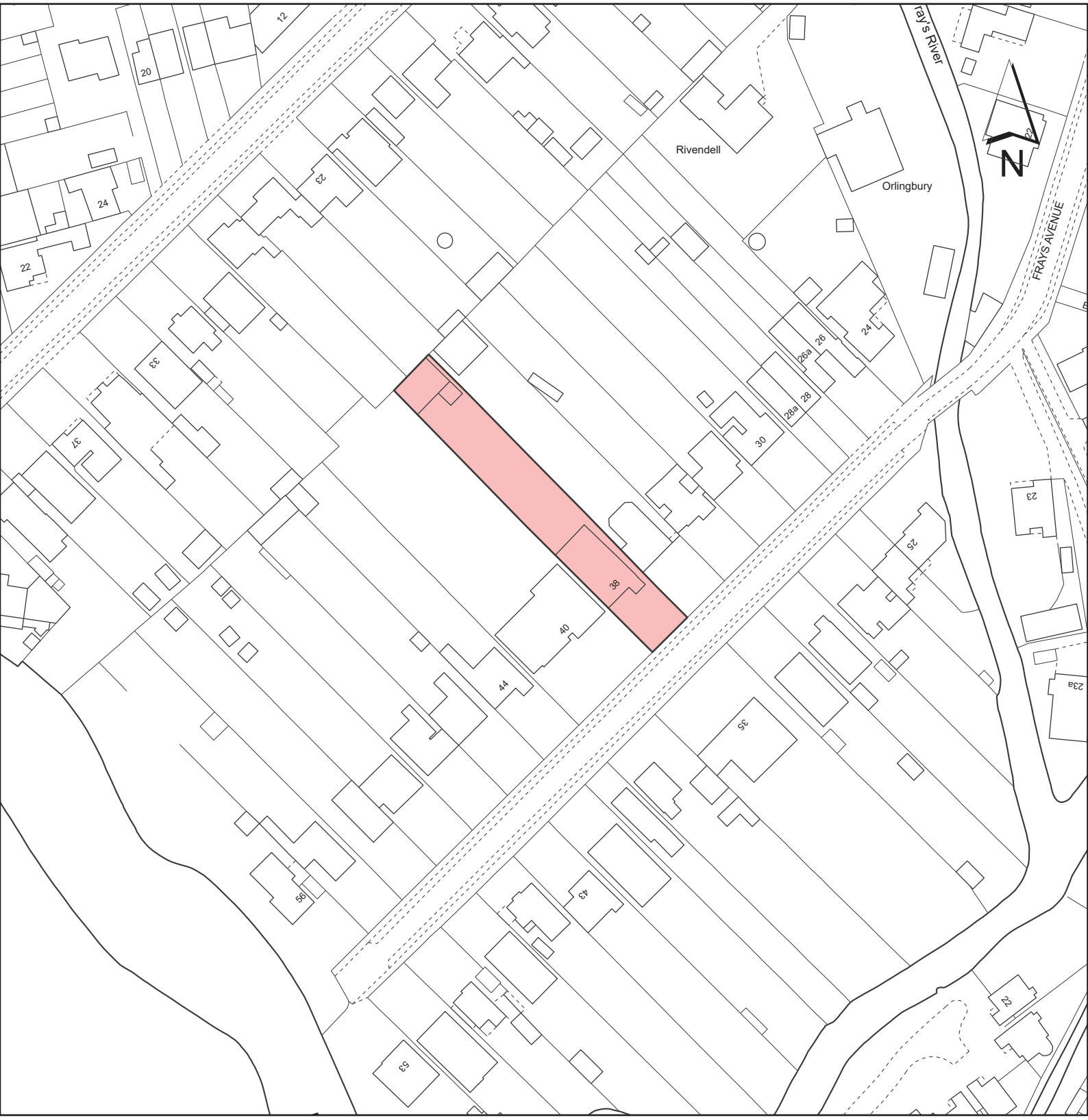
Drawing Title
As Proposed
Section DD

Project no./ Stage/	Drawing no./ Revision
0463- PLA-	63_A

Revision notes: Drawn by: RA
A - First Issue

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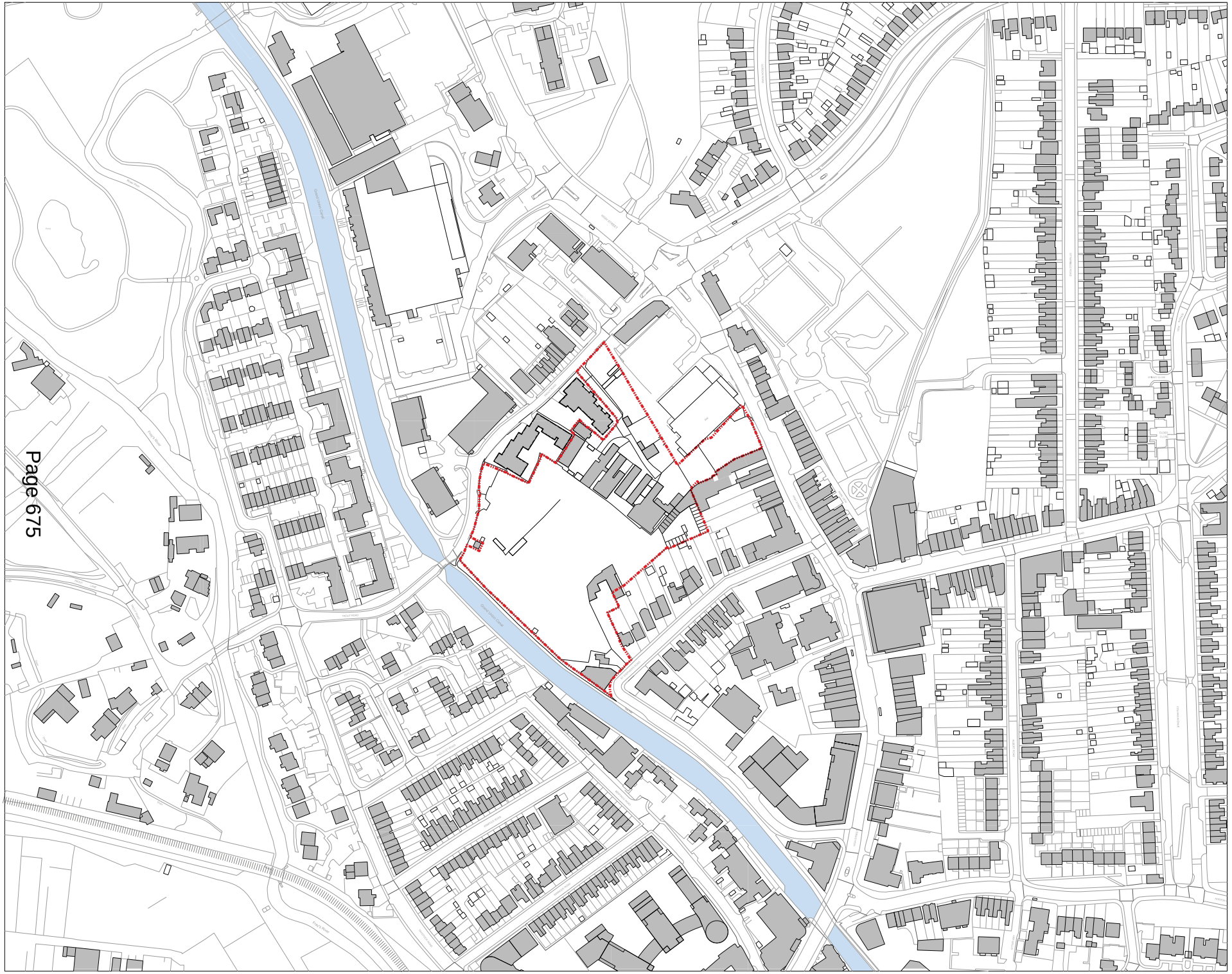
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KEY : Site Boundary	ADDRESS : 38 FRAYS AVENUE		**LONDON BOROUGH OF HILLINGDON** **RESIDENTS SERVICES PLANNING SECTION** **CIVIC CENTRE, UXBRIDGE, UB8 1UW**
DISCLAIIMER : For identification purposes only This copy has been made by or with the authority 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 : 58891/APP/2026/107	SCALE : 1:1,250	
	PLANNING COMMITTEE :	DATE : APRIL 2026	HILLINGDON LONDON

Report of the Head of Development Management and Building Control

Address:	RAINBOW AND KIRBY, YIEWSLEY
Development:	Demolition of existing structures and phased re-development of the site to provide nine plots ranging between three and 11 storeys in height (including ground level) to include residential uses (Use Class C3), flexible retail/cafe/ restaurant floorspace (Class E (a,b,c)), light industrial floorspace (Class E (g)(iii)), associated hard and soft landscaping, car parking, cycling parking, servicing, refuse and plant areas, public realm improvements, highways works and other works associated with the development.
LBH Ref Nos:	38058/APP/2025/2613



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Contractors must ensure that cross referenced drawings and specifications noted on these drawings are checked on a regular basis to ensure that the latest revisions are used.

Colour Code

Site Boundary

Railway

Issue Record	By	Chk	Date
PL2 For Planning	AS	SR	26.01.2026
PL1 For Planning	AS	SR	05.09.2025

Title

Existing site location plan

Project

Trout Road

Scale

1:1250 @ A1_L

Status

S4 - For Planning

Drawing Number

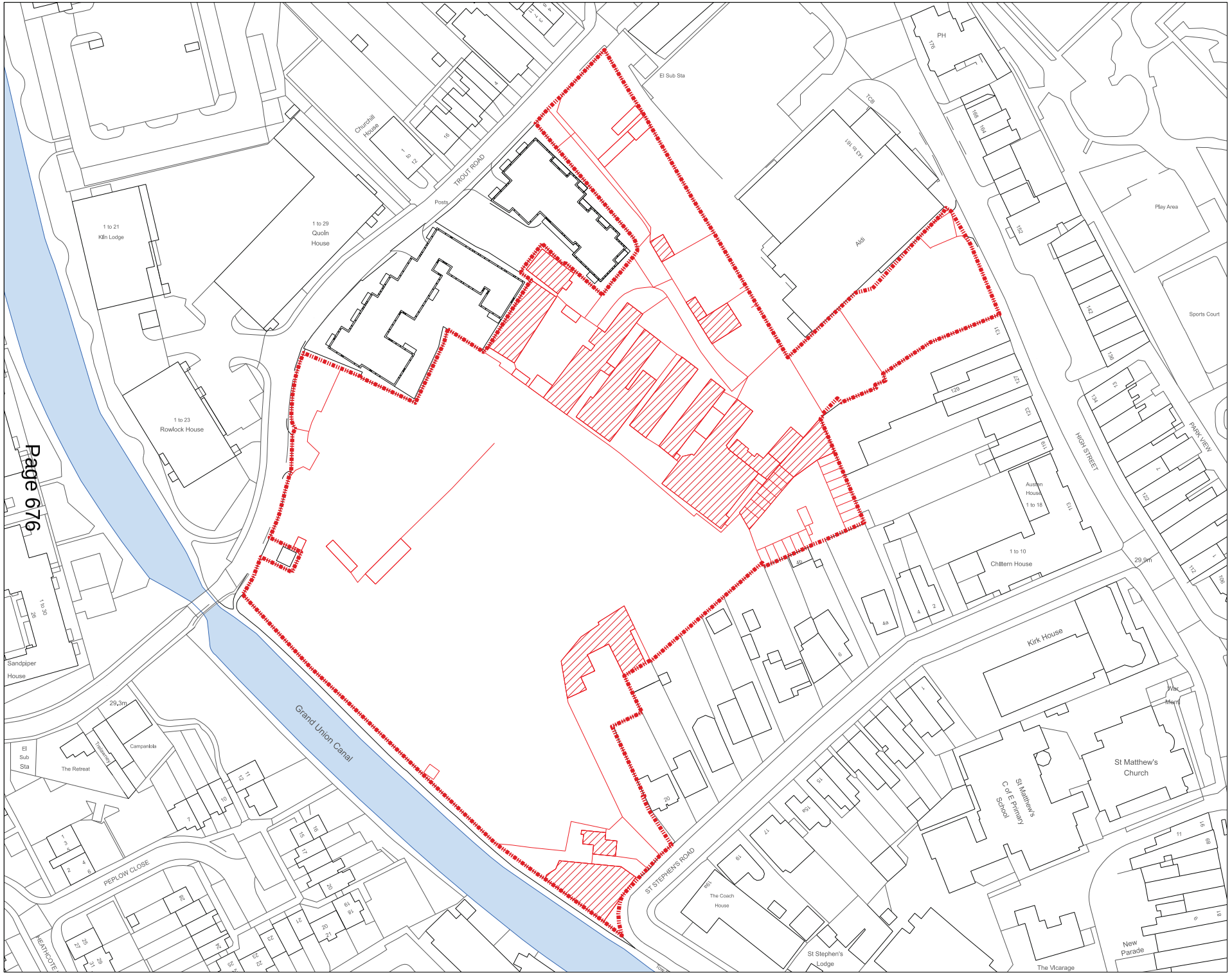
458-PTA-ZZ-00-DR-A-1000

Revision

PL2

Patel Taylor
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London EC1V 7ND
T +44 (0)20 7278 2323
www.pateltaylor.co.uk

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Key

Planning application boundary

Existing structures to be demolished

N

Scale 1:500 @ A1

0 5m 10m 20m 30m 40m

Issue Record		By	Chk	Date
PL2	For Planning	SR	SR	26.01.2026
PL1	For Planning	SR	SR	05.09.2025

Title
Existing site layout and demolition plan

Project
Trout Road

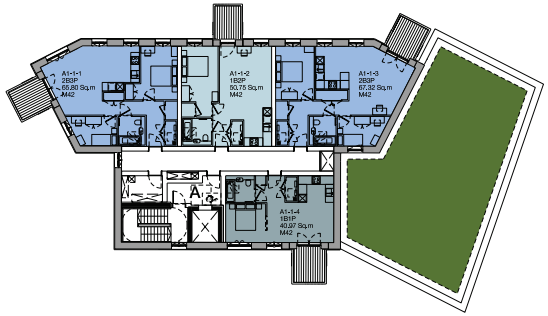
Scale
1:500 @ A1 1:1000 @ A3

Status
S4 - For Planning

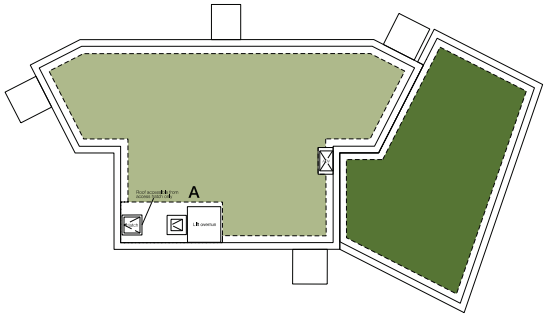
Drawing Number **Revision**
458-PTA-ZZ-00-DR-A-1001 PL2

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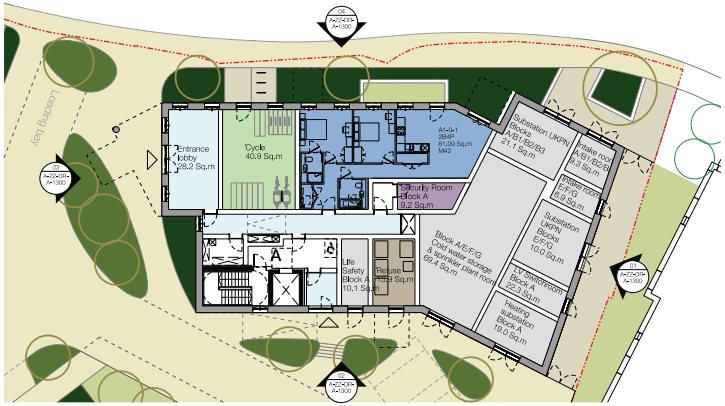
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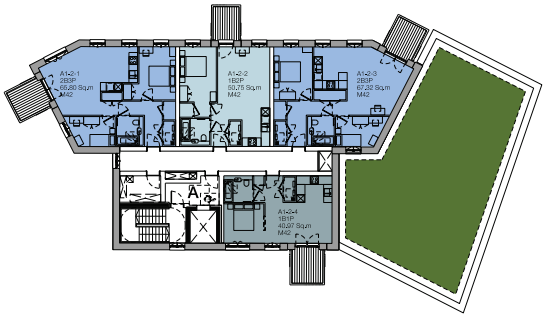
02 First Floor Plan
1:200



04 Roof Plan
1:200



01 Ground Floor Plan
1:200



03 Typical Floor Plan
1:200

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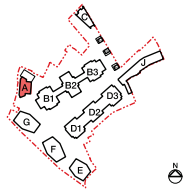
Site Boundary

Private

- Studio
- 1B2P
- 2B3P
- 2B4P
- 3B4P
- 3B5P
- 3B6P

- Lobby/circulation
- Refuse
- Commercial
- Plant
- Workspace/makerspace
- Security room
- Cycle storage
- Biodiverse roof
- Biosolar roof

Key Plan



Scale 1:200 @ A1

0 1m 2m 3m 4m 5m 10m 15m

Issue Record	By	Chk	Date
PL2 For Planning	AS	SR	26.01.2026
PL1 For Planning	AS	SR	11.09.2025

Title
Building A
General arrangement plans

Project
Trout Road

Scale
1:200 @ A1_L

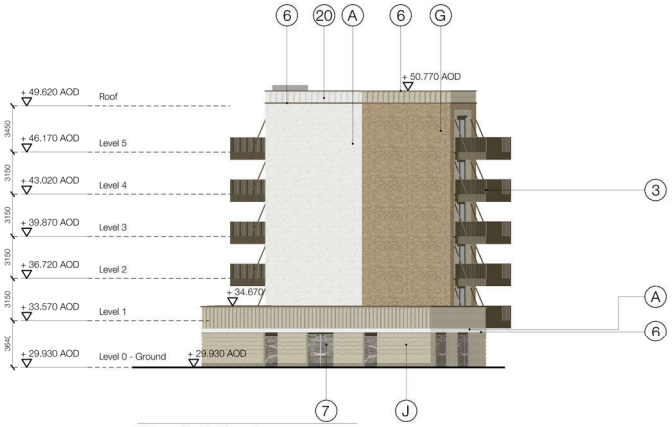
Status
S4 For Planning

Drawing Number
458-PTA-A-ZZ-DR-A-1200

Revision
PL2

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01 North Elevation
1:200



02 East Elevation
1:200



03 South Elevation
1:200



04 West Elevation
Scale

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Material legend

A.	White Brick
B.	Red Brick Type 01
C.	Red Brick Type 02
D.	Red Brick Type 03
E.	Red Brick Type 04
F.	Buff Brick Type 01
G.	Buff Brick Type 02
H.	Buff Brick Type 03
J.	Buff Brick Type 04
K.	Buff Brick Type 05
L.	Red Glazed Brick Type 01
M.	Red Glazed Brick Type 02
N.	Red Glazed Brick Type 03
P.	Buff Glazed Brick Type 01
Q.	Buff Glazed Brick Type 02
R.	Buff Glazed Brick Type 03

1.	Metal framed glazing
2.	Metal framed doors
3.	Metal t-picket balustrade
4.	Metal picket balustrade
5.	Perforated balustrade screen
6.	Metal coping
7.	Patterned mesh screen
8.	Metal canopy
9.	Metal pergola beam
10.	Metal dormer window surround
11.	Precast concrete column
12.	GRC canopy
13.	Precast concrete plinth
14.	Curtain wall glazing
15.	Metal cladding
16.	Ribbed metal cladding
17.	Diamond patterned metal rainscreen cladding
18.	Spandrel with continuous vertical grille over louvres
19.	Juliet balcony guarding
20.	Ribbed parapet detail
21.	Louvered panels/cladding
22.	Patterned mesh screen to residential entrance
23.	Shopfront/workspace metal framed wintows
24.	Glazed canopy

Scale 1:200 @ A1

0 1m 2m 3m 4m 5m 10m 15m

Key Plan



Title
Building A Elevations

Project
Trout Road

Scale
1:200 @ A1

Issue Record	By	Chk	Date
PL2 For Planning	KN	SR	26.01.2026
PL1 For Planning	KN	SR	05.09.2025

Drawing Number 458-PTA-A-ZZ-DR-A-1300
Revision PL2

Status
S4 For Planning

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01 **Block B1 and D1 West Elevation**
1:200



02 **Block B3 and D3 East Elevation**
1:200

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Material legend

A. White Brick
B. Red Brick Type 01
C. Red Brick Type 02
D. Red Brick Type 03
E. Red Brick Type 04
F. Buff Brick Type 01
G. Buff Brick Type 02
H. Buff Brick Type 03
J. Buff Brick Type 04
K. Buff Brick Type 05
L. Red Glazed Brick Type 01
M. Red Glazed Brick Type 02
N. Red Glazed Brick Type 03
P. Buff Glazed Brick Type 01
Q. Buff Glazed Brick Type 02
R. Buff Glazed Brick Type 03

1. Metal framed glazing
2. Metal framed doors
3. Metal t-picket balustrade
4. Metal picket balustrade
5. Perforated balustrade screen
6. Metal coping
7. Patterned mesh screen
8. Metal canopy
9. Metal pergola beam
10. Metal dormer window surround
11. Precast concrete column
12. GRC canopy
13. Precast concrete plinth
14. Curtain wall glazing
15. Metal cladding
16. Ribbed metal cladding
17. Diamond patterned metal rainscreen cladding
18. Spandrel with continuous vertical grille ver louvres
19. Juliet balcony guarding
20. Ribbed parapet detail
21. Louvered panels/cladding
22. Patterned mesh screen to residential entrance
23. Shopfront/workspace metal framed wintows
24. Glazed canopy

Scale 1:200 @ A1
0 1m 2m 3m 4m 5m 10m 15m

Key Plan



Title
Building B1, D1, B3, D3
East and West elevations

Project
Trout Road

Scale
1:200 @ A1 L

Issue Record By Chk Date

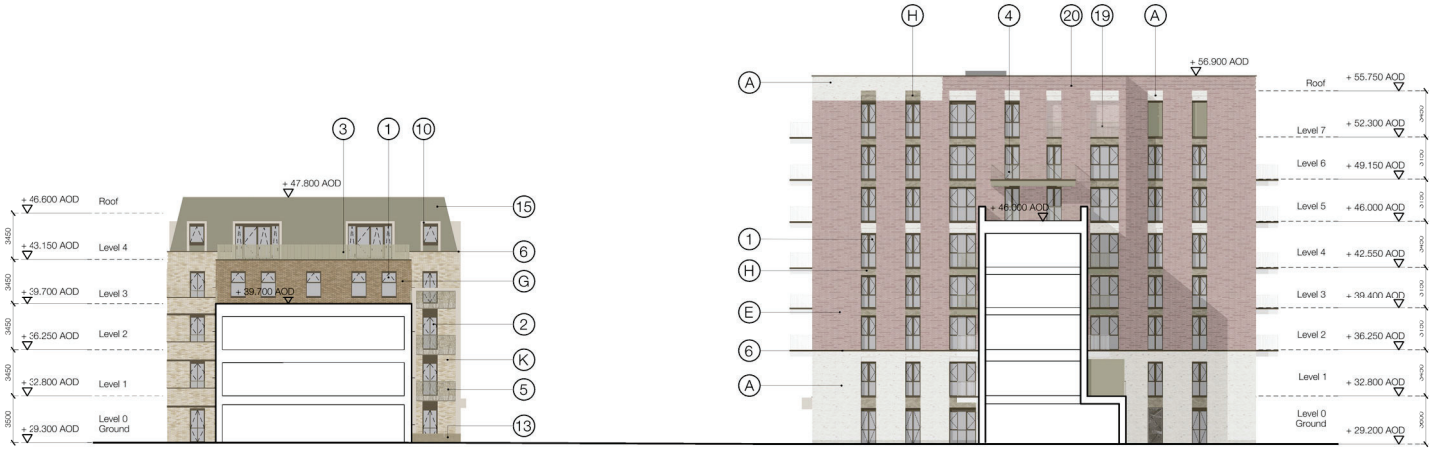
PL2 For Planning KN SR 26.01.2026
PL1 For Planning KN SR 05.09.2025

Drawing Number **458-PTA-BD-ZZ-DR-A-1300** **Revision** **PL2**

Status
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01 **Block B2 and D2 West Elevation**
1:200



02 **Block B1 and D1 West elevation**
1:200

General Notes

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Material legend

A. White Brick
B. Red Brick Type 01
C. Red Brick Type 02
D. Red Brick Type 03
E. Red Brick Type 04
F. Buff Brick Type 01
G. Buff Brick Type 02
H. Buff Brick Type 03
J. Buff Brick Type 04
K. Buff Brick Type 05
L. Red Glazed Brick Type 01
M. Red Glazed Brick Type 02
N. Red Glazed Brick Type 03
P. Buff Glazed Brick Type 01
Q. Buff Glazed Brick Type 02
R. Buff Glazed Brick Type 03

1. Metal framed glazing
2. Metal framed doors
3. Metal t-picket balustrade
4. Metal picket balustrade
5. Perforated balustrade screen
6. Metal coping
7. Patterned mesh screen
8. Metal canopy
9. Metal pergola beam
10. Metal dormer window surround
11. Precast concrete column
12. GRC canopy
13. Precast concrete plinth
14. Curtain wall glazing
15. Metal cladding
16. Ribbed metal cladding
17. Diamond patterned metal rainscreen cadding
18. Spandrel with continuous vertical grilleover louvres
19. Juliet balcony guarding
20. Ribbed parapet detail
21. Louvered panels/cladding
22. Patterned mesh screen to residential entrance
23. Shopfront/workspace metal framed wirdows
24. Glazed canopy

Scale 1:200 @ A1

0 1m 2m 3m 4m 5m 10m 15m

Key Plan



Title
Buildings B1,D1, B2, D2
West elevations

Project
Trout Road

Scale
1:200 @ A1 L

Issue Record	By	Chk	Date
PL2 For Planning	KN	SR	26.01.2026
PL1 For Planning	KN	SR	05.09.2025

Drawing Number 458-PTA-BD-ZZ-DR-A-1301
Revision PL2

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01 **Block B3 and D3 East Elevation**
1:200



02 **Block B2 and D2 East Elevation**
1:200

General Notes

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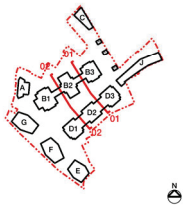
Material legend

A. White Brick
B. Red Brick Type 01
C. Red Brick Type 02
D. Red Brick Type 03
E. Red Brick Type 04
F. Buff Brick Type 01
G. Buff Brick Type 02
H. Buff Brick Type 03
J. Buff Brick Type 04
K. Buff Brick Type 05
L. Red Glazed Brick Type 01
M. Red Glazed Brick Type 02
N. Red Glazed Brick Type 03
P. Buff Glazed Brick Type 01
Q. Buff Glazed Brick Type 02
R. Buff Glazed Brick Type 03

1. Metal framed glazing
2. Metal framed doors
3. Metal t-picket balustrade
4. Metal picket balustrade
5. Perforated balustrade screen
6. Metal coping
7. Patterned mesh screen
8. Metal canopy
9. Metal pergola beam
10. Metal dormer window surround
11. Precast concrete column
12. GRC canopy
13. Precast concrete plinth
14. Curtain wall glazing
15. Metal cladding
16. Ribbed metal cladding
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21. Louvered panels/cladding
22. Patterned mesh screen to residential entrance
23. Shopfront/workspace metal framed wirdows
24. Glazed canopy

Scale 1:200 @ A1
0 1m 2m 3m 4m 5m 10m 15m

Key Plan



Title
Building B2,D2,B3,D3
East elevations

Project
Trout Road

Scale
1:200 @ A1 L

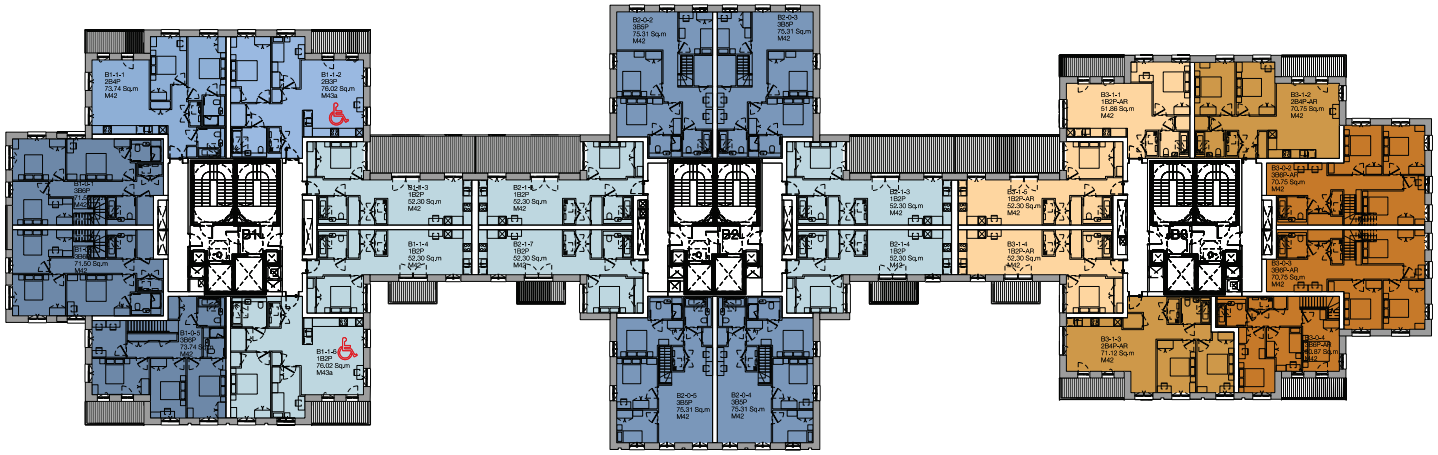
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PL1 For Planning	KN	SR	05.09.2025

Drawing Number 458-PTA-BD-ZZ-DR-A-1302
Revision PL2

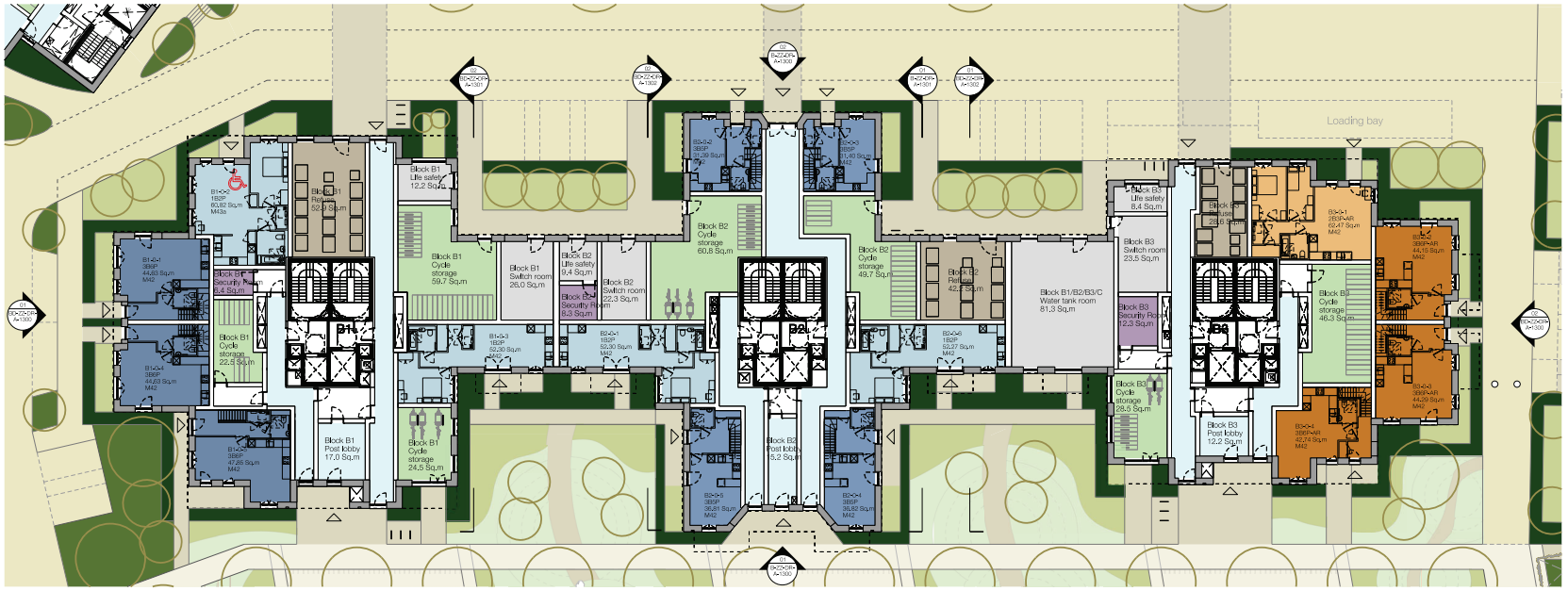
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02 First Floor Plan
1:200



01 Ground Floor Plan
1:200

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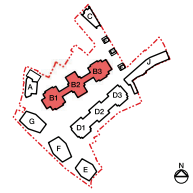
Contractors must ensure that cross referenced drawings and specifications noted on these drawings are checked on a regular basis to ensure that the latest revisions are used.

Site Boundary

Private	Affordable Rent
Studio	Studio
1B2P	1B2P
2B3P	2B3P
2B4P	2B4P
3B4P	3B4P
3B5P	3B5P
3B6P	3B6P

Lobby/circulation
Refuse
Commercial
Plant
Workspace/makerspace
Security room
Cycle storage
Wheelchair apartment (M43a)

Key Plan



Scale 1:200 @ A1
0 1m 2m 3m 4m 5m 10m 15m

Issue Record	By	Chk	Date
PL2 For Planning	AS	SR	26.01.2026
PL1 For Planning	KN	SR	11.09.2025

Title
Building B1, B2, B3
General arrangement plans
Plan 1 of 5

Project
Trout Road

Scale
1:200 @ A1_L

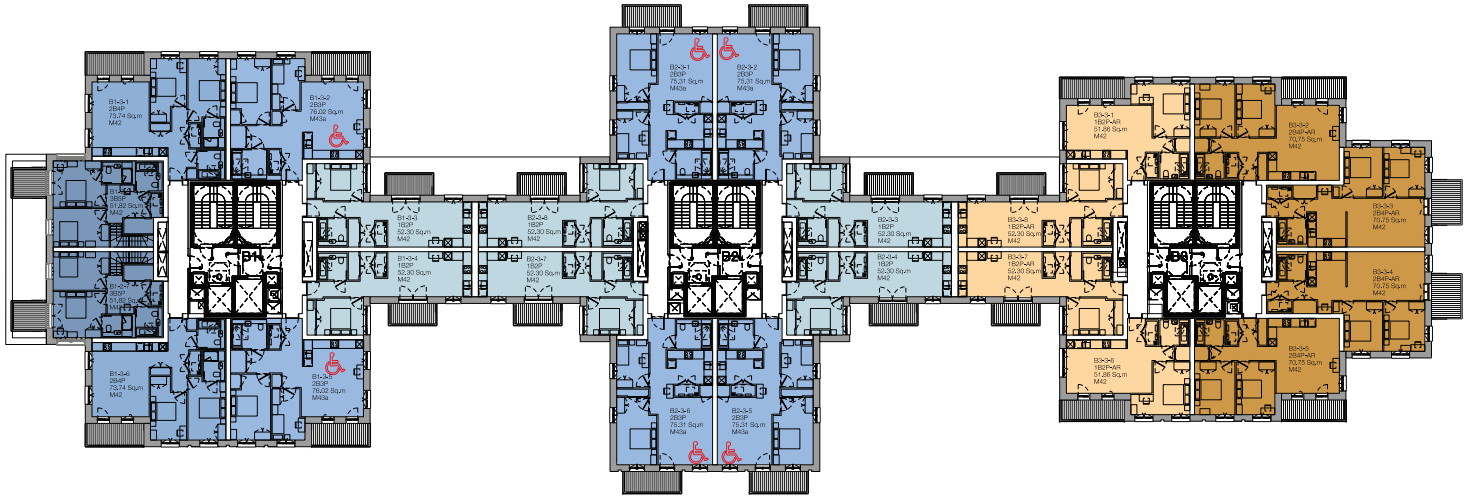
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Drawing Number
458-PTA-B-ZZ-DR-A-1200

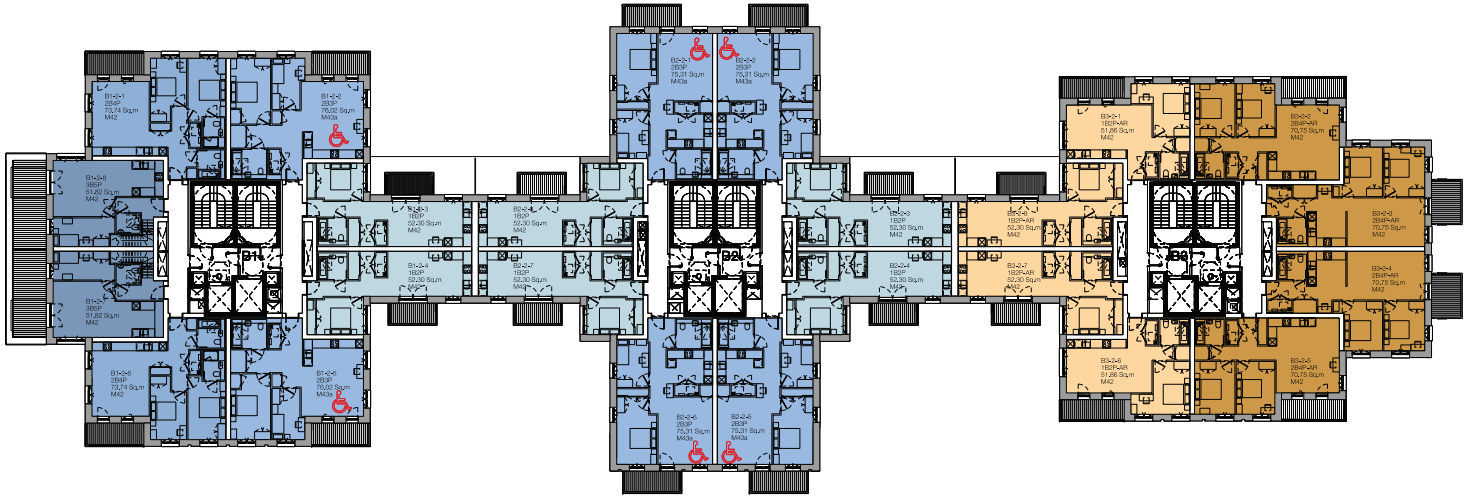
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02 Third Floor Plan
1:200



01 Second Floor Plan
1:200

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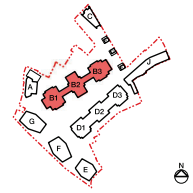
Contractors must ensure that cross referenced drawings and specifications noted on these drawings are checked on a regular basis to ensure that the latest revisions are used.

Site Boundary

Private	Affordable Rent
Studio	Studio
1B2P	1B2P
2B3P	2B3P
2B4P	2B4P
3B4P	3B4P
3B5P	3B5P
3B6P	3B6P
Biodiverse roof	Biosolar roof

Wheelchair apartment (M43a)

Key Plan



Scale 1:200 @ A1

0 1m 2m 3m 4m 5m 10m 15m

Issue Record	By	Chk	Date
PL2 For Planning	AS	SR	26.01.2026
PL1 For Planning	KN	SR	11.09.2025

Title
Block B1,B2,B3
General arrangement plans
Plan 2 of 5

Project
Trout Road

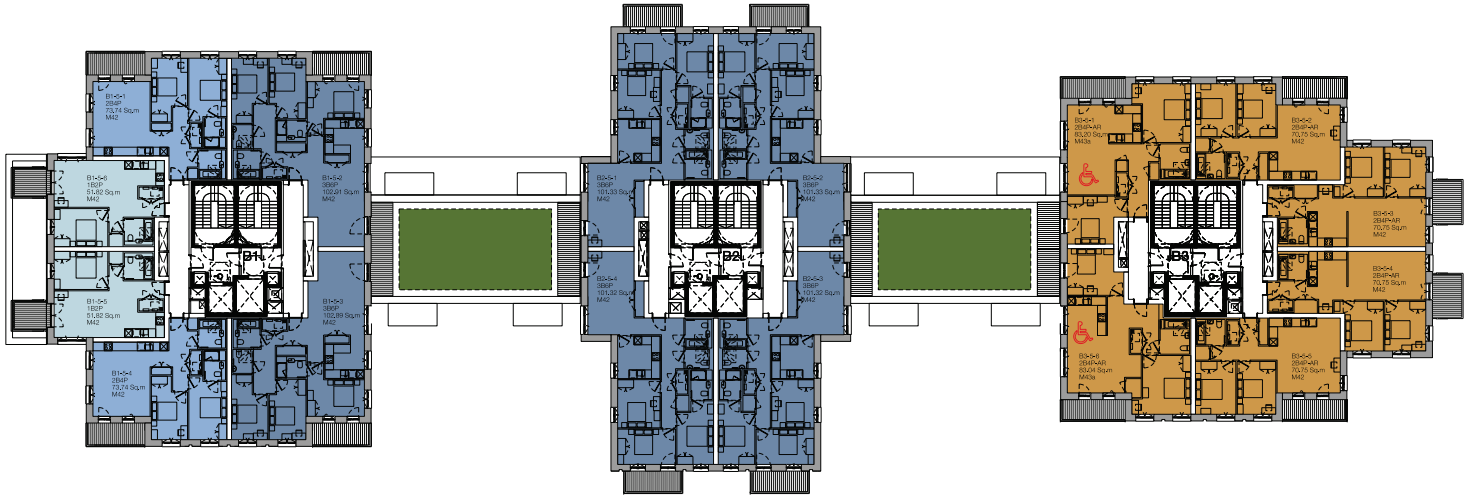
Scale
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Status
S4 For Planning

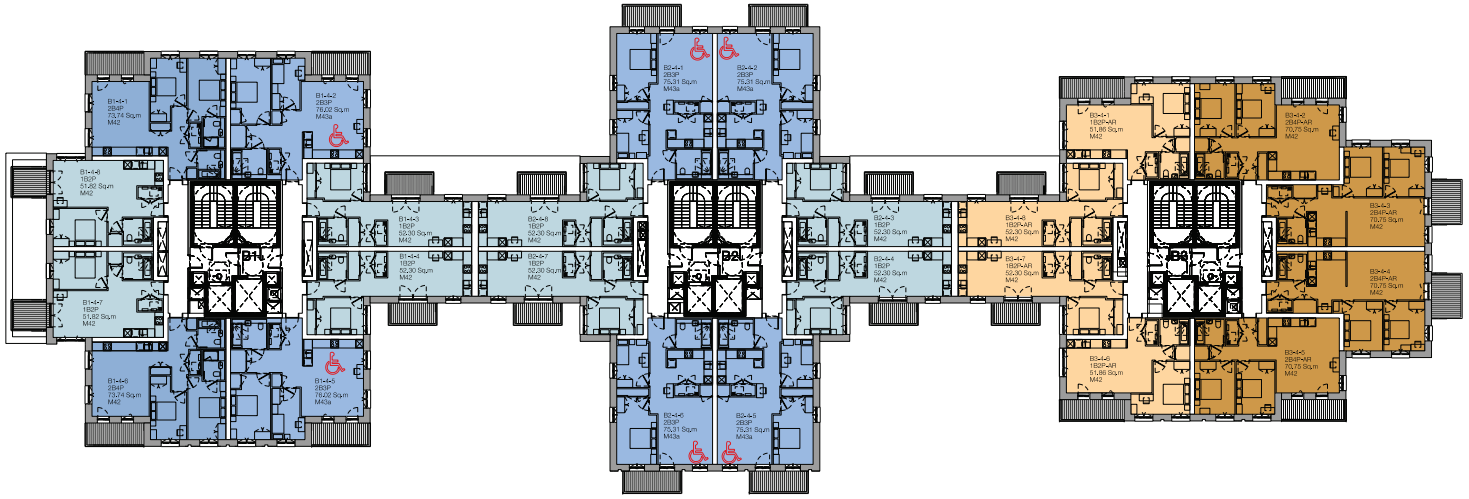
Drawing Number 458-PTA-B-ZZ-DR-A-1201
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02 Fifth Floor Plan
1:200



01 Fourth Floor Plan
1:200

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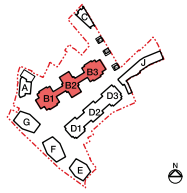
Contractors must ensure that cross referenced drawings and specifications noted on these drawings are checked on a regular basis to ensure that the latest revisions are used.

Site Boundary

Private	Affordable Rent
Studio	Studio
1B2P	1B2P
2B3P	2B3P
2B4P	2B4P
3B4P	3B4P
3B5P	3B5P
3B6P	3B6P
Biodiverse roof	Bioslar roof

Wheelchair apartment (M43a)

Key Plan



Scale 1:200 @ A1

0 1m 2m 3m 4m 5m 10m 15m

Issue Record	By	Chk	Date
PL2 For Planning	AS	SR	26.01.2026
PL1 For Planning	KN	SR	11.09.2025

Title
Block B1,B2,B3
General arrangement plans
Plan 3 of 5

Project
Trout Road

Scale
1:200 @ A1_L

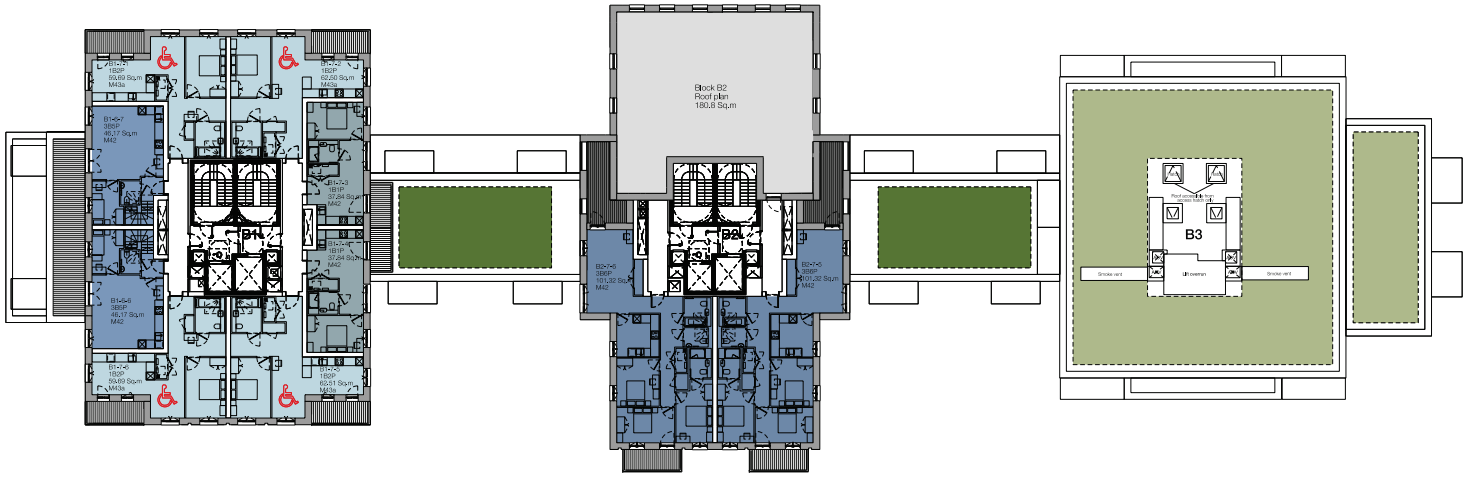
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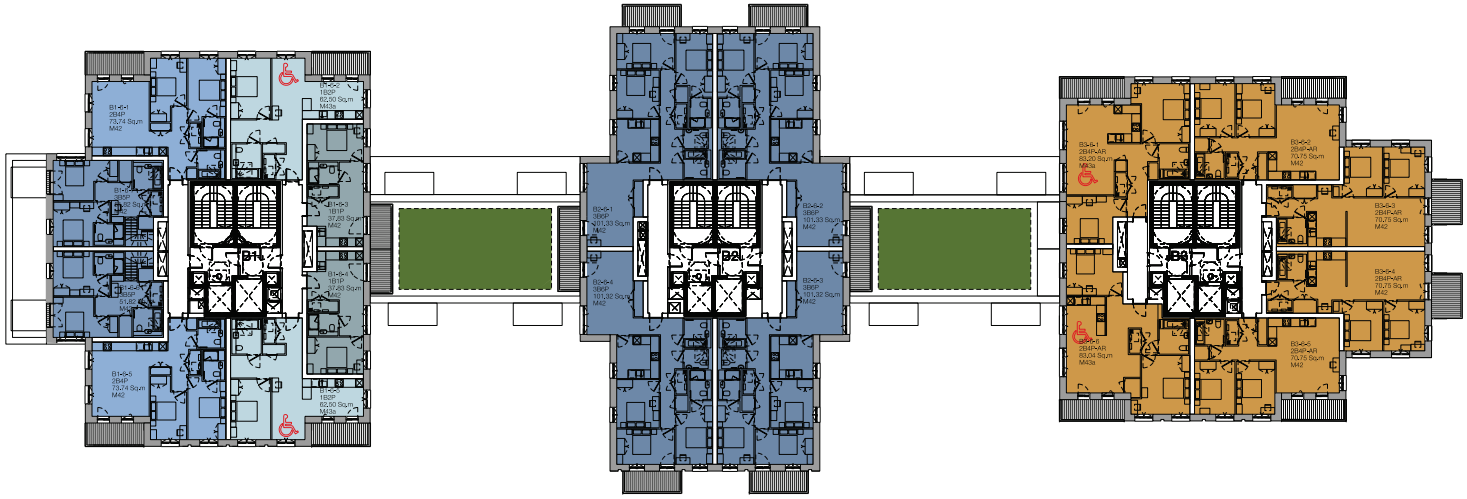
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02 Seventh Floor Plan
1:200



01 Sixth Floor Plan
1:200

General Notes

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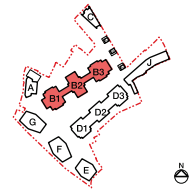
Contractors must ensure that cross referenced drawings and specifications noted on these drawings are checked on a regular basis to ensure that the latest revisions are used.

Site Boundary

Private	Affordable Rent
Studio	Studio
1B2P	1B2P
2B3P	2B3P
2B4P	2B4P
3B4P	3B4P
3B5P	3B5P
3B6P	3B6P
Biodiverse roof	Bisolar roof

Wheelchair apartment (M43a)

Key Plan



Scale 1:200 @ A1

0 1m 2m 3m 4m 5m 10m 15m

Issue Record	By	Chk	Date
PL1 For Planning	AS	SR	26.01.2026

Title
Block B1,B2,B3
General arrangement plans
Plan 4 of 5

Project
Trout Road

Scale
1:200 @ A1_L

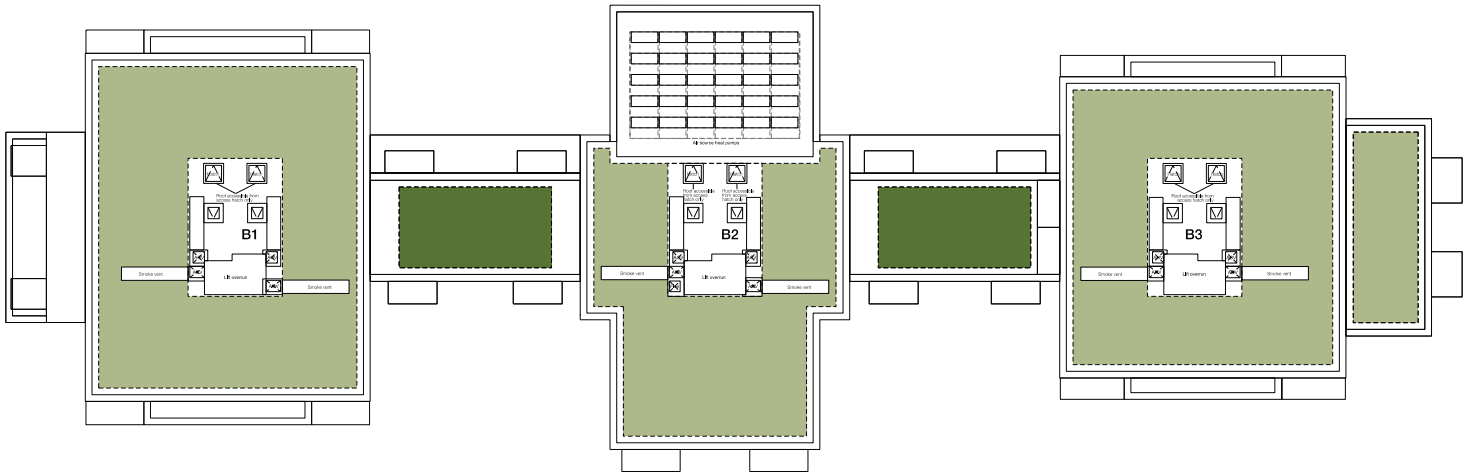
Status
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Drawing Number
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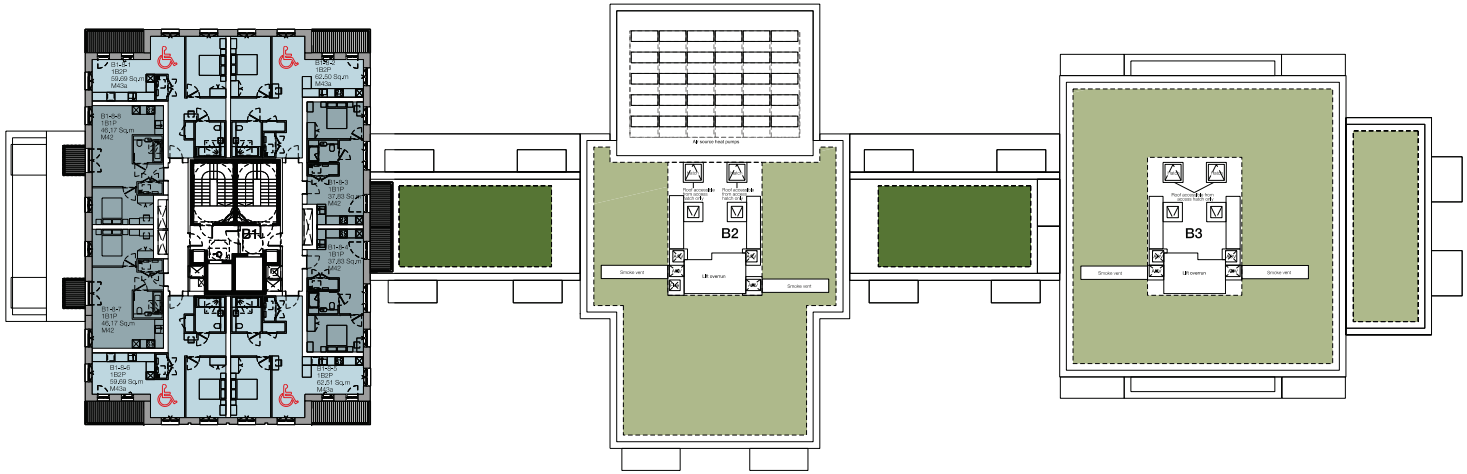
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03 Roof Floor Plan
1:200



01 Elghth Floor Plan
1:200

General Notes

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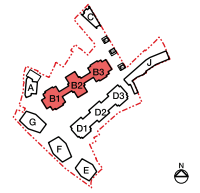
Contractors must ensure that cross referenced drawings and specifications noted on these drawings are checked on a regular basis to ensure that the latest revisions are used.

Site Boundary

Private

- Studio
- 1B2P
- 2B3P
- 2B4P
- 3B4P
- 3B5P
- 3B6P
- Wheelchair apartment (M43a)
- Biodiverse roof
- Biosolar roof

Key Plan



Scale 1:200 @ A1

0 1m 2m 3m 4m 5m 10m 15m

Issue Record	By	Chk	Date
PL1 For Planning	AS	SR	26.01.2026

Title
Block B1,B2,B3
General arrangement plans
Plan 5 of 5

Project
Trout Road

Scale
1:200 @ A1_L

Status
S4 For Planning

Drawing Number
458-PTA-B-ZZ-DR-A-1204

Revision
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01 North elevation



02 South elevation

General Notes

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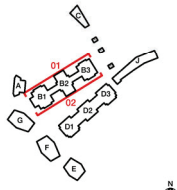
A. White Brick
B. Red Brick Type 01
C. Red Brick Type 02
D. Red Brick Type 03
E. Red Brick Type 04
F. Buff Brick Type 01
G. Buff Brick Type 02
H. Buff Brick Type 03
J. Buff Brick Type 04
K. Buff Brick Type 05
L. Red Glazed Brick Type 01
M. Red Glazed Brick Type 02
N. Red Glazed Brick Type 03
P. Buff Glazed Brick Type 01
Q. Buff Glazed Brick Type 02
R. Buff Glazed Brick Type 03

1. Metal framed glazing
2. Metal framed doors
3. Metal t-picket balustrade
4. Metal picket balustrade
5. Perforated balustrade screen
6. Metal coping
7. Patterned mesh screen
8. Metal canopy
9. Metal pergola beam
10. Metal dormer window surround
11. Precast concrete column
12. GRC canopy
13. Precast concrete plinth
14. Curtain wall glazing
15. Metal cladding
16. Ribbed metal cladding
17. Diamond patterned metal rainscreen cadding
18. Spandrel with continuous vertical grilleover louvres
19. Juliet balcony guarding
20. Ribbed parapet detail
21. Louvered panels/cladding
22. Patterned mesh screen to residential entrance
23. Shopfront/workspace metal framed wirdows
24. Glazed canopy

Scale 1:200 @ A1

0 1m 2m 3m 4m 5m 10m 15m

Key Plan



Title
Building B1, B2, B3
North and South elevations

Project
Trout Road

Scale
1:200 @ A1 L

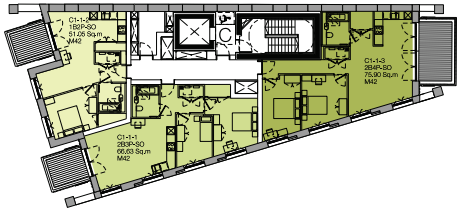
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PL1 For Planning	KN	SR	05.09.2025

Drawing Number 458-PTA-B-ZZ-DR-A-1300
Revision PL2

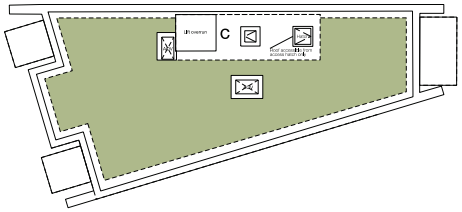
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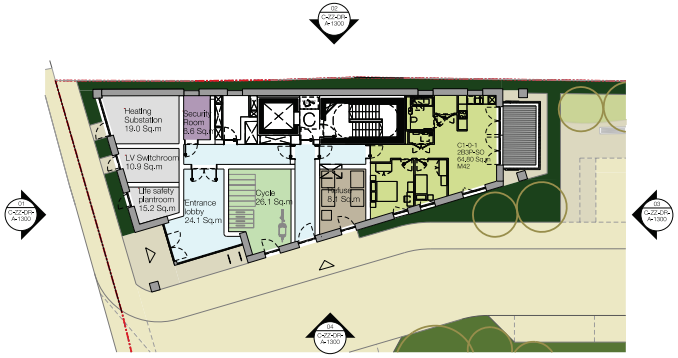
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02 First Floor Plan
1:200



04 Roof Plan
1:200



01 Ground Floor Plan
1:200



03 Typical Floor Plan
1:200

General Notes

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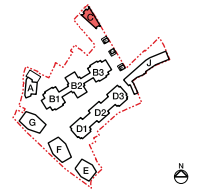
Site Boundary

Shared Ownership

- Studio
- 1B2P
- 2B3P
- 2B4P
- 3B4P
- 3B5P
- 4B6P

- Lobby/circulation
- Commercial
- Workspace/makerspace
- Cycle storage
- Biodiverse roof
- Biosolar roof
- Refuse
- Plant
- Security room

Key Plan



Scale 1:200 @ A1

0 1m 2m 3m 4m 5m 10m 15m

Issue Record	By	Chk	Date
PL2 For Planning	KN	SR	26.01.2026
PL1 For Planning	KN	SR	11.09.2025

Title
Building C
General arrangement plans

Project
Trout Road

Scale
1:200 @ A1_L

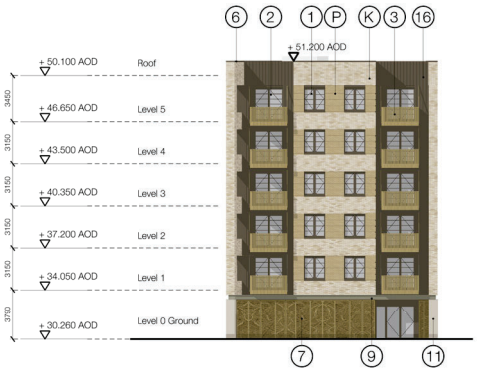
Status
S4 For Planning

Drawing Number
458-PTA-C-ZZ-DR-A-1200

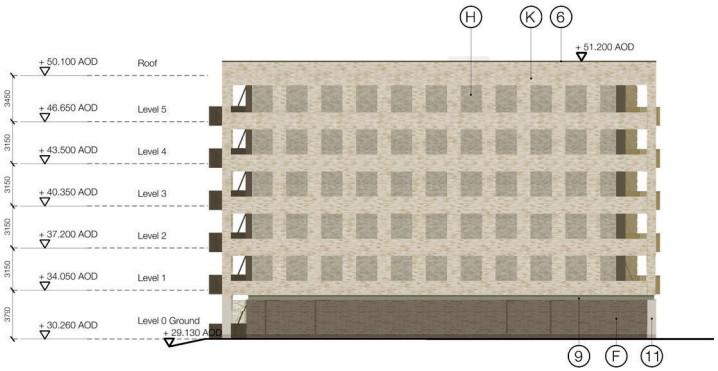
Revision
PL2

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01 **North Elevation**
1:200



02 **East Elevation**
1:200



03 **South Elevation**
1:200



04 **West Elevation**
1:200

General Notes

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Material legend

A. White Brick
B. Red Brick Type 01
C. Red Brick Type 02
D. Red Brick Type 03
E. Red Brick Type 04
F. Buff Brick Type 01
G. Buff Brick Type 02
H. Buff Brick Type 03
J. Buff Brick Type 04
K. Buff Brick Type 05
L. Red Glazed Brick Type 01
M. Red Glazed Brick Type 02
N. Red Glazed Brick Type 03
P. Buff Glazed Brick Type 01
Q. Buff Glazed Brick Type 02
R. Buff Glazed Brick Type 03

1. Metal framed glazing
2. Metal framed doors
3. Metal t-picket balustrade
4. Metal picket balustrade
5. Perforated balustrade screen
6. Metal coping
7. Patterned mesh screen
8. Metal canopy
9. Metal pergola beam
10. Metal dormer window surround
11. Precast concrete column
12. GRC canopy
13. Precast concrete plinth
14. Curtain wall glazing
15. Metal cladding
16. Ribbed metal cladding
17. Diamond patterned metal rainscreen cadding
18. Spandrel with continuous vertical grilleover louvres
19. Juliet balcony guarding
20. Ribbed parapet detail
21. Louvered panels/cladding
22. Patterned mesh screen to residential entrance
23. Shopfront/workspace metal framed wirdows
24. Glazed canopy

Scale 1:200 @ A1

0 1m 2m 3m 4m 5m 10m 15m

Key Plan



Title
Building C Elevations

Project
Trout Road

Scale
1:200 @ A1 L

Issue Record

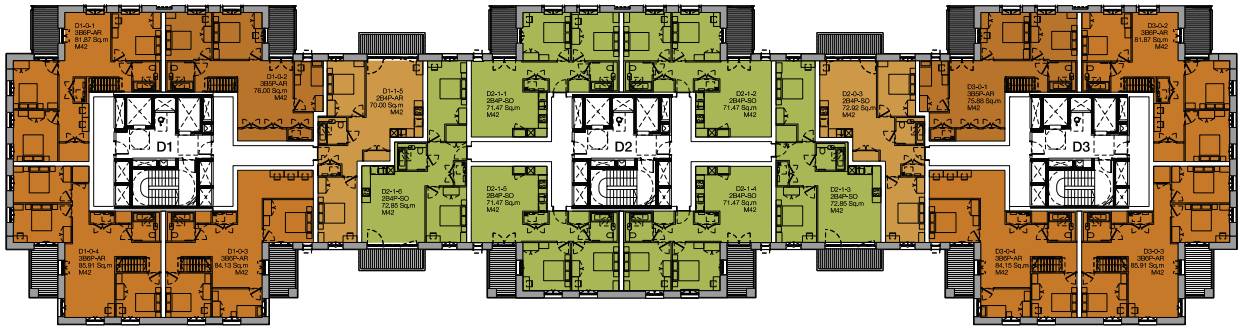
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PL1	For Planning	KN	SR	05.09.2025

Drawing Number 458-PTA-C-ZZ-DR-A-1300
Revision PL2

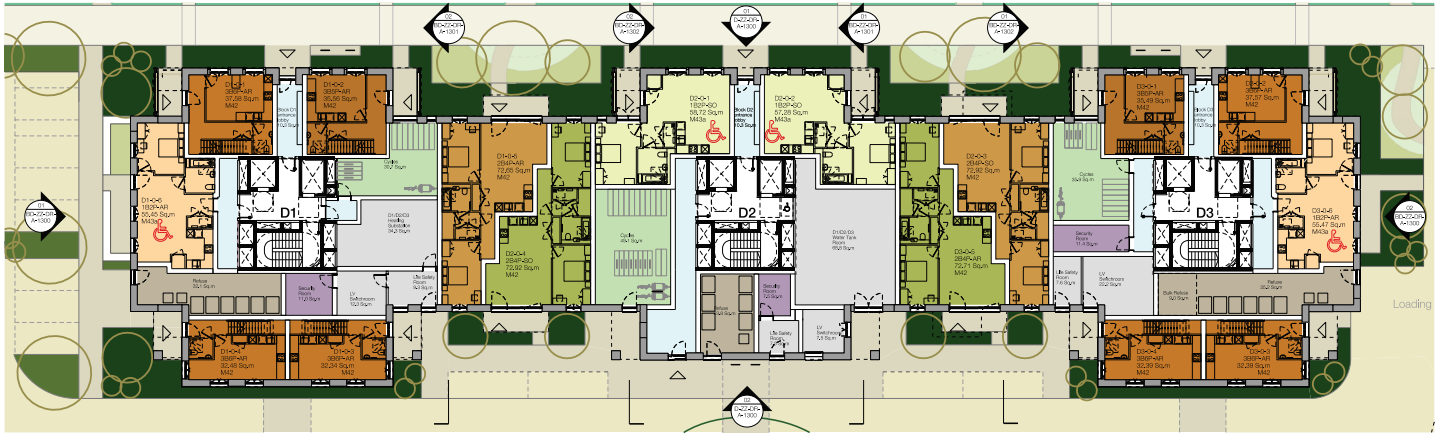
Status
S4 For Planning

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02 First Floor Plan
1:200



01 Ground Floor Plan
1:200

General Notes

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Site Boundary

Affordable Rent	Shared Ownership
Studio	Studio
1B2P	1B2P
2B3P	2B3P
2B4P	2B4P
3B4P	3B4P
3B5P	3B5P
3B6P	3B6P

Lobby/circulation
Refuse
Commercial
Plant
Workspace/makerspace
Security room
Cycle storage
Wheelchair apartment (M43a)

Key Plan



Scale 1:200 @ A1

0 1m 2m 3m 4m 5m 10m 15m

Issue Record	By	Chk	Date
PL2 For Planning	AS	SR	26.01.2026
PL1 For Planning	AS	SR	11.09.2025

Title
Building D1, D2, D3
General arrangement plan
Plans 1 of 3

Project
Trout Road

Scale
1:200 @ A1_L

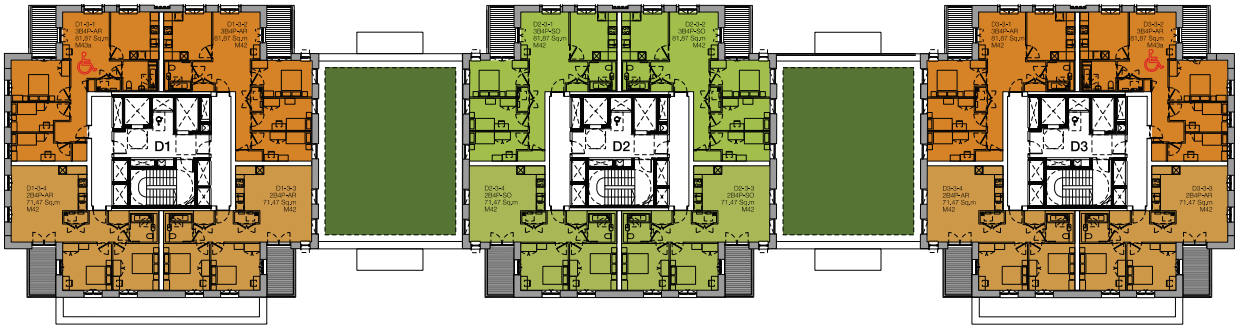
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Drawing Number
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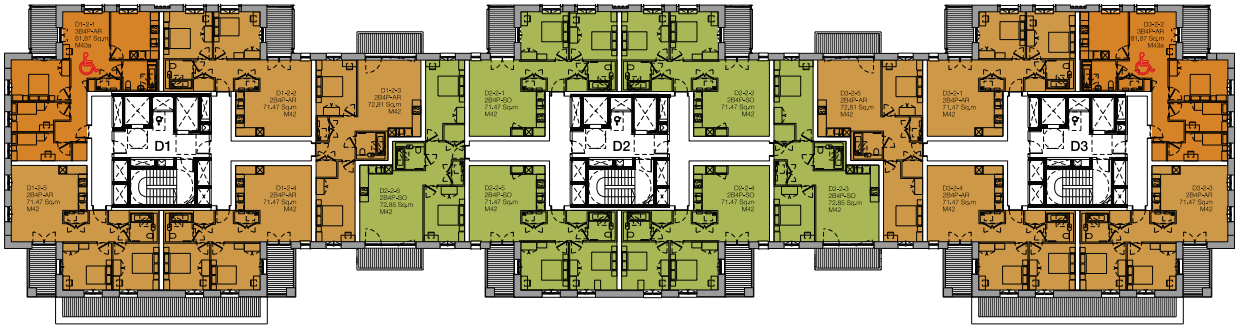
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02 Third Floor Plan
1:200



01 Second Floor Plan
1:200

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Site Boundary

Affordable Rent	Shared Ownership
Studio	Studio
1B2P	1B2P
2B3P	2B3P
2B4P	2B4P
3B4P	3B4P
3B5P	3B5P
3B6P	3B6P
Biodiverse roof	Biosolar roof

Wheelchair apartment (M43a)

Key Plan



Scale 1:200 @ A1

0 1m 2m 3m 4m 5m 10m 15m

Issue Record	By	Chk	Date
PL2 For Planning	AS	SR	26.01.2026
PL1 For Planning	AS	SR	11.09.2025

Title
Block D1, D2, D3
General arrangement plan
Plans 2 of 3

Project
Trout Road

Scale
1:200 @ A1_L

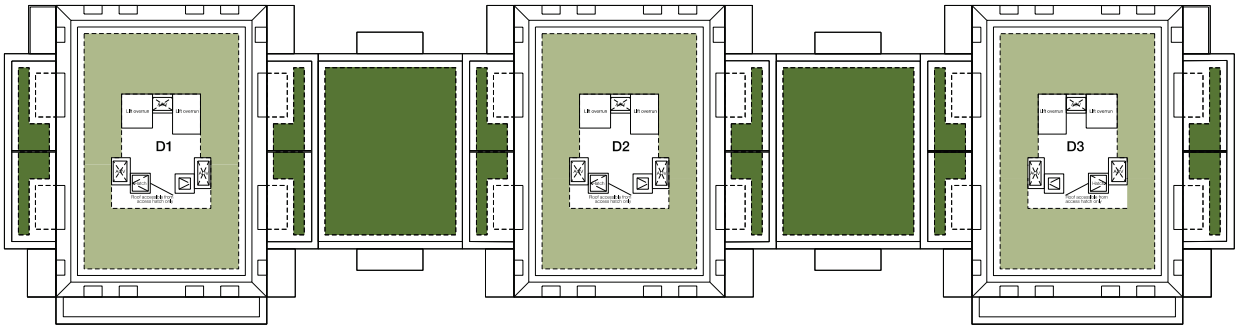
Status
S4 For Planning

Drawing Number
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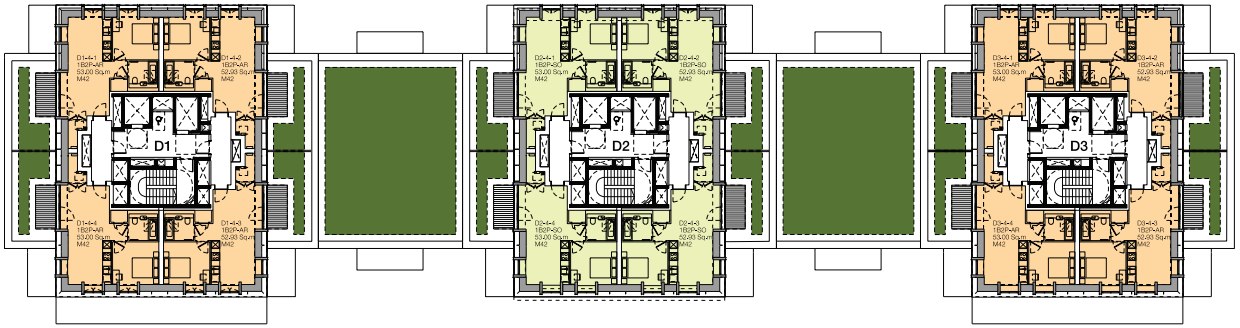
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02 Roof Floor Plan
1:200



01 Fourth Floor Plan
1:200

General Notes

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Site Boundary

Affordable Rent	Shared Ownership
Studio	Studio
1B2P	1B2P
2B3P	2B3P
2B4P	2B4P
3B4P	3B4P
3B5P	3B5P
3B6P	3B6P
Biodiverse roof	Biosolar roof

Key Plan



Scale 1:200 @ A1

0 1m 2m 3m 4m 5m 10m 15m

Issue Record	By	Chk	Date
PL2 For Planning	AS	SR	26.01.2026
PL1 For Planning	AS	SR	11.09.2025

Title
Block D1, D2, D3
General arrangement plan
Plans 3 of 3

Project
Trout Road

Scale
1:200 @ A1_L

Status
S4 For Planning

Drawing Number
458-PTA-D-ZZ-DR-A-1202

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01 North elevation



02 South elevation

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Material legend

A. White Brick
B. Red Brick Type 01
C. Red Brick Type 02
D. Red Brick Type 03
E. Red Brick Type 04
F. Buff Brick Type 01
G. Buff Brick Type 02
H. Buff Brick Type 03
J. Buff Brick Type 04
K. Buff Brick Type 05
L. Red Glazed Brick Type 01
M. Red Glazed Brick Type 02
N. Red Glazed Brick Type 03
P. Buff Glazed Brick Type 01
Q. Buff Glazed Brick Type 02
R. Buff Glazed Brick Type 03

1. Metal framed glazing
2. Metal framed doors
3. Metal t-picket balustrade
4. Metal picket balustrade
5. Perforated balustrade screen
6. Metal coping
7. Patterned mesh screen
8. Metal canopy
9. Metal pergola beam
10. Metal dormer window surround
11. Precast concrete column
12. GRC canopy
13. Precast concrete plinth
14. Curtain wall glazing
15. Metal cladding
16. Ribbed metal cladding
17. Diamond patterned metal rainscreen cadding
18. Spandrel with continuous vertical grilleover louvres
19. Juliet balcony guarding
20. Ribbed parapet detail
21. Louvered panels/cladding
22. Patterned mesh screen to residential entrance
23. Shopfront/workspace metal framed wirdows
24. Glazed canopy

Scale 1:200 @ A1

0 1m 2m 3m 4m 5m 10m 15m

Key Plan



Title
Building D1, D2, D3
North and South elevations

Project
Trout Road

Scale
1:200 @ A1 L

Issue Record

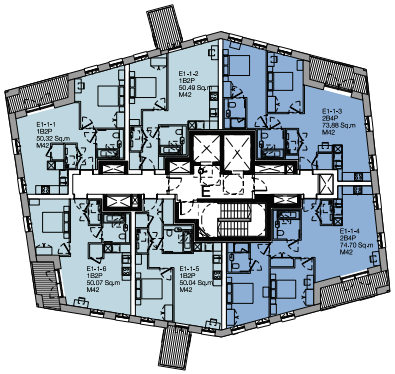
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PL1	For Planning	KN	SR	05.09.2025

Drawing Number 458-PTA-D-ZZ-DR-A-1300
Revision PL2

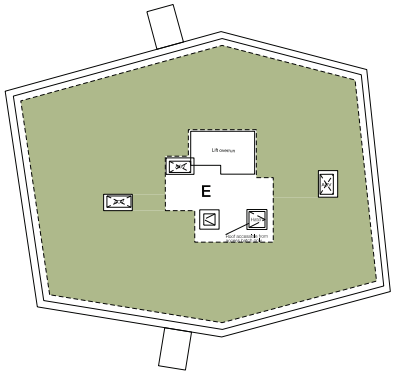
Status
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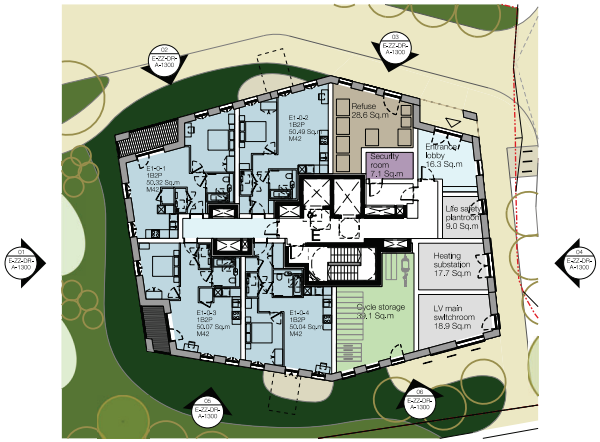
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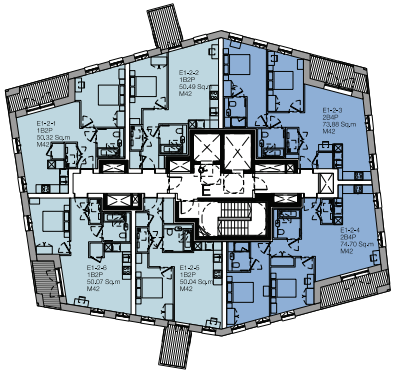
02 First Floor Plan
1:200



04 Roof Plan
1:200



01 Ground Floor Plan
1:200



03 Typical Floor Plan
1:200

General Notes

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Site Boundary

Private

- Studio
- 1B2P
- 2B3P
- 2B4P
- 3B4P
- 3B5P
- 3B6P

- Lobby/circulation
- Commercial
- Workspace/makerspace
- Cycle storage
- Biodiverse roof
- Biosolar roof
- Refuse
- Plant
- Security room

Key Plan



Scale 1:200 @ A1

0 1m 2m 3m 4m 5m 10m 15m

Issue Record	By	Chk	Date
PL2 For Planning	AS	SR	26.01.2026
PL1 For Planning	KN	SR	11.09.2025

Title
Building E
General arrangement plans

Project
Trout Road

Scale
1:200 @ A1_L

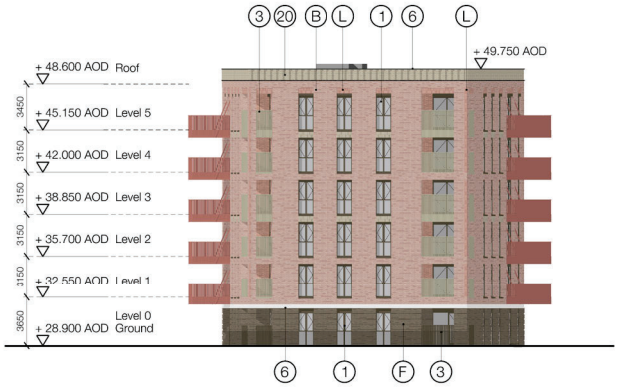
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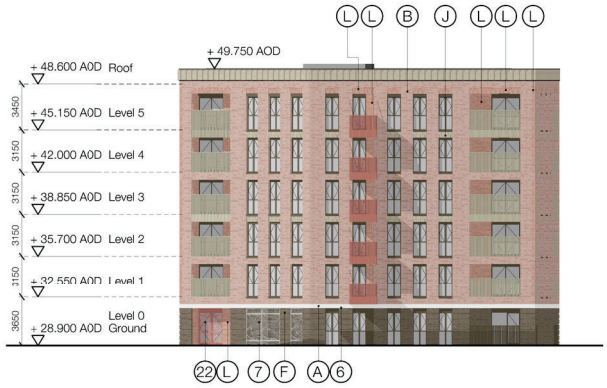
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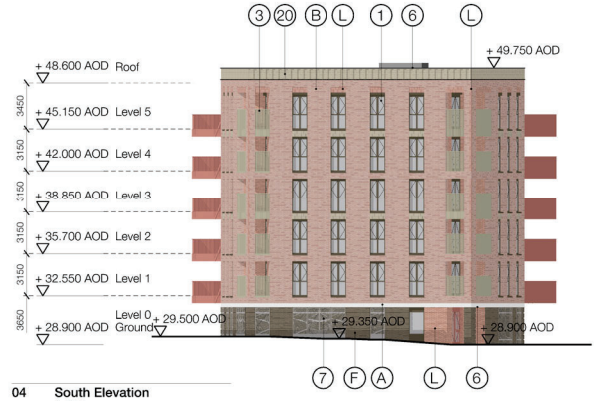
01 North Elevation
1:200



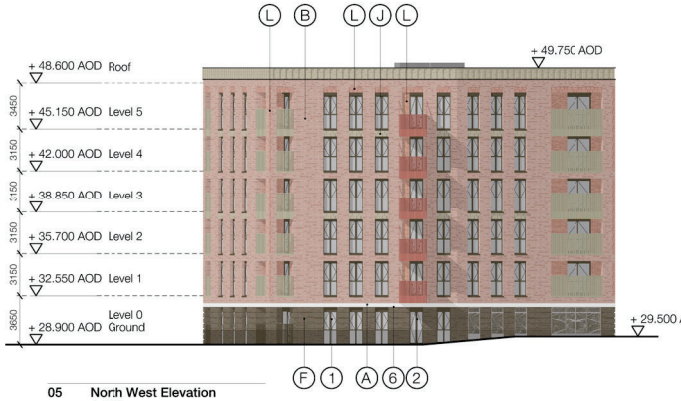
02 North-East Elevation
1:200



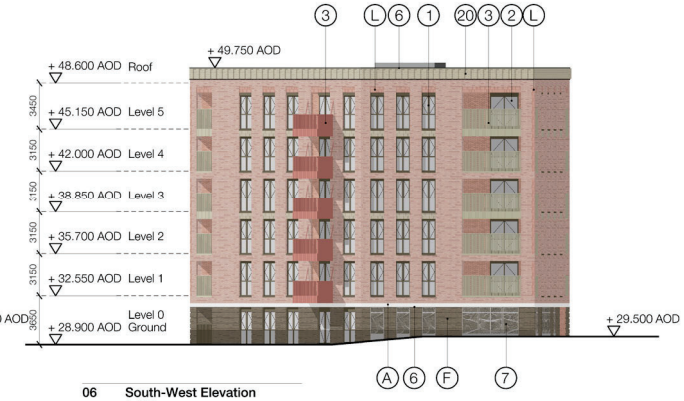
03 South East Elevation
1:200



04 South Elevation
1:200



05 North West Elevation
1:200



06 South-West Elevation
1:200

General Notes

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Material legend

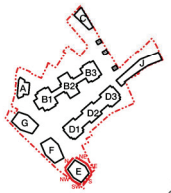
A. White Brick
B. Red Brick Type 01
C. Red Brick Type 02
D. Red Brick Type 03
E. Red Brick Type 04
F. Buff Brick Type 01
G. Buff Brick Type 02
H. Buff Brick Type 03
J. Buff Brick Type 04
K. Buff Brick Type 05
L. Red Glazed Brick Type 01
M. Red Glazed Brick Type 02
N. Red Glazed Brick Type 03
P. Buff Glazed Brick Type 01
Q. Buff Glazed Brick Type 02
R. Buff Glazed Brick Type 03

1. Metal framed glazing
2. Metal framed doors
3. Metal t-picket balustrade
4. Metal picket balustrade
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17. Diamond patterned metal rainscreen cadding
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19. Juliet balcony guarding
20. Ribbed parapet detail
21. Louvered panels
22. Patterned mesh screen to residential entrance
23. Shopfront/workspace metal framed wirdows
24. Glazed canopy

Scale 1:200 @ A1

0 1m 2m 3m 4m 5m 10m 15m

Key Plan



Title
Building E Elevations

Project
Trout Road

Scale
1:200 @ A1 L

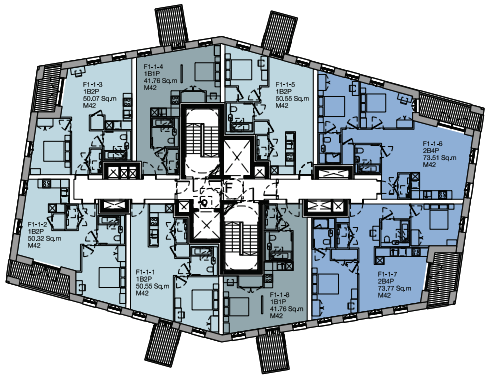
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PL1 For Planning	AS	SR	05.09.2025

Drawing Number 458-PTA-E-ZZ-DR-A-1300
Revision PL2

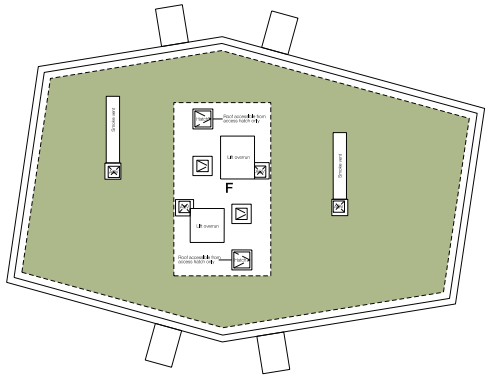
Status
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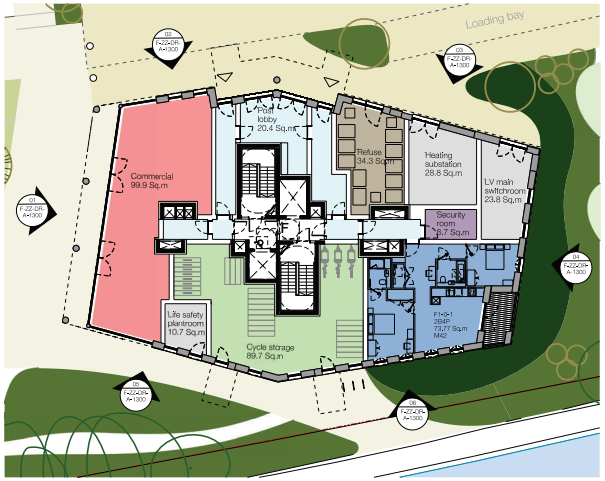
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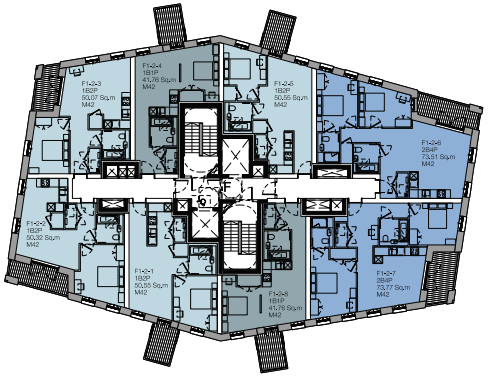
02 First Floor Plan
1:200



04 Roof Plan
1:200



01 Ground Floor Plan
1:200



03 Typical Floor Plan
1:200

General Notes

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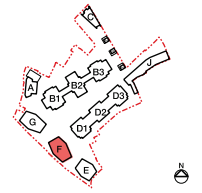
Site Boundary

Private

- Studio
- 1B2P
- 2B3P
- 2B4P
- 3B4P
- 3B5P
- 3B6P

- Lobby/circulation
- Commercial
- Workspace/makerspace
- Cycle storage
- Biosolar roof
- Refuse
- Plant
- Security room

Key Plan



Scale 1:200 @ A1

0 1m 2m 3m 4m 5m 10m 15m

Issue Record	By	Chk	Date
PL2 For Planning	AS	SR	26.01.2026
PL1 For Planning	KN	SR	11.09.2025

Title
Building F
General arrangement plans

Project
Trout Road

Scale
1:200 @ A1_L

Status
S4 For Planning

Drawing Number
458-PTA-F-ZZ-DR-A-1200

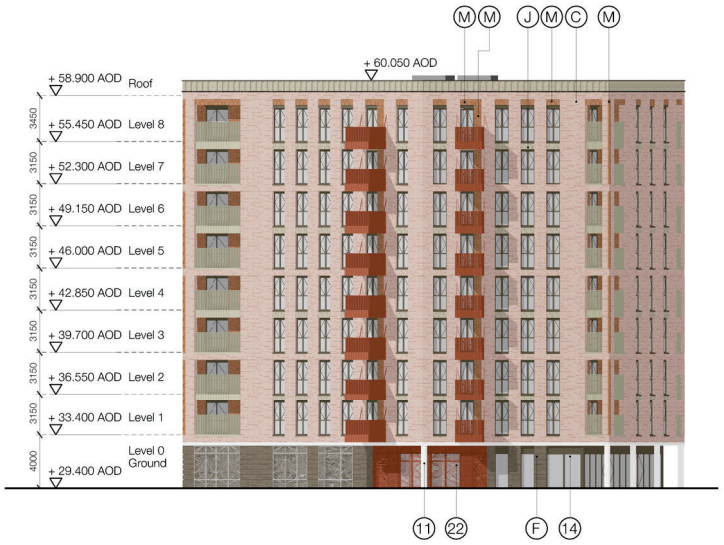
Revision
PL2

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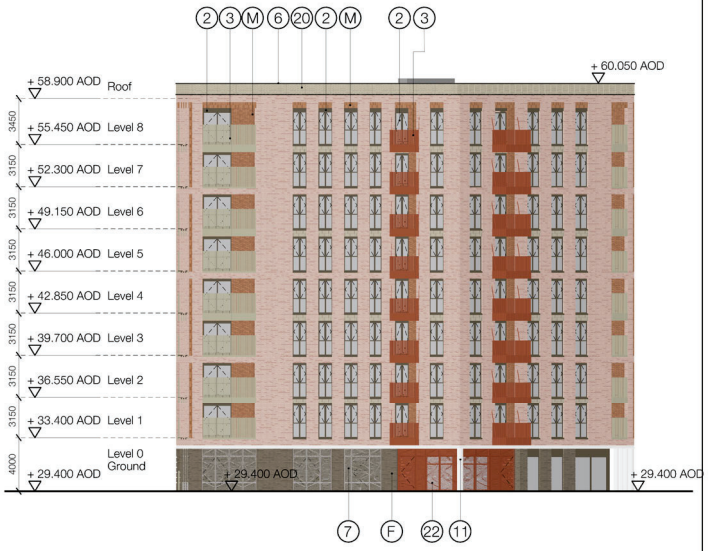
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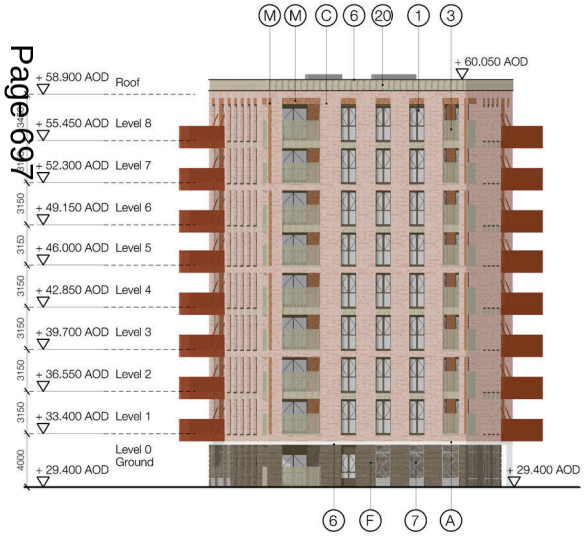
01 North Elevation
1:200



02 North-East Elevation
1:200



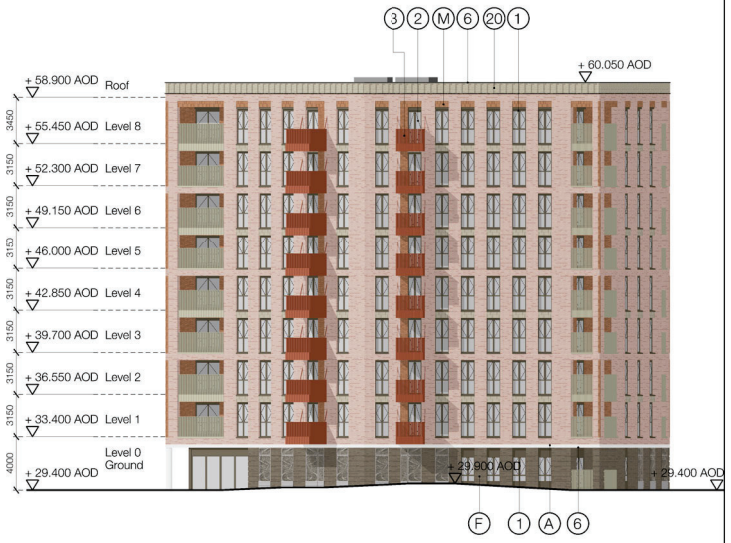
03 South East Elevation
1:200



04 South Elevation
1:200



05 North West Elevation
1:200



06 South-West Elevation
1:200

General Notes

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Material legend

A. White Brick
B. Red Brick Type 01
C. Red Brick Type 02
D. Red Brick Type 03
E. Red Brick Type 04
F. Buff Brick Type 01
G. Buff Brick Type 02
H. Buff Brick Type 03
J. Buff Brick Type 04
K. Buff Brick Type 05
L. Red Glazed Brick Type 01
M. Red Glazed Brick Type 02
N. Red Glazed Brick Type 03
P. Buff Glazed Brick Type 01
Q. Buff Glazed Brick Type 02
R. Buff Glazed Brick Type 03

1. Metal framed glazing
2. Metal framed doors
3. Metal t-picket balustrade
4. Metal picket balustrade
5. Perforated balustrade screen
6. Metal coping
7. Patterned mesh screen
8. Metal canopy
9. Metal pergola beam
10. Metal dormer window surround
11. Precast concrete column
12. GRC canopy
13. Precast concrete plinth
14. Curtain wall glazing
15. Metal cladding
16. Ribbed metal cladding
17. Diamond patterned metal rainscreen cadding
18. Spandrel with continuous vertical grilleover louvres
19. Juliet balcony guarding
20. Ribbed parapet detail
21. Louvered panels/cladding
22. Patterned mesh screen to residential entrance
23. Shopfront/workspace metal framed wirdows
24. Glazed canopy

Scale 1:200 @ A1

0 1m 2m 3m 4m 5m 10m 15m

Key Plan



Title
Buildling F Elevations

Project
Trout Road

Scale
1:200 @ A1 L

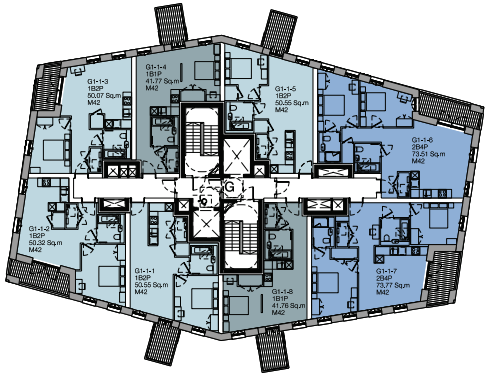
Issue Record	By	Chk	Date
PL2 For Planning	KN	SR	26.01.2026
PL1 For Planning	AS	SR	05.09.2025

Drawing Number 458-PTA-F-ZZ-DR-A-1300
Revision PL2

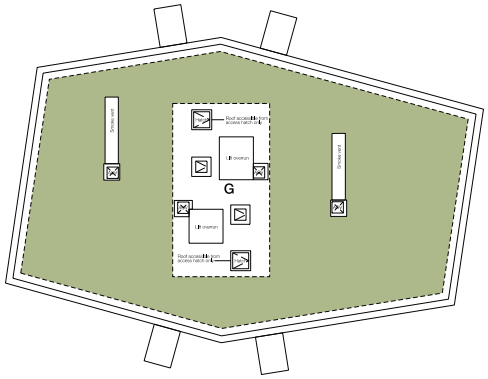
Status
S4 For Planning

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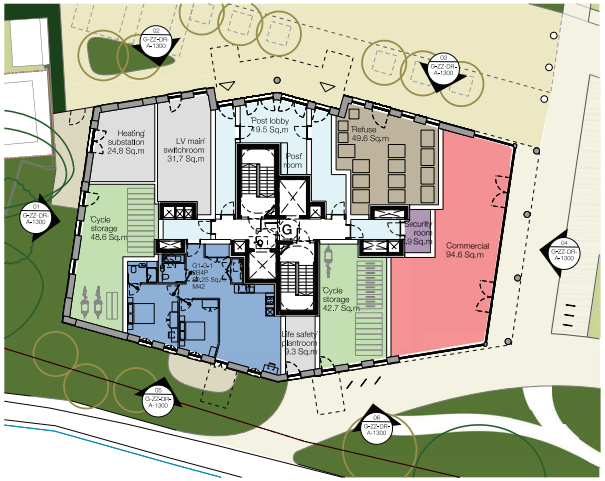
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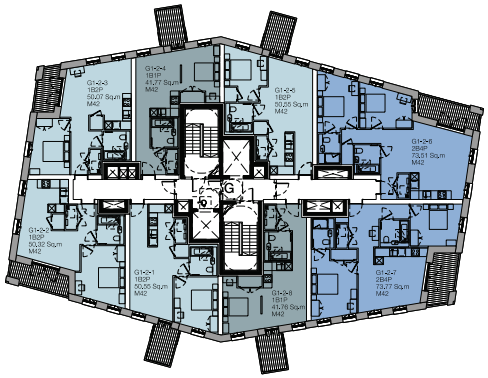
02 First Floor Plan
1:200



04 Roof Plan
1:200



01 Ground Floor Plan
1:200



03 Typical Floor Plan
1:200

General Notes

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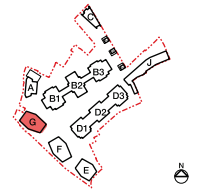
Site Boundary

Private

- Studio
- 1B2P
- 2B3P
- 2B4P
- 3B4P
- 3B5P
- 3B6P

- Lobby/circulation
- Commercial
- Workspace/makerspace
- Cycle storage
- Biosolar roof
- Refuse
- Plant
- Security room

Key Plan



Scale 1:200 @ A1

0 1m 2m 3m 4m 5m 10m 15m

Issue Record	By	Chk	Date
PL2 For Planning	AS	SR	26.01.2026
PL1 For Planning	KN	SR	11.09.2025

Title
Building G
General arrangement plans

Project
Trout Road

Scale
1:200 @ A1_L

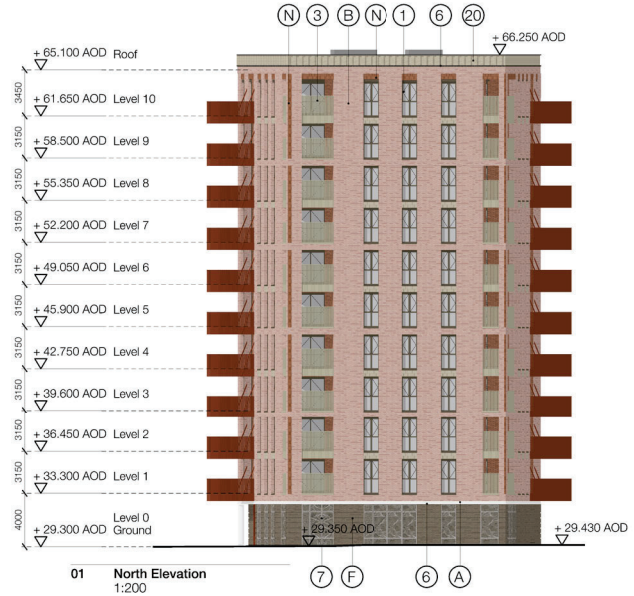
Status
S4 For Planning

Drawing Number
458-PTA-G-ZZ-DR-A-1200

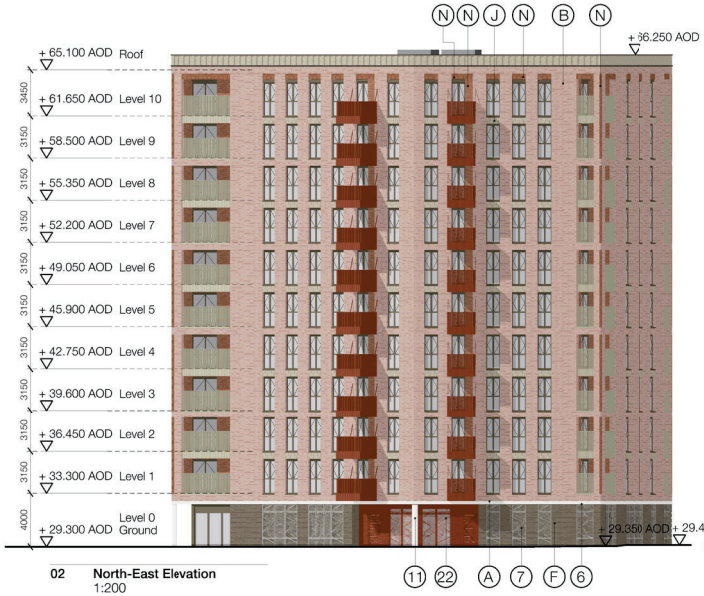
Revision
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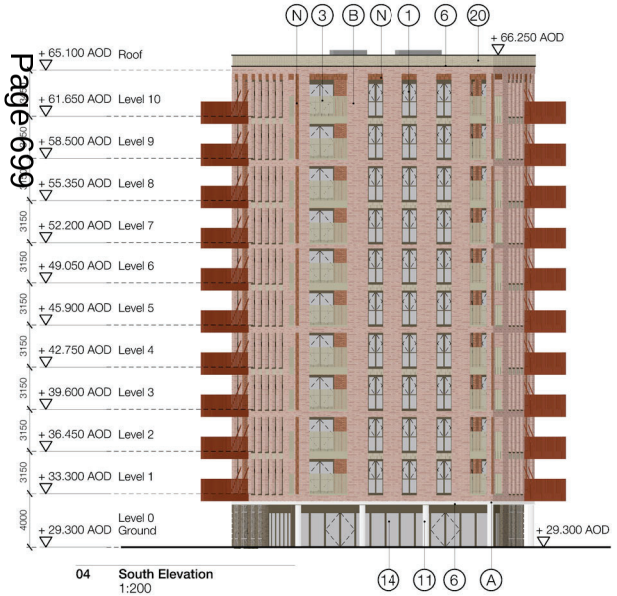
01 North Elevation
1:200



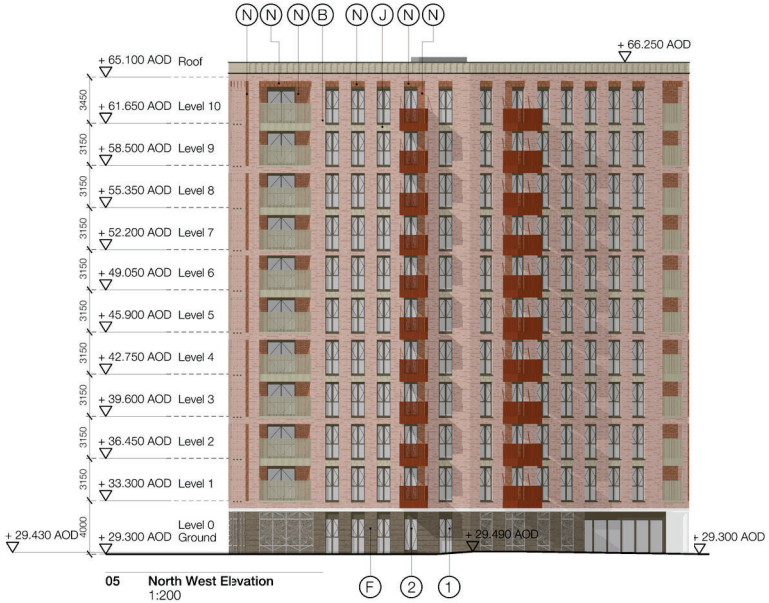
02 North-East Elevation
1:200



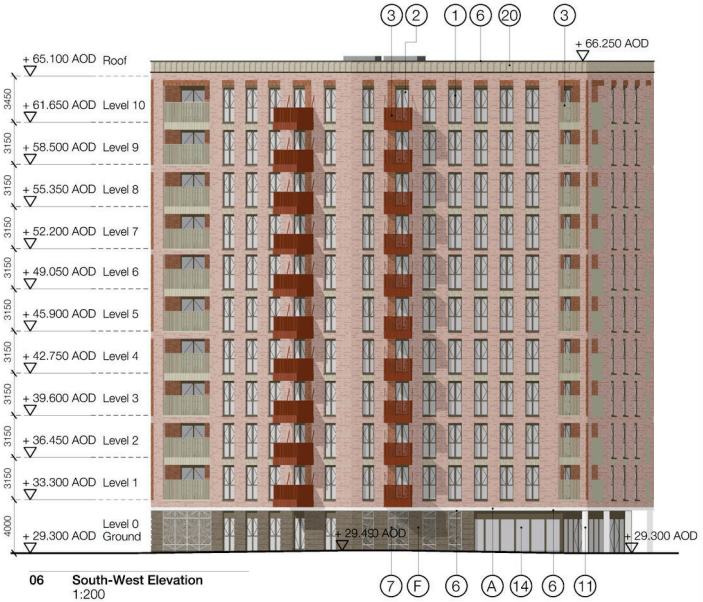
03 South East Elevation
1:200



04 South Elevation
1:200



05 North West Elevation
1:200



06 South-West Elevation
1:200

General Notes

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Material legend

A. White Brick
B. Red Brick Type 01
C. Red Brick Type 02
D. Red Brick Type 03
E. Red Brick Type 04
F. Buff Brick Type 01
G. Buff Brick Type 02
H. Buff Brick Type 03
J. Buff Brick Type 04
K. Buff Brick Type 05
L. Red Glazed Brick Type 01
M. Red Glazed Brick Type 02
N. Red Glazed Brick Type 03
P. Buff Glazed Brick Type 01
Q. Buff Glazed Brick Type 02
R. Buff Glazed Brick Type 03

1. Metal framed glazing
2. Metal framed doors
3. Metal t-picket balustrade
4. Metal picket balustrade
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6. Metal coping
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10. Metal dormer window surround
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19. Juliet balcony guarding
20. Ribbed parapet detail
21. Louvered panel/cladding
22. Patterned mesh screen to residential entrance
23. Shopfront/workspace metal framed wirdows
24. Glazed canopy

Scale 1:200 @ A1

0 1m 2m 3m 4m 5m 10m 15m

Key Plan



Title
Building G Elevations

Project
Trout Road

Scale
1:200 @ A1 L

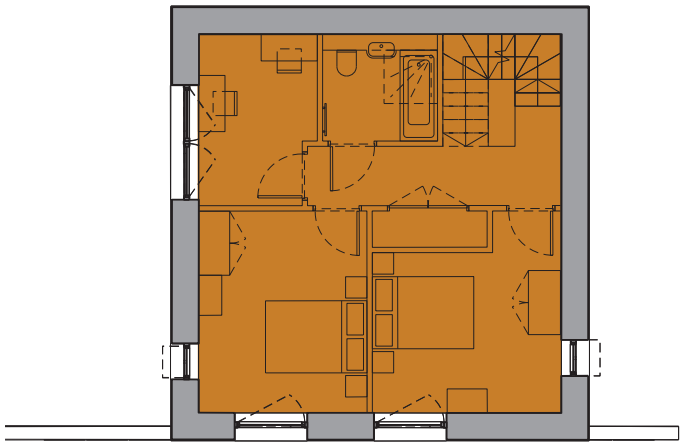
Issue Record	By	Chk	Date
PL2 For Planning	KN	SR	26.01.2026
PL1 For Planning	KN	SR	05.09.2025

Drawing Number 458-PTA-G-ZZ-DR-A-1300
Revision PL2

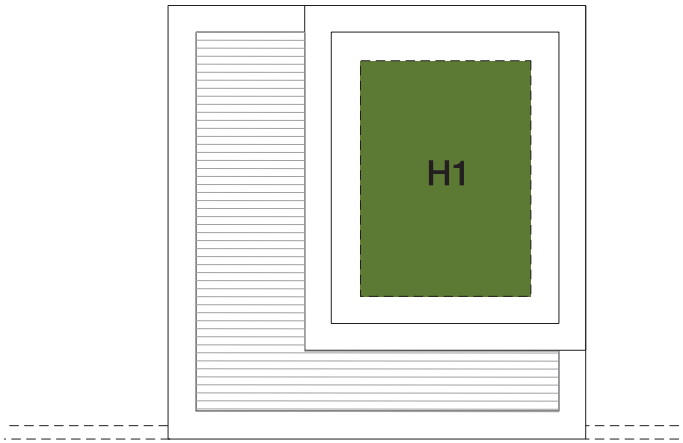
Status
S4 For Planning

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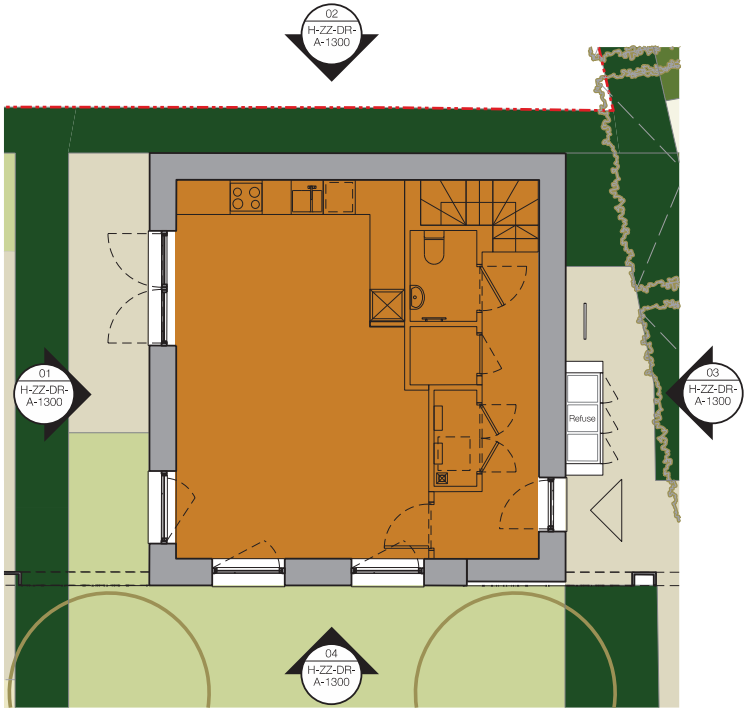
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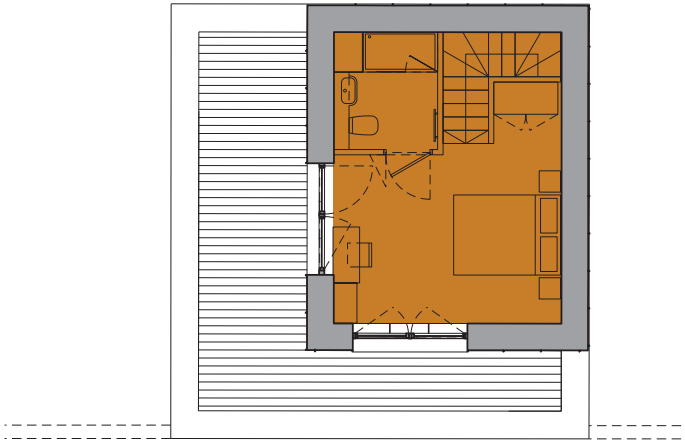
02 First Floor Plan
1:200



04 Roof Plan
1:200



01 Ground Floor Plan
1:200



03 Second Floor Plan
1:200

General Notes

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Key Plan

Site Boundary

Affordable Rent

3B6P

Biodiverse Roof

Key Plan



Issue Record	By	Chk	Date
PL1 For Planning	KN	SR	11.09.2025

Title
Houses H1,H2, and H3
General arrangement plans

Project
Trout Road

Scale
1:100 @ A3_L

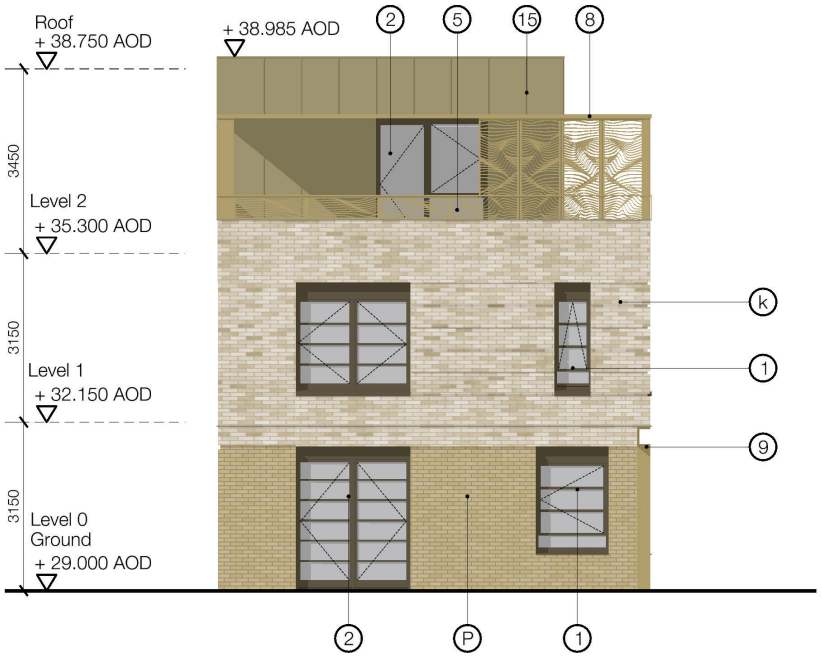
Status
S4 For Planning

Drawing Number
458-PTA-H-ZZ-DR-A-1200

Revision
PL1

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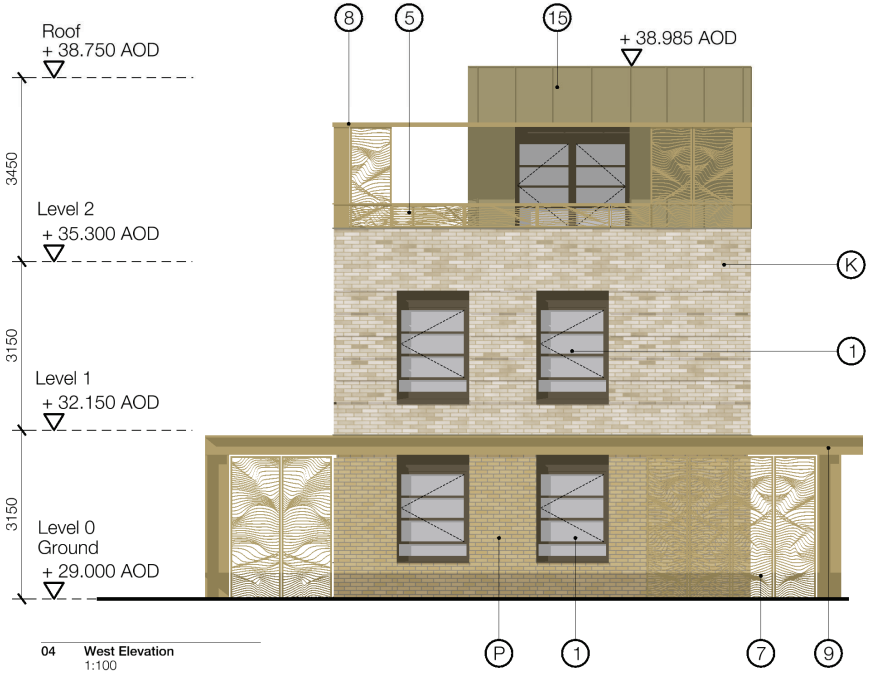
01 **North Elevation**
1:100



02 **East Elevation**
1:100



03 **South Elevation**
1:100



04 **West Elevation**
1:100

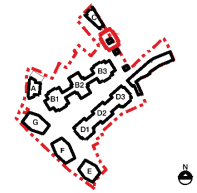
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Key Plan



Material legend

A. White Brick
B. Red Brick Type 01
C. Red Brick Type 02
D. Red Brick Type 03
E. Red Brick Type 04
F. Buff Brick Type 01
G. Buff Brick Type 02
H. Buff Brick Type 03
J. Buff Brick Type 04
K. Buff Brick Type 05
L. Red Glazed Brick Type 01
M. Red Glazed Brick Type 02
N. Red Glazed Brick Type 03
P. Buff Glazed Brick Type 01
Q. Buff Glazed Brick Type 02
R. Buff Glazed Brick Type 03

1. Metal framed glazing
2. Metal framed doors
3. Metal t-picket balustrade
4. Metal picket balustrade
5. Perforated balustrade screen
6. Metal coping
7. Patterned mesh screen
8. Metal canopy
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11. Precast concrete column
12. GRC canopy
13. Precast concrete plinth
14. Curtain wall glazing
15. Metal cladding
16. Ribbed metal cladding
17. Diamond patterned metal rainscreen cladding
18. Spandrel with continuous vertical grille over louvres
19. Juliet balcony guarding
20. Ribbed parapet detail
21. Louvered panels/cladding
22. Patterned mesh screen to residential entrance
23. Shopfront/workspace metal framed windows
24. Glazed canopy

Scale 1:100 @ A3

0 0.5m 1m 2m 4m

Issue Record	By	Chk	Date
PL1 For Planning	KN	SR	05.09.2025

Title
Houses H1,H2, and H3 Elevations

Project
Trout Road

Scale
1:100 @ A3_L

Status
S4 For Planning

Drawing Number
458-PTA-H-ZZ-DR-A-1300

Revision
PL1

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01 Ground Floor Plan
1:200

General Notes

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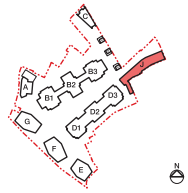
Contractors must ensure that cross referenced drawings and specifications noted on these drawings are checked on a regular basis to ensure that the latest revisions are used.

Site Boundary

Makerspace

- Lobby/circulation
- Refuse
- Commercial
- Plant
- Workspace/makerspace
- Cycle storage

Key Plan



Scale 1:200 @ A1

0 1m 2m 3m 4m 5m 10m 15m

Issue Record	By	Chk	Date
PL2 For Planning	KN	SR	26.01.2026
PL1 For Planning	KN	SR	11.06.2025

Title
Building J
Ground floor general arrangement plan
1 of 4

Project
Trout Road

Scale
1:200 @ A1_L

Status
S4 For Planning

Drawing Number 458-PTA-J-ZZ-DR-A-1200
Revision PL2

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01 First Floor Plan
1:200

General Notes

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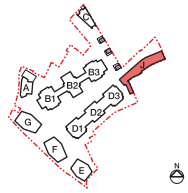
Contractors must ensure that cross referenced drawings and specifications noted on these drawings are checked on a regular basis to ensure that the latest revisions are used.

Site Boundary

Makerspace

- Lobby/circulation
- Refuse
- Commercial
- Plant
- Workspace/makerspace
- Biodiverse roof
- Cycle storage

Key Plan



Scale 1:200 @ A1

0 1m 2m 3m 4m 5m 10m 15m

Issue Record	By	Chk	Date
PL2 For Planning	KN	SR	26.01.2026
PL1 For Planning	KN	SR	11.06.2025

Title
Building J
Level 1 general arrangement plan
2 of 4

Project
Trout Road

Scale
1:200 @ A1_L

Status
S4 For Planning

Drawing Number 458-PTA-J-ZZ-DR-A-1201
Revision PL2

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01 Second Floor Plan
1:200

General Notes

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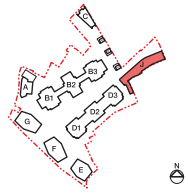
Contractors must ensure that cross referenced drawings and specifications noted on these drawings are checked on a regular basis to ensure that the latest revisions are used.

Site Boundary

Makerspace

- Lobby/circulation
- Refuse
- Commercial
- Plant
- Workspace/makerspace
- Biodiverse roof
- Cycle storage

Key Plan



Scale 1:200 @ A1

0 1m 2m 3m 4m 5m 10m 15m

Issue Record	By	Chk	Date
PL2 For Planning	KN	SR	26.01.2026
PL1 For Planning	KN	SR	11.06.2025

Title
Building J
Level 2 general arrangement plan
3 of 4

Project
Trout Road

Scale
1:200 @ A1_L

Status
S4 For Planning

Drawing Number
458-PTA-J-ZZ-DR-A-1202

Revision
PL2

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01 Roof Plan
1:200

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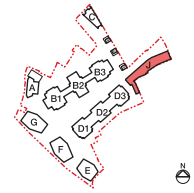
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Site Boundary

Makerspace

- Lobby/circulation
- Commercial
- Workspace/makerspace
- Cycle storage
- Refuse
- Plant
- Biodiverse roof

Key Plan



Scale 1:200 @ A1

0 1m 2m 3m 4m 5m 10m 15m

Issue Record	By	Chk	Date
PL2 For Planning	KN	SR	28.01.2026
PL1 For Planning	KN	SR	11.09.2025

Title
Building J
Roof General arrangement plan
4 of 4

Project
Trout Road

Scale
1:200 @ A1_L

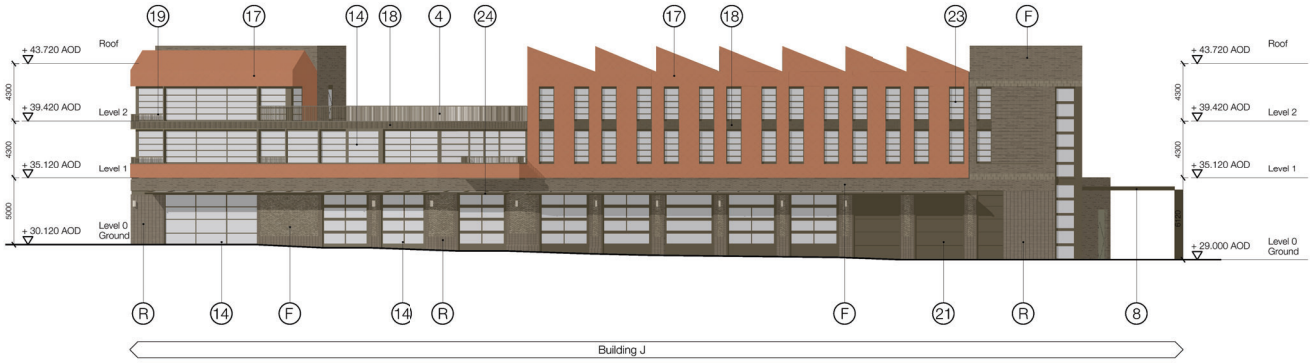
Status
S4 For Planning

Drawing Number
458-PTA-J-ZZ-DR-A-1203

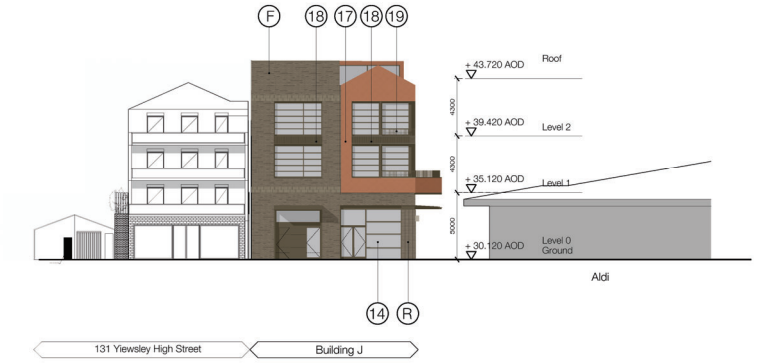
Revision
PL2

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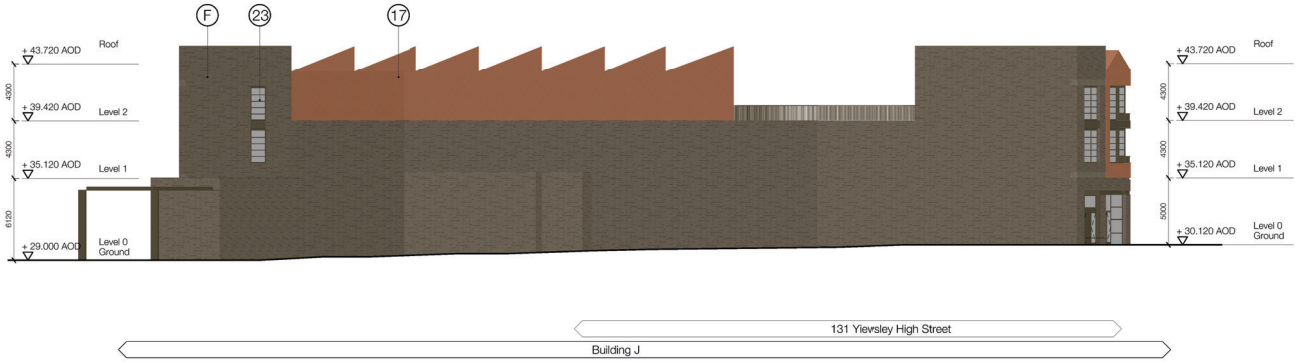
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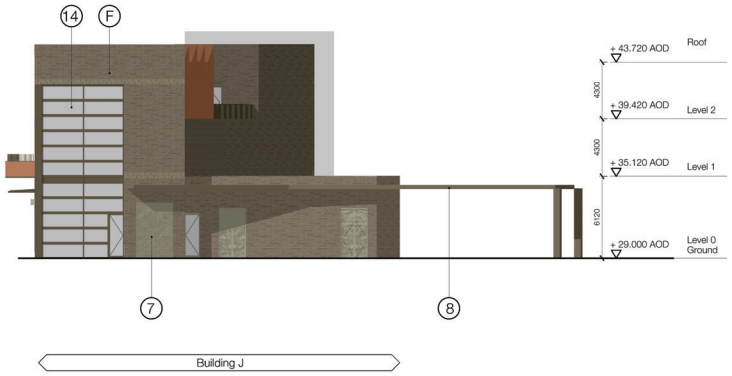
01 **North Elevation**
1:200



02 **East Elevation Yiewsley High Street**
1:200



03 **South Elevation**
1:200



04 **West Elevation**
1:200

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Material legend

A. White Brick
B. Red Brick Type 01
C. Red Brick Type 02
D. Red Brick Type 03
E. Red Brick Type 04
F. Buff Brick Type 01
G. Buff Brick Type 02
H. Buff Brick Type 03
J. Buff Brick Type 04
K. Buff Brick Type 05
L. Red Glazed Brick Type 01
M. Red Glazed Brick Type 02
N. Red Glazed Brick Type 03
P. Buff Glazed Brick Type 01
Q. Buff Glazed Brick Type 02
R. Buff Glazed Brick Type 03

1. Metal framed glazing
2. Metal framed doors
3. Metal t-picket balustrade
4. Metal picket balustrade
5. Perforated balustrade screen
6. Metal coping
7. Patterned mesh screen
8. Metal canopy
9. Metal pergola beam
10. Metal dormer window surround
11. Precast concrete column
12. GRC canopy
13. Precast concrete plinth
14. Curtain wall glazing
15. Metal cladding
16. Ribbed metal cladding
17. Diamond patterned metal rainscreen cadding
18. Spandrel with continuous vertical grilleover louvres
19. Juliet balcony guarding
20. Ribbed parapet detail
21. Louvered panels/cladding
22. Patterned mesh screen to residential entrance
23. Shopfront/workspace metal framed wirdows
24. Glazed canopy

Scale 1:200 @ A1
0 1m 2m 3m 4m 5m 10m 15m

Key Plan



Title
General arrangement elevation
Building J
North, east and west elevations

Project
Trout Road

Scale
1:200 @ A1 L

Issue Record	By	Chk	Date
PL3 For Planning	AS	SR	26.01.2026
PL2 For Planning	AS	SR	10.09.2025
PL1 For Planning	KN	SR	05.09.2025

Drawing Number 458-PTA-J-ZZ-DR-A-1300
Revision PL2

Status
S4 For Planning

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Key

- Site Boundary

Soft landscape

- Existing trees retained
- Proposed tree planting
- Ground cover, grasses and perennials
- Hedgerow
- Wildflowers and native groundcovers
- Amenity grass and play mounding
- SuDS water tolerant planting

Furniture

- Visitor cycle stands (2 spaces / stand)
- Benches
- Boulders
- Vehicular bollards

N

Scale 1:500 @ A1

0 5m 10m 20m 30m 40m

Issue Record		By	Chk	Date
PL3	For Planning	ZP	TS	26.01.2026
PL2	For Planning	TS		11.09.2025
PL1	For Planning	ZP	TS	05.08.2025

Title
Proposed masterplan landscape plan

Project
Trout Road

Scale
1:500 @ A1 1:1000 @ A3

Status
S4 - For Planning

Drawing Number
458-PTA-LA-00-DR-A-2000

Revision
PL3

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Drawing Notes

Legend

Site Boundary

Soft landscape

- Existing trees retained
- Proposed tree planting
- Groundcover, grasses and perennials
- Hedgerow
- Wildflowers and native groundcovers
- Amenity grass and play mounding
- SuDS water tolerant

Furniture

- Visitor cycle stands (2 spaces / stand)
- Benches
- Boulders
- Vehicular bollards

Hard landscape

- P1 Park - PCC, hoggin, cedec, gravel and play
- P2 Civic natural stone
- P3 Shared surface
- P4 Entrances and front gardens
- P5 Adoptable pavers
- P6 Grass paving (Ecoloc system)

Scale 1:200 @ A1

0 1m 2m 3m 4m 5m 10m 15m

Key Plan



Title

Ground floor landscape plan
1 of 4

Project

Trout Road

Scale

1:200 @ A1

Issue Record		By	Chk	Date
PL3	For Planning	ZP	TS	26.01.2026
PL2	For Planning	TS		11.09.2025
PL1	For Planning	ZP	TS	05.09.2025

Drawing Number 458-PTA-LA-00-DR-A-2200

Revision PL3

Status

S4 - For Planning

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Drawing Notes

Legend

Site Boundary

Soft landscape

- Existing trees retained
- Proposed tree planting
- Groundcover, grasses and perennials
- Hedgerow
- Wildflowers and native groundcovers
- Amenity grass and play mounding
- SuDS water tolerant

Furniture

- Visitor cycle stands (2 spaces / stand)
- Benches
- Boulders
- Vehicular bollards

Hard landscape

- P1 Park - PCC, hoggin, cedec, gravel and play
- P2 Civic natural stone
- P3 Shared surface
- P4 Entrances and front gardens
- P5 Adoptable pavers
- P6 Grass paving

Scale 1:200 @ A1

0 1m 2m 3m 4m 5m 10m 15m

Key Plan



Title
Ground floor landscape plan
2 of 4

Project
Trout Road

Scale
1:200 @ A1

Issue Record		By	Chk	Date
PL3	For Planning	ZP	TS	26.01.2026
PL2	For Planning	TS		11.09.2025
PL1	For Planning	ZP	TS	05.09.2025

Drawing Number 458-PTA-LA-00-DR-A-2201
Revision PL3

Status
S4 - For Planning

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Drawing Notes

Legend

Site Boundary

Soft landscape

- Existing trees retained
- Proposed tree planting
- Groundcover, grasses and perennials
- Hedgerow
- Wildflowers and native groundcovers
- Amenity grass and play mounding
- SuDS water tolerant

Furniture

- Visitor cycle stands (2 spaces / stand)
- Benches
- Boulders
- Vehicular bollards

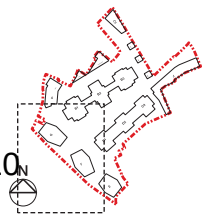
Hard landscape

- P1 Park - PCC, hoggin, cedec, gravel and play
- P2 Civic natural stone
- P3 Shared surface
- P4 Entrances and front gardens
- P5 Adoptable pavers
- P6 Grass paving (reinforced turf)

Scale 1:200 @ A1

0 1m 2m 3m 4m 5m 10m 15m

Key Plan



Title

Ground floor landscape plan
3 of 4

Project

Trout Road

Scale

1:200 @ A1

Issue Record		By	Chk	Date
PL3	For Planning	ZP	TS	26.01.2026
PL2	For Planning	TS		11.09.2025
PL1	For Planning	ZP	TS	05.09.2025

Drawing Number 458-PTA-LA-00-DR-A-2202

Revision PL3

Status

S4 - For Planning

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Drawing Notes

Legend

Site Boundary

Soft landscape

Existing trees retained
Proposed tree planting
Groundcover, grasses and perennials
Hedgerow
Wildflowers and native groundcovers
Amenity grass and play mounding
SuDS water tolerant

Furniture

Visitor cycle stands (2 spaces / stand)
Benches
Boulders
Vehicular bollards

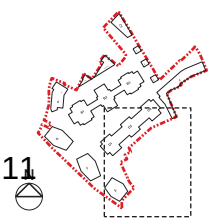
Hard landscape

P1 Park - PCC, hoggin, cedec, gravel and play
P2 Civic natural stone
P3 Shared surface
P4 Entrances and front gardens
P5 Adoptable pavers
P6 Grass paving

Scale 1:200 @ A1

0 1m 2m 3m 4m 5m 10m 15m

Key Plan



Title
Ground floor landscape plan
4 of 4

Project
Trout Road

Scale
1:200 @ A1

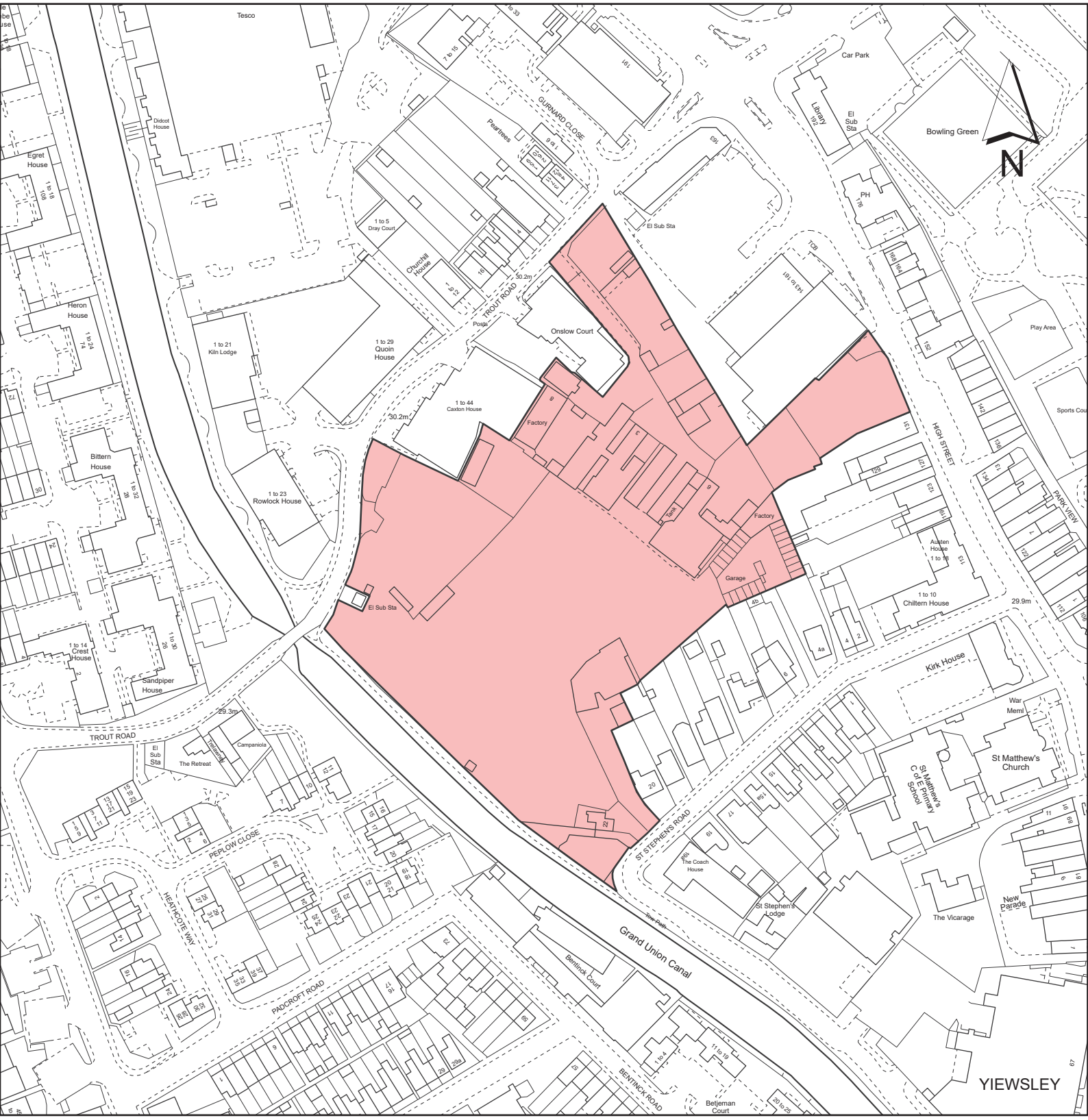
Issue Record		By	Chk	Date
PL3	For Planning	ZP	TS	26.01.2026
PL2	For Planning	TS		11.09.2025
PL1	For Planning	ZP	TS	05.09.2025

Drawing Number 458-PTA-LA-00-DR-A-2203
Revision PL3

Status
S4 - For Planning

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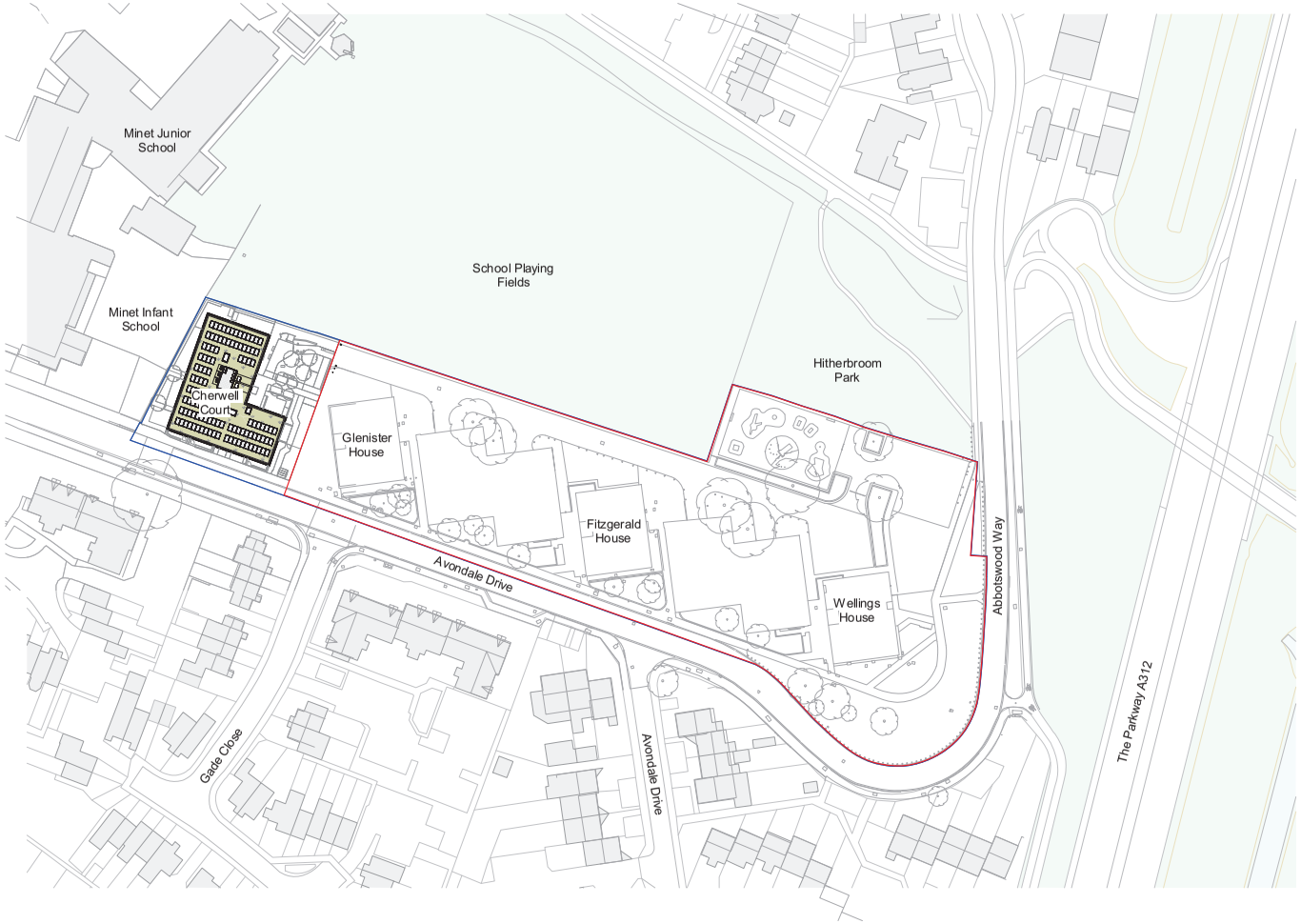
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KEY :	ADDRESS :	
Site Boundary	RAINBOW AND KIRBY	**LONDON BOROUGH OF HILLINGDON** **RESIDENTS SERVICES PLANNING SECTION** **CIVIC CENTRE, UXBRIDGE, UB8 1UW**
DISCLAIIMER : For identification purposes only This copy has been made by or with the authority 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 : 38058/APP/2025/2613	SCALE : 1:1,250
	PLANNING COMMITTEE :	DATE : APRIL 2026

Report of the Head of Development Management and Building Control

Address:	AVONDALE DRIVE, HAYES
Development:	Reserved Matters Application (Access, Appearance, Landscaping, Layout and Scale) pursuant to Condition 1 of Application ref: 76551/APP/2025/2861 (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/2025/3242



Outline Planning Application Boundary
Reserved Matters Application Boundary

0m 25m 50m 75m

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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 (Midelmarch Environmental);
12124_12125_001 - Utility Survey (ND Oliver & Co); Avondale Drive-Existing level survey of future development areas (MB Modebest)

Rev	Date	Description
P1	18-12-25	First Issue

Dwn	Ckd
BC	YW

Drawn	BC
Checked	YW
Date	Nov 2025
Scale @ A3	1 : 1250

Avondale Drive

Site Location Plan

Project	Origin	Zone	Level	Type	Role	Number
AVD-	PRP -	ZZ -	00 -	GA -	A -	20500

Revision: P1 - STAGE ISSUE
Status: S4 - PLANNING

PRP



LEGEND

- Existing vegetation; refer to arboricultural report for details
- Proposed tree; clear stem
- Proposed tree; multi-stem
- Proposed evergreen hedging
- Flowering rain garden
- Proposed planting
- Proposed amenity grass/lawn
- Proposed species-rich meadow
- Proposed green roof
- Proposed brown roof
- Proposed macadam pavement
- Proposed block paving to vehicle entrances; colour - grey
- Proposed block paving to entrances & public realm; colour - Burnt Ochre
- Proposed flag paving to private terraces; colour - grey
- Proposed wetpour tarmac surfacing
- Proposed resin bound aggregate pathways
- Proposed feature set paving

1 Proposed seating area
2 Proposed picnic tables
3 Proposed play equipment
4 Proposed natural/play on the way features
5 Proposed stepping stone features in play area
6 Proposed cycle stands
7 Proposed green wall; climbers in ground on tensioned wire system or twinned to railings

0 1 2 5 10m
Scale in metres

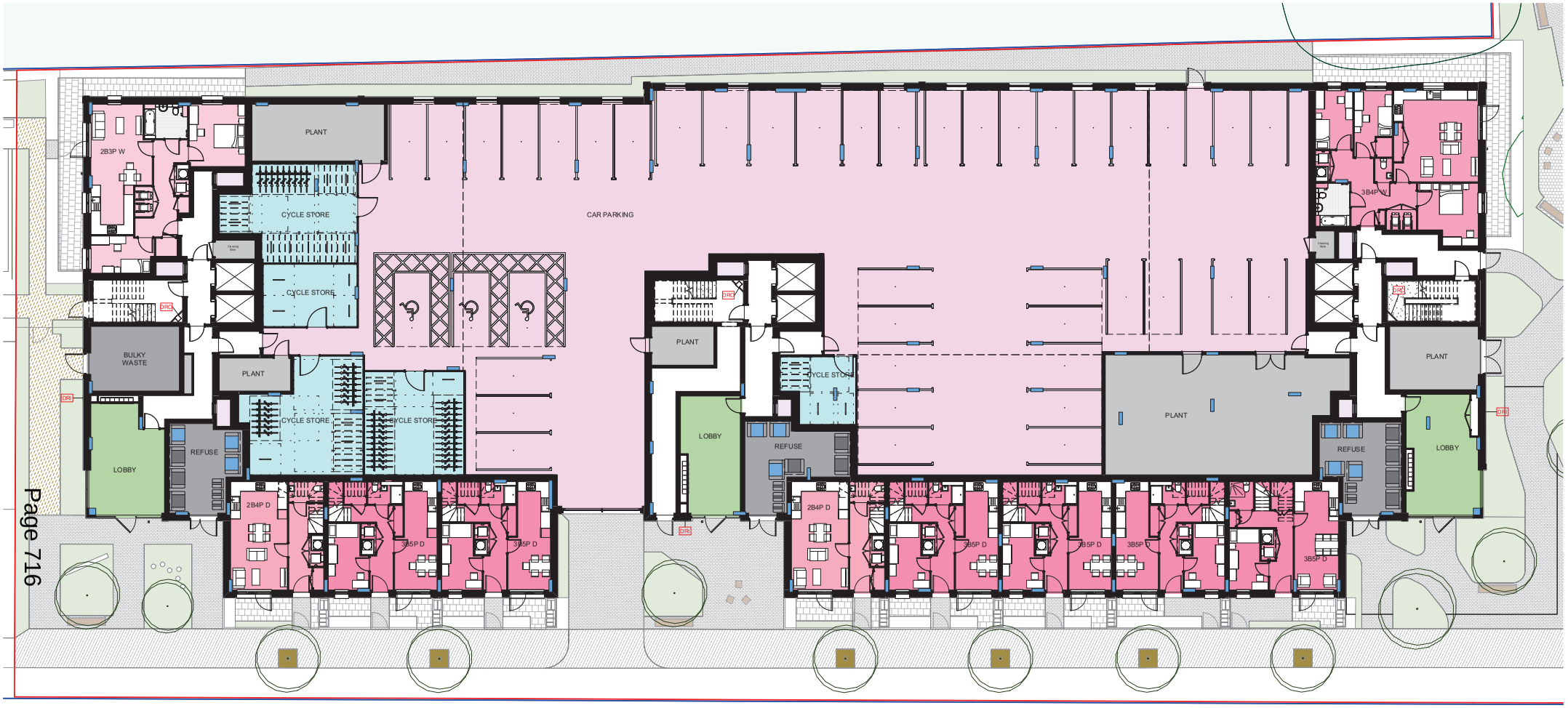
Rev	Date	Description	Drn	Chk
P02	04.12.25	Design development	ML	AF
P01	23.10.25	First Issue	ML	AF

Project: Avondale Drive, Hayes
Client: Higgins Partnerships
Date: October 2025
Scale: 1:250 At A0
Drawing No: AVD-LLA-ZZ-ZZ-GA-L01-S002
Revision: P02
Suitability: S3
Project No: 2640 A2

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LIZ LAKE ASSOCIATES
LANDSCAPE ARCHITECTS



Page 716

Legend

- 2B3P W
- 2B4P D
- 3B4P W
- 3B5P D
- CAR PARKING
- CYCLE STORE
- LOBBY
- NAT SMOKE VENT
- REFUSE
- SERVICING AND PLANT
- STRUCTURAL COLUMN

0m 2.5m 5m 7.5m 10m

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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	18-12-25	First Issue

Dwn	Chd
BC	YW

Drawn	BC
Checked	YW
Date	Nov 2025
Scale @ A1	1 : 125

Avondale Drive

Phase 2 - Ground Floor Plan

Project	Origin	Zone	Level	Type	Role	Number
AVD -	PRP -	02 -	00 -	GA -	A -	20800

Revision: **P1 - STAGE ISSUE**

Status: **S4 - PLANNING**

PRP



Legend

- 1B2P
- 1B2P W
- 2B3P
- 2B3P W
- 2B4P
- 2B4P D
- 3B5P
- 3B5P D
- NAT SMOKE VENT
- SERVICING AND PLANT
- STRUCTURAL COLUMN

0m 2.5m 5m 7.5m 10m

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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	18-12-25	First Issue
P2	23-01-26	Block B and D Level 1 3B layout update

Dwn	Chd
BC	YW
YW	YW

Drawn	BC
Checked	YW
Date	Nov 2025
Scale @ A1	1 : 125

Avondale Drive

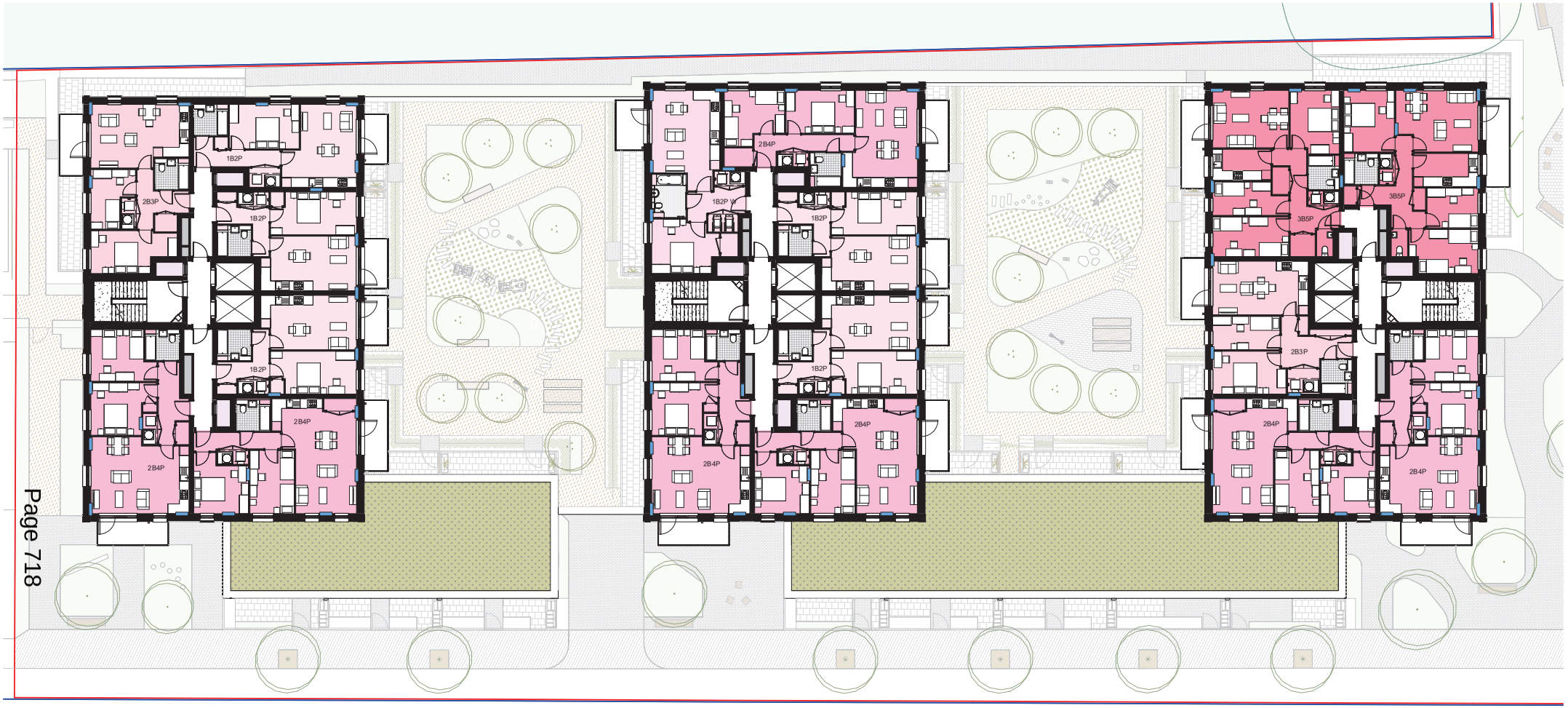
Phase 2 - Level 01 Plan

Project	Origin	Zone	Level	Type	Role	Number
AVD -	PRP -	02 -	01 -	GA -	A -	20801

Revision: **P2 - STAGE ISSUE**

Status: **S4 - PLANNING**

PRP



Legend

- 1B2P
- 1B2P W
- 2B3P
- 2B4P
- 3B5P
- NAT SMOKE VENT
- SERVICING AND PLANT
- STRUCTURAL COLUMN

0m 2.5m 5m 7.5m 10m

CDM REGULATIONS 2015. All current drawings and specifications for the project must be read in conjunction with the Designer's Hazard and Environment Assessment Record. All intellectual property rights reserved.

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	18-12-25	First Issue

Dwn	Chd
BC	YW

Drawn	BC
Checked	YW
Date	Nov 2025
Scale @ A1	1 : 125

Avondale Drive

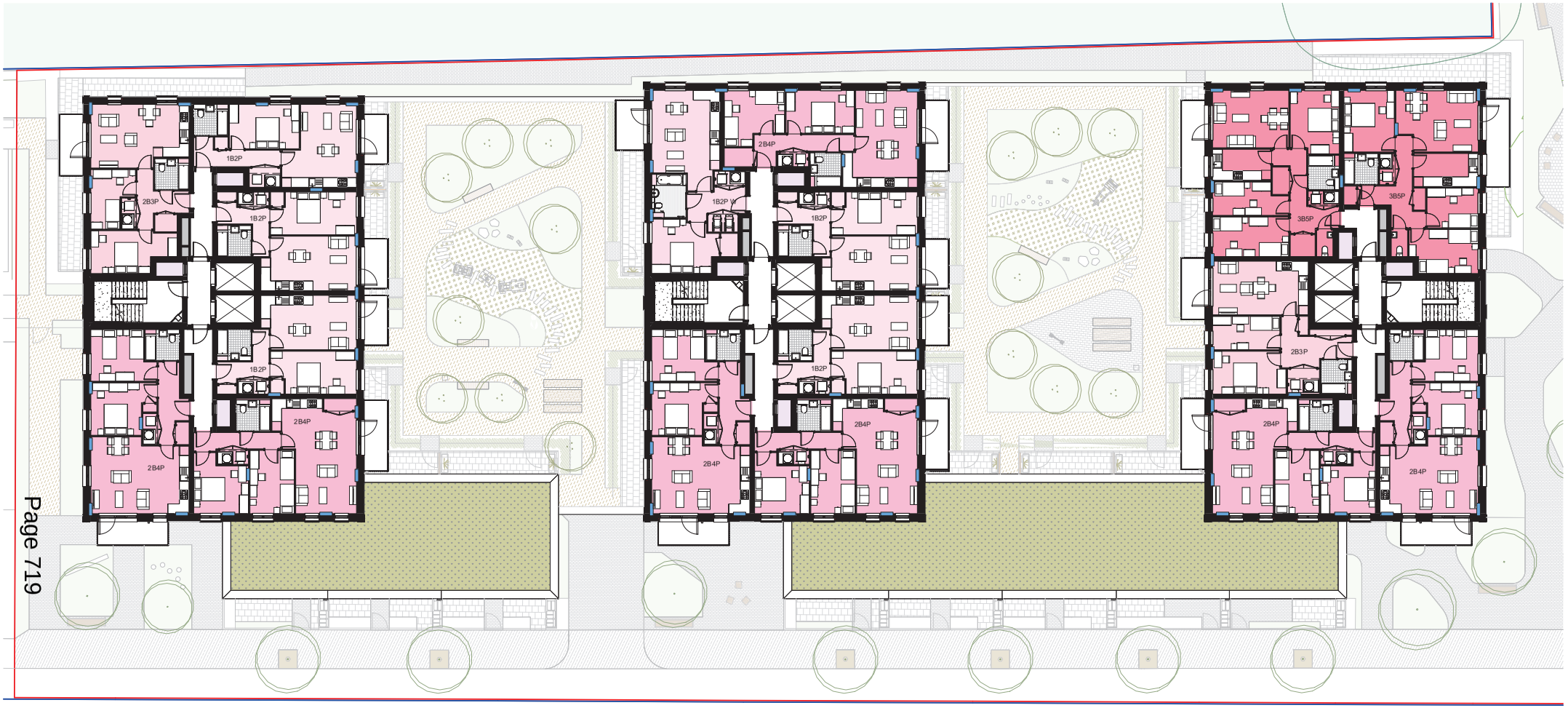
Phase 2 - Level 02 Plan

Project	Origin	Zone	Level	Type	Role	Number
AVD -	PRP -	02 -	02 -	GA -	A -	20802

Revision: P1 - STAGE ISSUE

Status: S4 - PLANNING

PRP



Legend

- 1B2P
- 1B2P W
- 2B3P
- 2B4P
- 3B5P
- NAT SMOKE VENT
- SERVICING AND PLANT
- STRUCTURAL COLUMN

0m 2.5m 5m 7.5m 10m

CDM REGULATIONS 2015. All current drawings and specifications for the project must be read in conjunction with the Designer's Hazard and Environment Assessment Record. All intellectual property rights reserved.

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	18-12-25	First Issue

Dwn	Chd
BC	YW

Drawn	BC
Checked	YW
Date	Nov 2025
Scale @ A1	1 : 125

Avondale Drive

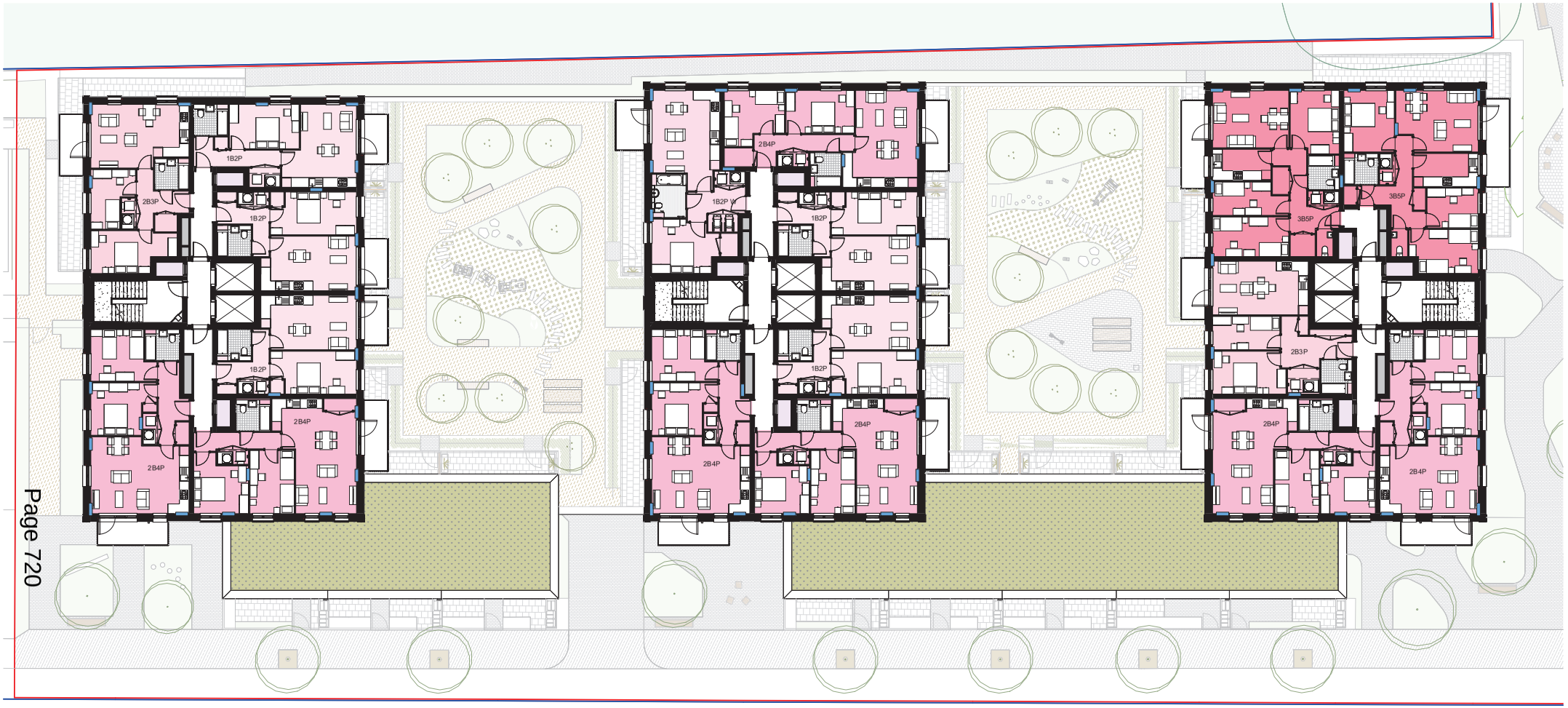
Phase 2 - Level 03 Plan

Project	Origin	Zone	Level	Type	Role	Number
AVD -	PRP -	02 -	03 -	GA -	A -	20803

Revision: P1 - STAGE ISSUE

Status: S4 - PLANNING

PRP



Legend

- 1B2P
- 1B2P W
- 2B3P
- 2B4P
- 3B5P
- NAT SMOKE VENT
- SERVICING AND PLANT
- STRUCTURAL COLUMN

0m 2.5m 5m 7.5m 10m

CDM REGULATIONS 2015. All current drawings and specifications for the project must be read in conjunction with the Designer's Hazard and Environment Assessment Record. All intellectual property rights reserved.

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	18-12-25	First Issue

Dwn	Chd
BC	YW

Drawn	BC
Checked	YW
Date	Nov 2025
Scale @ A1	1 : 125

Avondale Drive

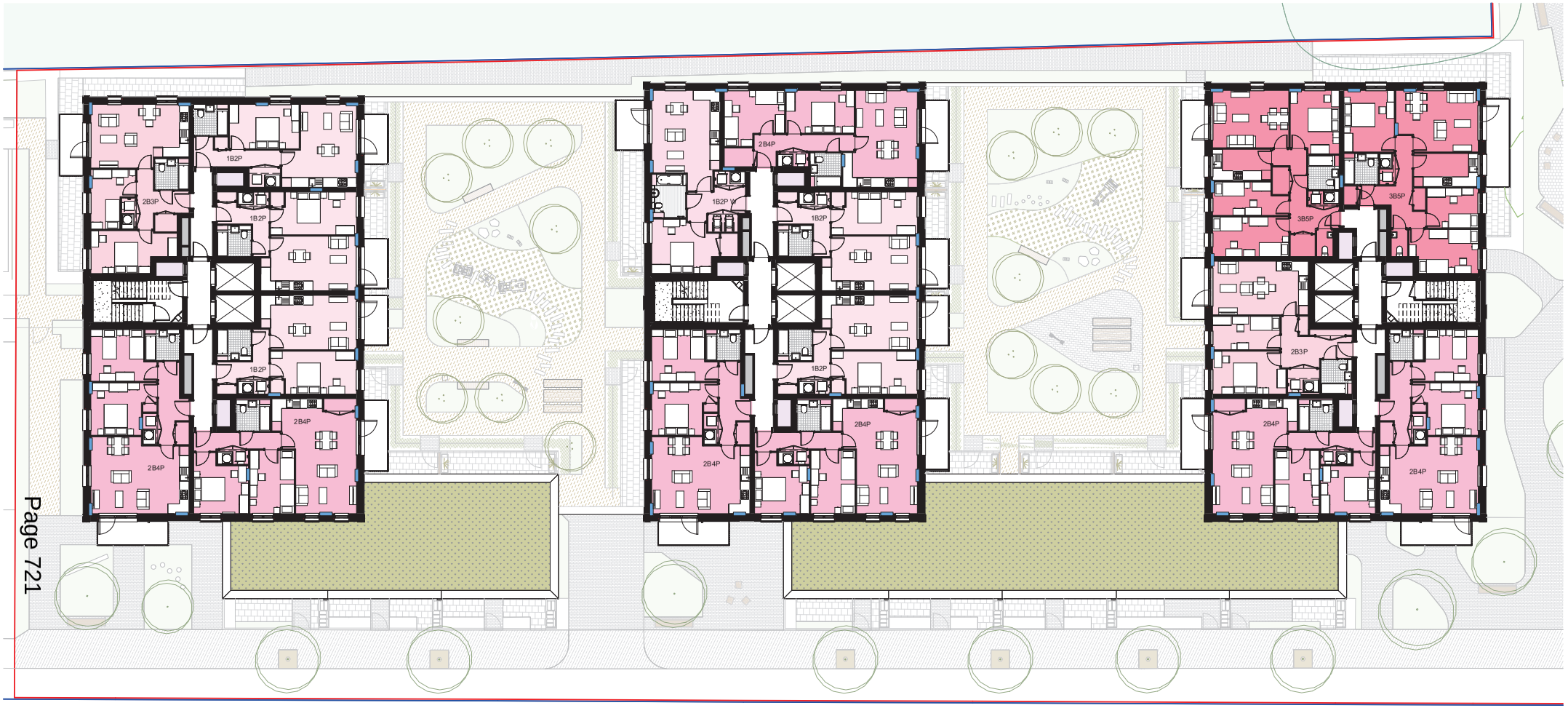
Phase 2 - Level 04 Plan

Project	Origin	Zone	Level	Type	Role	Number
AVD -	PRP -	02 -	04 -	GA -	A -	20804

Revision: **P1 - STAGE ISSUE**

Status: **S4 - PLANNING**

PRP



Legend

- 1B2P
- 1B2P W
- 2B3P
- 2B4P
- 3B5P
- NAT SMOKE VENT
- SERVICING AND PLANT
- STRUCTURAL COLUMN

0m 2.5m 5m 7.5m 10m

CDM REGULATIONS 2015. All current drawings and specifications for the project must be read in conjunction with the Designer's Hazard and Environment Assessment Record. All intellectual property rights reserved.

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	18-12-25	First Issue

Dwn	Chd
BC	YW

Drawn	BC
Checked	YW
Date	Nov 2025
Scale @ A1	1 : 125

Avondale Drive

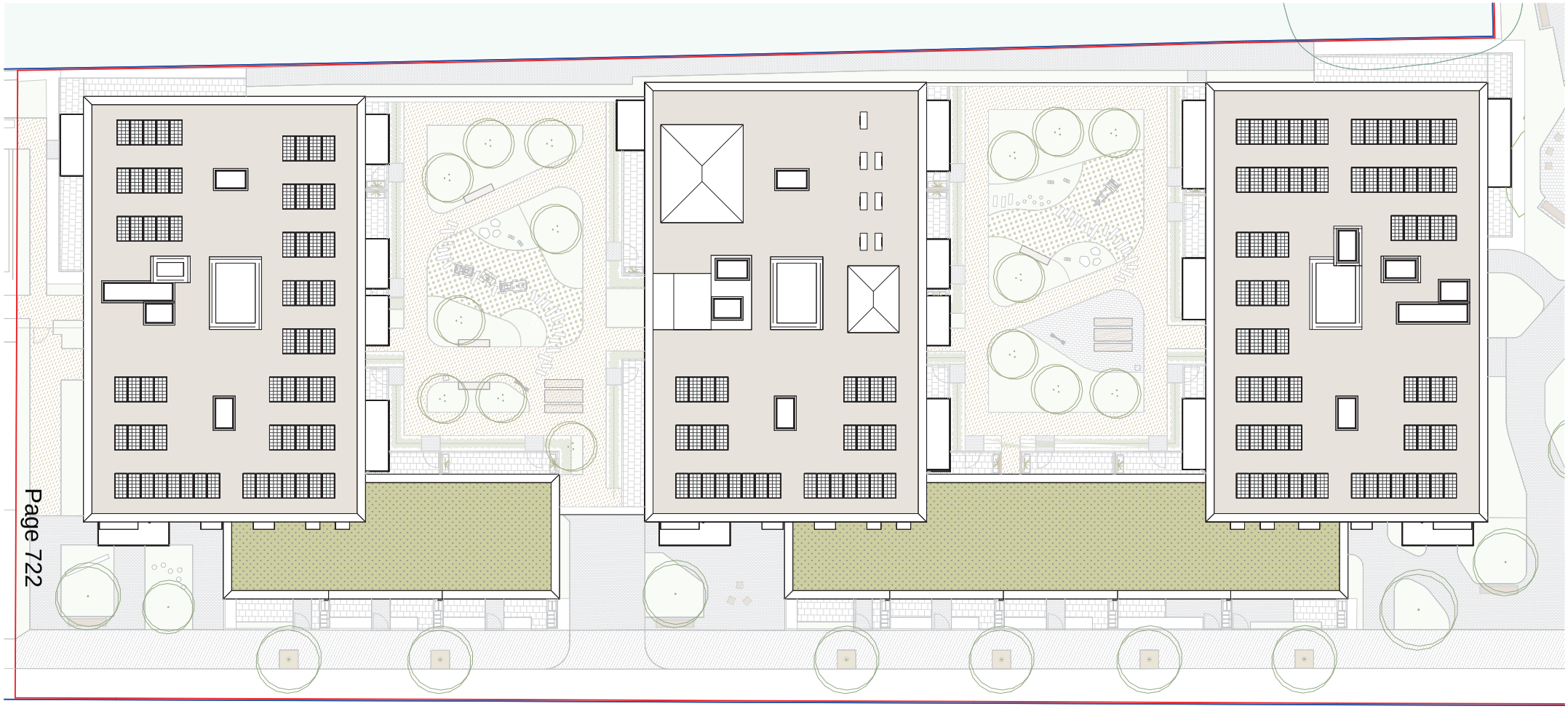
Phase 2 - Level 05 Plan

Project	Origin	Zone	Level	Type	Role	Number
AVD -	PRP -	02 -	05 -	GA -	A -	20805

Revision: **P1 - STAGE ISSUE**

Status: **S4 - PLANNING**

PRP



0m 2.5m 5m 7.5m 10m

CDM REGULATIONS 2015. All current drawings and specifications for the project must be read in conjunction with the Designer's Hazard and Environment Assessment Record. All intellectual property rights reserved.

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	18-12-25	First Issue

Dwn	Chd
BC	YW

Drawn	BC
Checked	YW
Date	Nov 2025
Scale @ A1	1 : 125

Avondale Drive

Phase 2 - Roof Plan

Project	Origin	Zone	Level	Type	Role	Number
AVD -	PRP -	02 -	RF -	GA -	A -	20806

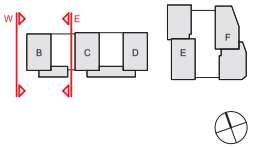
Revision: **P1 - STAGE ISSUE**

Status: **S4 - PLANNING**

PRP

Keynote Legend	
Key Value	Keynote Text
1.1	Dark red-toned Brick
1.1.1	Dark red-toned Brick Soldier Course
1.3	Light red-toned Brick
1.4	Pale Brick
1.4.1	Pale Brick Soldier Course
1.4.2	Projecting Pale Brick Corner Detail
1.5.1	Dark red-toned Brick with Light red-toned Brick Pattern
2.1.1	Metal Juliet Balcony, dark colour
2.3	Metal balcony, light colour
2.4	Metal balcony, pale colour
3.1	Composite window/door frame, dark colour
3.3	Composite window/door frame, light colour
3.6.1	Solid louvred metal panel, light colour
3.9	Solid louvred door, light colour
4.1	Metal Coping, dark colour
4.4	Metal Canopy Entrance, dark colour
4.11	Metal Coping, pale colour
5.3	RWP, light colour
5.4	Air Brick, dark colour
5.6	Air Brick, light colour
5.8	Metal Panel Cladding, light colour

To be read in conjunction with detailed material descriptions in Design & Access Statement





Block B - East Elevation

1 : 100



Block B - West Elevation

1 : 100

0m 2m 4m 6m 8m

CDM REGULATIONS 2015. All current drawings and specifications for the project must be read in conjunction with the Designer's Hazard and Environment Assessment Record. All intellectual property rights reserved.

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	Dwn	Chd
P1	18-12-25	First issue	BC	YW
P2	27-02-26	Elevational brick detailing update to tops of blocks and phase 1b duplexes	BC	YW
P3	07-04-26	Elevational brick detailing update	SS	YW

Drawn	BC
Checked	YW
Date	Nov 2025
Scale @ A1	As indicated

Avondale Drive

Phase 2 Elevations - Block B East and West

Project	Origin	Zone	Level	Type	Role	Number
AVD -	PRP -	02 -	ZZ -	DR -	A -	21200

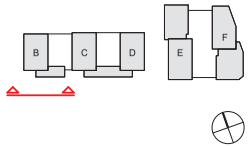
Revision: **P3 - STAGE ISSUE**

Status: **S4 - PLANNING**

PRP

Keynote Legend	
Key Value	Keynote Text
1.1	Dark red-toned Brick
1.1.1	Dark red-toned Brick Soldier Course
1.2	Medium red-toned Brick
1.3	Light red-toned Brick
1.4	Pale Brick
1.4.1	Pale Brick Soldier Course
1.4.2	Projecting Pale Brick Corner Detail
1.5.1	Dark red-toned Brick with Light red-toned Brick Pattern
2.1.1	Metal Juliet Balcony, dark colour
2.3	Metal balcony, light colour
2.3.1	Metal Juliet Balcony, light colour
2.4	Metal balcony, pale colour
3.1	Composite window/door frame, dark colour
3.3	Composite window/door frame, light colour
3.6	Curtain wall glazing/door frame, light colour
3.6.1	Solid louvred metal panel, light colour
3.7	Solid louvred door, dark colour
3.9	Solid louvred door, light colour
3.10	Gate/ louvred panel, medium colour
4.1	Metal Coping, dark colour
4.2	Metal Coping, medium colour
4.4	Metal Canopy Entrance, dark colour
4.10	Metal Brise Soleil, light colour
4.11	Metal Coping, pale colour
5.1	RWP, dark colour
5.3	RWP, light colour
5.6	Air Brick, light colour
5.8	Metal Panel Cladding, light colour

To be read in conjunction with detailed material descriptions in Design & Access Statement





Block B - South Elevation
1 : 100

Page 724

0m 2m 4m 6m 8m

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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	Dwn	Chd
P1	18-12-25	First Issue	BC	YW
P2	27-02-26	Elevational brick detailing update to tops of blocks and phase 1b duplexes	BC	YW
P3	07-04-26	Elevational brick detailing update	SS	YW

Drawn	BC
Checked	YW
Date	Nov 2025
Scale @ A1	As indicated

Avondale Drive

Phase 2 Elevations - Block B South

Project	Origin	Zone	Level	Type	Role	Number
AVD -	PRP -	02 -	ZZ -	DR -	A -	21201

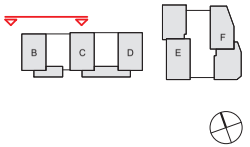
Revision: **P3 - STAGE ISSUE**

Status: **S4 - PLANNING**

PRP

Keynote Legend	
Key Value	Keynote Text
1.1	Dark red-toned Brick
1.3	Light red-toned Brick
1.4	Pale Brick
1.4.1	Pale Brick Soldier Course
1.4.2	Projecting Pale Brick Corner Detail
2.3	Metal balcony, light colour
2.3.1	Metal Juliet Balcony, light colour
3.3	Composite window/door frame, light colour
3.4.1	Solid/louvred metal panel, dark colour
3.6.1	Solid/louvred metal panel, light colour
4.1	Metal Coping, dark colour
4.11	Metal Coping, pale colour
5.3	RWP, light colour
5.6	Air Brick, light colour

To be read in conjunction with detailed material descriptions in Design & Access Statement





Block B - North Elevation
1 : 100

Page 725

0m 2m 4m 6m 8m

CDM REGULATIONS 2015. All current drawings and specifications for the project must be read in conjunction with the Designer's Hazard and Environment Assessment Record. All intellectual property rights reserved.

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	Dwn	Chd
P1	18-12-25	First issue	BC	YW
P2	27-02-26	Elevational brick detailing update to tops of blocks and phase 1b duplexes	BC	YW
P3	07-04-26	Elevational brick detailing update	SS	YW

Drawn BC
Checked YW
Date Nov 2025
Scale @ A1 As indicated

Avondale Drive

Phase 2 Elevations - Block B North

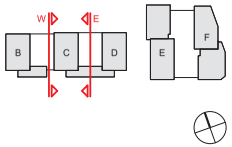
Project	Origin	Zone	Level	Type	Role	Number
AVD -	PRP -	02 -	ZZ -	DR -	A -	21202

Revision **P3 - STAGE ISSUE**
Status **S4 - PLANNING**

PRP

Keynote Legend	
Key Value	Keynote Text
1.2	Medium red-toned Brick
1.3	Light red-toned Brick
1.3.1	Light red-toned Brick Soldier Course
1.4	Pale Brick
1.4.2	Projecting Pale Brick Corner Detail
1.5	Light red-toned Brick with Dark red-toned Brick Pattern
2.2	Metal balcony, medium colour
2.3.1	Metal Juliet Balcony, light colour
3.2	Composite window/door frame, medium colour
3.3	Composite window/door frame, light colour
4.3	Metal Coping, light colour
4.9	Metal Brise Soleil, medium colour
4.11	Metal Coping, pale colour
5.2	RWP, medium colour
5.5	Air Brick, medium colour
5.6	Air Brick, light colour
5.7	Sound Insulated Plant Enclosure

To be read in conjunction with detailed material descriptions in Design & Access Statement





Block C - East Elevation

1 : 100



Block C - West Elevation

1 : 100

0m 2m 4m 6m 8m

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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	Dwn	Chd
P1	18-12-25	First issue	BC	YW
P2	27-02-26	Elevational brick detailing update to tops of blocks and phase 1b duplexes	BC	YW

Drawn BC
Checked YW
Date Nov 2025
Scale @ A1 As indicated

Avondale Drive

Phase 2 Elevations - Block C East and West

Project	Origin	Zone	Level	Type	Role	Number
AVD -	PRP -	02 -	ZZ -	DR -	A -	21203

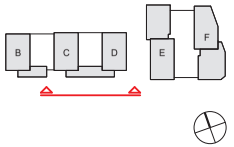
Revision P2 - STAGE ISSUE

Status S4 - PLANNING

PRP

Keynote Legend	
Key Value	Keynote Text
1.1	Dark red-toned Brick
1.2	Medium red-toned Brick
1.3	Light red-toned Brick
1.3.1	Light red-toned Brick Soldier Course
1.4	Pale Brick
1.4.2	Projecting Pale Brick Corner Detail
1.5	Light red-toned Brick with Dark red-toned Brick Pattern
2.1	Metal balcony, dark colour
2.1.1	Metal Juliet Balcony, dark colour
2.2	Metal balcony, medium colour
2.2.1	Metal Juliet Balcony, medium colour
2.3	Metal balcony, light colour
2.3.1	Metal Juliet Balcony, light colour
2.4	Metal balcony, pale colour
3.1	Composite window/door frame, dark colour
3.2	Composite window/door frame, medium colour
3.3	Composite window/door frame, light colour
3.4	Curtain wall glazing/door frame, dark colour
3.4.1	Solid louvred metal panel, dark colour
3.6	Curtain wall glazing/door frame, light colour
3.7	Solid louvred door, dark colour
3.8	Solid louvred door, medium colour
3.9	Solid louvred door, light colour
4.3	Metal Coping, light colour
4.6	Metal Canopy Entrance, light colour
4.7	Metal Canopy Entrance, pale colour
4.8	Metal Brise Soleil, dark colour
4.9	Metal Brise Soleil, medium colour
4.11	Metal Coping, pale colour
5.1	RWP, dark colour
5.2	RWP, medium colour
5.4	Air Brick, dark colour
5.5	Air Brick, medium colour
5.7	Sound Insulated Plant Enclosure

To be read in conjunction with detailed material descriptions in Design & Access Statement





Block C/D - South Elevation
1 : 100

0m 2m 4m 6m 8m

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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	Dwn	Chd
P1	18-12-25	First Issue	BC	YW
P2	27-02-26	Elevational brick detailing update to tops of blocks and phase 1b duplexes	BC	YW
P3	07-04-26	Elevational brick detailing update	SS	YW

Drawn BC
Checked YW
Date Nov 2025
Scale @ A1 As indicated

Avondale Drive

Phase 2 Elevations - Block C/D South

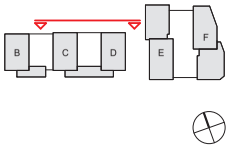
Project	Origin	Zone	Level	Type	Role	Number
AVD -	PRP -	02 -	ZZ -	DR -	A -	21204

Revision P3 - STAGE ISSUE
Status S4 - PLANNING

PRP

Keynote Legend	
Key Value	Keynote Text
1.1	Dark red-toned Brick
1.2	Medium red-toned Brick
1.3	Light red-toned Brick
1.4	Pale Brick
1.4.1	Pale Brick Soldier Course
1.4.2	Projecting Pale Brick Corner Detail
2.1	Metal balcony, dark colour
2.1.1	Metal Juliet Balcony, dark colour
2.2	Metal balcony, medium colour
2.2.1	Metal Juliet Balcony, medium colour
3.1	Composite window/door frame, dark colour
3.2	Composite window/door frame, medium colour
3.4.1	Solid louvred metal panel, dark colour
3.5.1	Solid louvred metal panel, medium colour
3.6.1	Solid louvred metal panel, light colour
3.9	Solid louvred door, light colour
4.3	Metal Coping, light colour
4.11	Metal Coping, pale colour
5.1	RWP, dark colour
5.2	RWP, medium colour
5.4	Air Brick, dark colour
5.5	Air Brick, medium colour
5.7	Sound Insulated Plant Enclosure

To be read in conjunction with detailed material descriptions in Design & Access Statement





Block C/D - North Elevation
1 : 100

0m 2m 4m 6m 8m

CDM REGULATIONS 2015. All current drawings and specifications for the project must be read in conjunction with the Designer's Hazard and Environment Assessment Record. All intellectual property rights reserved.

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	Dwn	Chd
P1	18-12-25	First issue	BC	YW
P2	27-02-26	Elevational brick detailing update to tops of blocks and phase 1b duplexes	BC	YW
P3	07-04-26	Elevational brick detailing update	SS	YW

Drawn BC
Checked YW
Date Nov 2025
Scale @ A1 As indicated

Avondale Drive

Phase 2 Elevations - Block C/D North

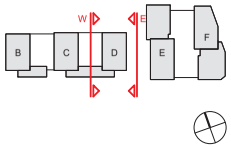
Project	Origin	Zone	Level	Type	Role	Number
AVD -	PRP -	02 -	ZZ -	DR -	A -	21205

Revision P3 - STAGE ISSUE
Status S4 - PLANNING

PRP

Keynote Legend	
Key Value	Keynote Text
1.1	Dark red-toned Brick
1.3	Light red-toned Brick
1.3.1	Light red-toned Brick Soldier Course
1.4	Pale Brick
1.4.1	Pale Brick Soldier Course
1.4.2	Projecting Pale Brick Corner Detail
1.5	Light red-toned Brick with Dark red-toned Brick Pattern
2.1	Metal balcony, dark colour
2.12	Metal solid balcony, dark colour
2.4	Metal balcony, pale colour
3.1	Composite window/door frame, dark colour
3.3	Composite window/door frame, light colour
3.4.1	Solid/louvred metal panel, dark colour
3.7	Solid/louvred door, dark colour
4.3	Metal Coping, light colour
4.6	Metal Canopy Entrance, light colour
4.7	Metal Canopy Entrance, pale colour
4.8	Metal Brise Soleil, dark colour
4.11	Metal Coping, pale colour
5.1	RWP, dark colour
5.4	Air Brick, dark colour

To be read in conjunction with detailed material descriptions in Design & Access Statement





Block D - East Elevation

1 : 100



Block D - West Elevation

1 : 100

0m 2m 4m 6m 8m

CDM REGULATIONS 2015. All current drawings and specifications for the project must be read in conjunction with the Designer's Hazard and Environment Assessment Record. All intellectual property rights reserved.

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	Dwn	Chd
P1	18-12-25	First Issue	BC	YW
P2	20-01-26	Block B and D Level 1 3B layout update	YW	YW
P3	27-02-26	Elevational brick detailing update to tops of blocks and phase 1b duplexes	BC	YW
P4	07-04-26	Elevational brick detailing update	SS	YW

Drawn BC
Checked YW
Date Nov 2025
Scale @ A1 As indicated

Avondale Drive

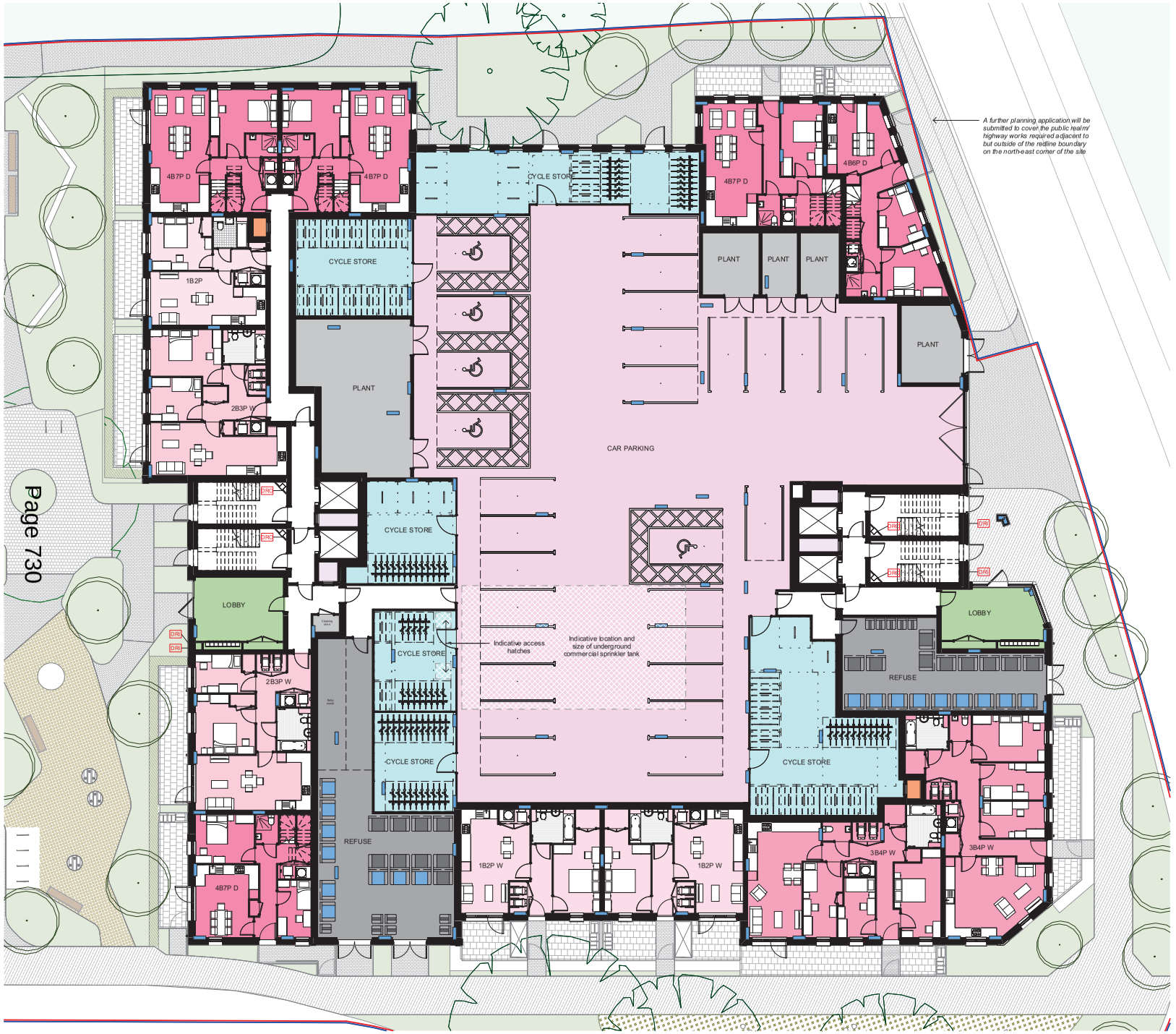
Phase 2 Elevations - Block D East and West

Project	Origin	Zone	Level	Type	Role	Number
AVD -	PRP -	02 -	ZZ -	DR -	A -	21206

Revision **P4 - STAGE ISSUE**

Status **S4 - PLANNING**

PRP



0m 2.5m 5m 7.5m 10m

CDM REGULATIONS 2015. All current drawings and specifications for the project must be read in conjunction with the Designer's Hazard and Environment Assessment Record. All intellectual property rights reserved.

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	16-12-25	First Issue

Dwn	Chd
BC	YW

Drawn	BC
Checked	YW
Date	Nov 2025
Scale @ A1	1 : 125

Avondale Drive

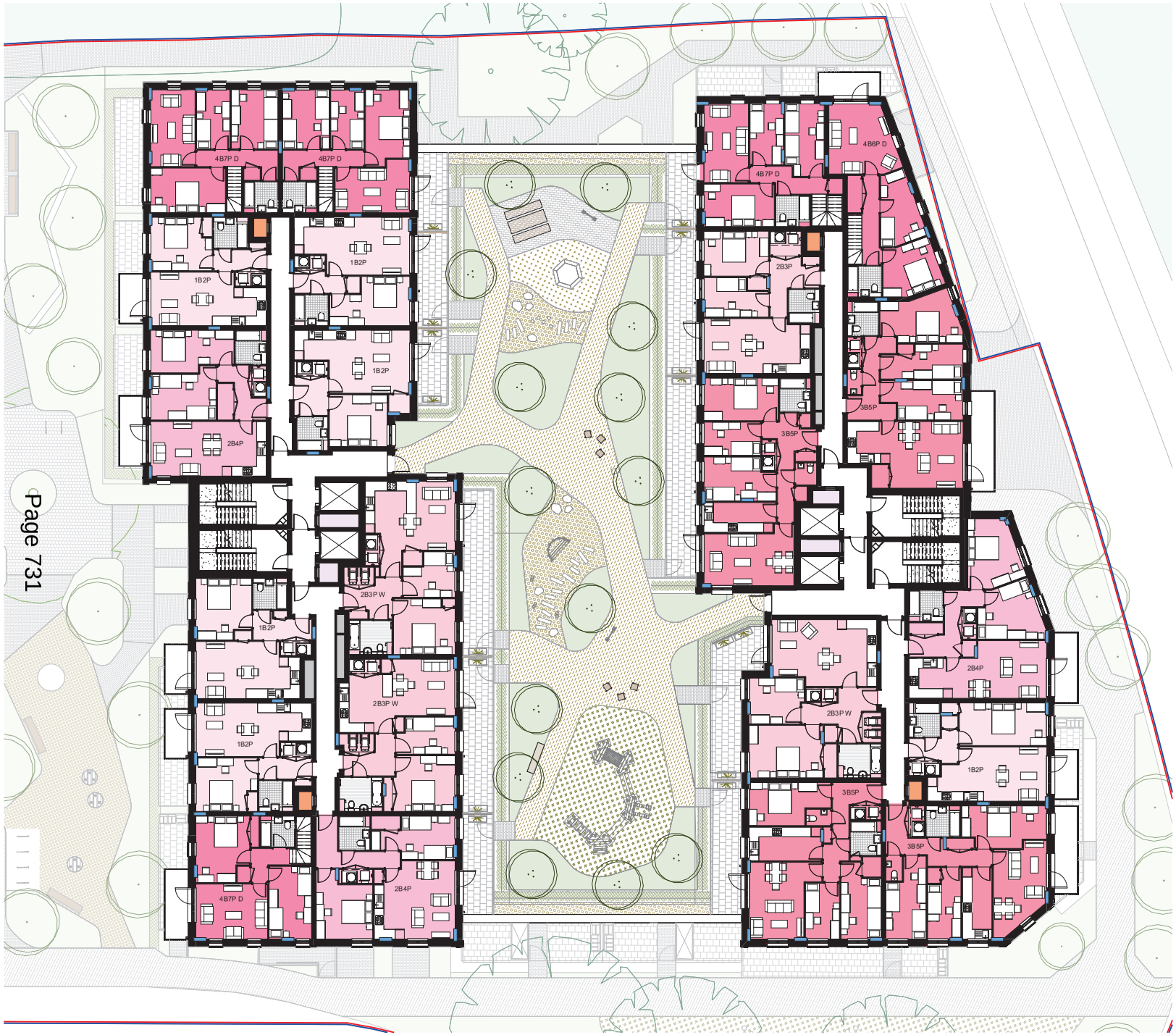
Phase 1B - Ground Floor Plan

Project	Origin	Zone	Level	Type	Role	Number
AVD -	PRP -	1B -	00 -	GA -	A -	20700

Revision: P1 - STAGE ISSUE

Status: S4 - PLANNING

PRP



Page 731

Legend

- 1B2P
- 2B3P
- 2B3P W
- 2B4P
- 3B5P
- 4B6P D
- 4B7P D
- MECH SMOKE VENT
- NAT SMOKE VENT
- SERVICING AND PLANT
- STRUCTURAL COLUMN

0m 2.5m 5m 7.5m 10m

CDM REGULATIONS 2015. All current drawings and specifications for the project must be read in conjunction with the Designer's Hazard and Environment Assessment Record. All intellectual property rights reserved.

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	18-12-25	First Issue

Dwn	Chd
BC	YW

Drawn	BC
Checked	YW
Date	Nov 2025
Scale @ A1	1 : 125

Avondale Drive

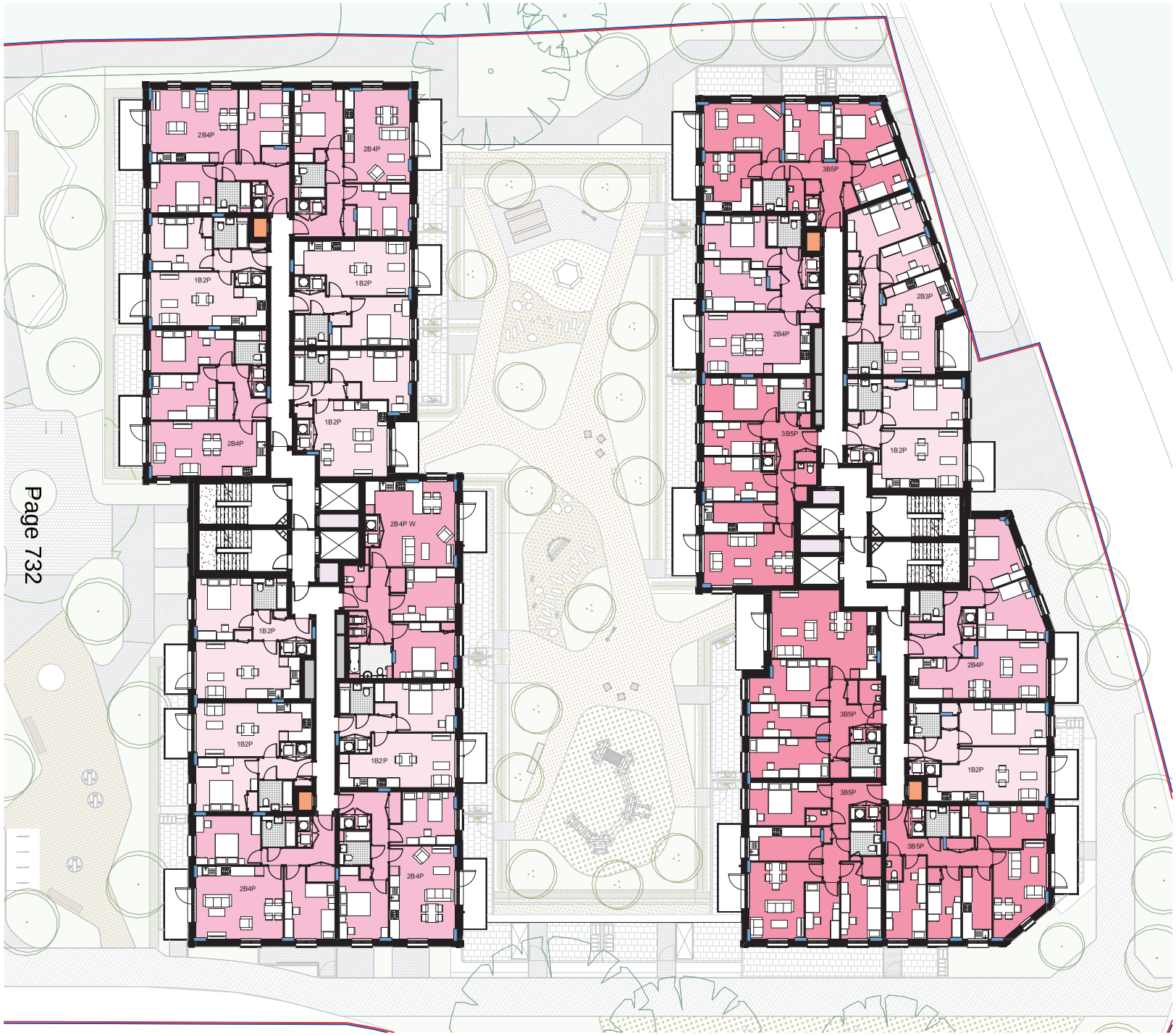
Phase 1B - Level 01 Plan

Project	Origin	Zone	Level	Type	Role	Number
AVD -	PRP -	1B -	01 -	GA -	A -	20701

Revision: **P1 - STAGE ISSUE**

Status: **S4 - PLANNING**

PRP



Page 732

Legend

- 1B2P
- 2B3P
- 2B4P
- 2B4P W
- 3B5P
- MECH SMOKE VENT
- NAT SMOKE VENT
- SERVICING AND PLANT
- STRUCTURAL COLUMN

0m 2.5m 5m 7.5m 10m

CDM REGULATIONS 2015. All current drawings and specifications for the project must be read in conjunction with the Designer's Hazard and Environment Assessment Record. All intellectual property rights reserved.

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	18-12-25	First Issue

Dwn	Chd
BC	YW

Drawn	BC
Checked	YW
Date	Nov 2025
Scale @ A1	1 : 125

Avondale Drive

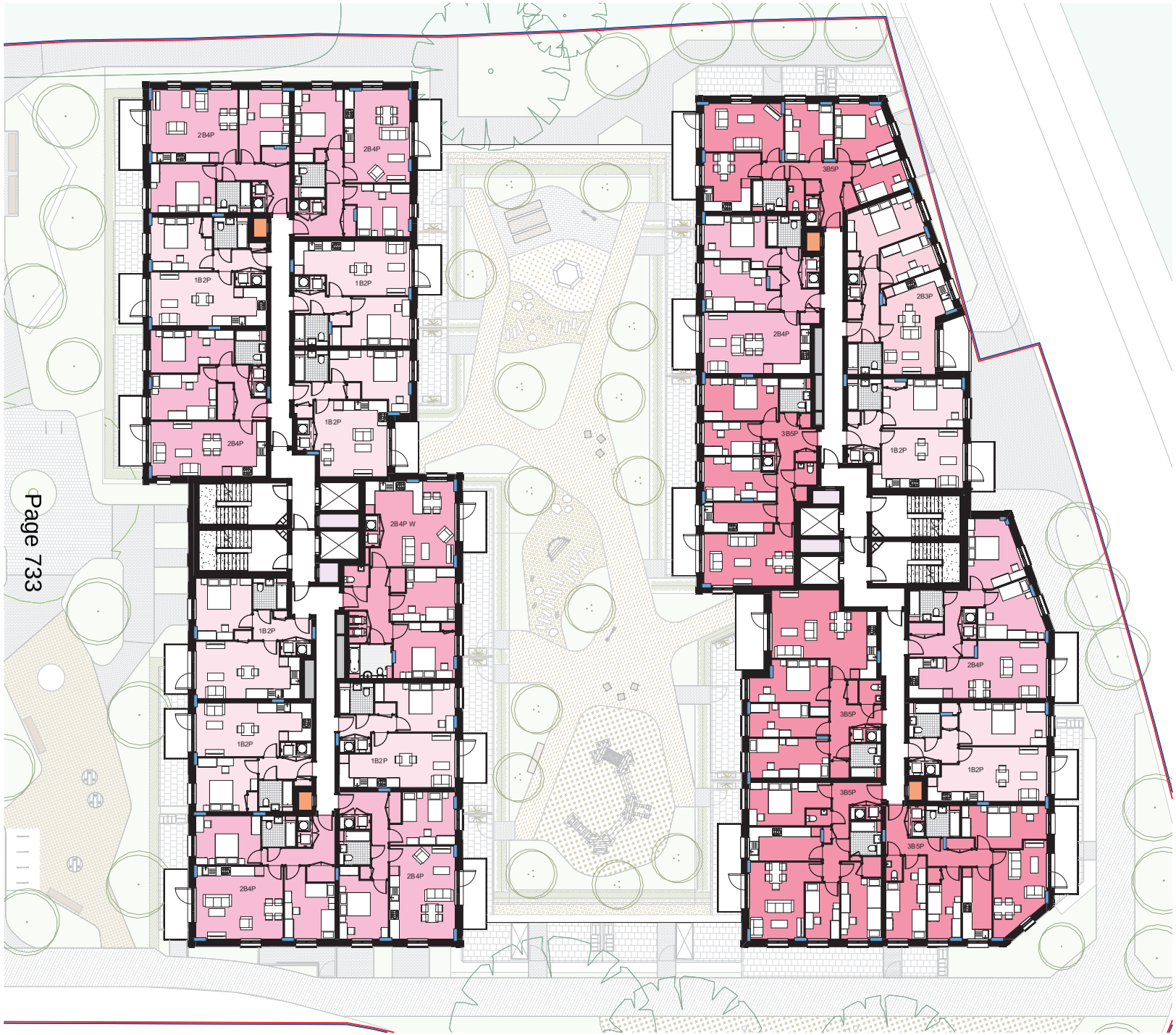
Phase 1B - Level 02 Plan

Project	Origin	Zone	Level	Type	Role	Number
AVD -	PRP -	1B -	02 -	GA -	A -	20702

Revision: **P1 - STAGE ISSUE**

Status: **S4 - PLANNING**

PRP



0m 2.5m 5m 7.5m 10m

CDM REGULATIONS 2015. All current drawings and specifications for the project must be read in conjunction with the Designer's Hazard and Environment Assessment Record. All intellectual property rights reserved.

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	18-12-25	First Issue

Dwn	Chd
BC	YW

Drawn	BC
Checked	YW
Date	Nov 2025
Scale @ A1	1 : 125

Avondale Drive

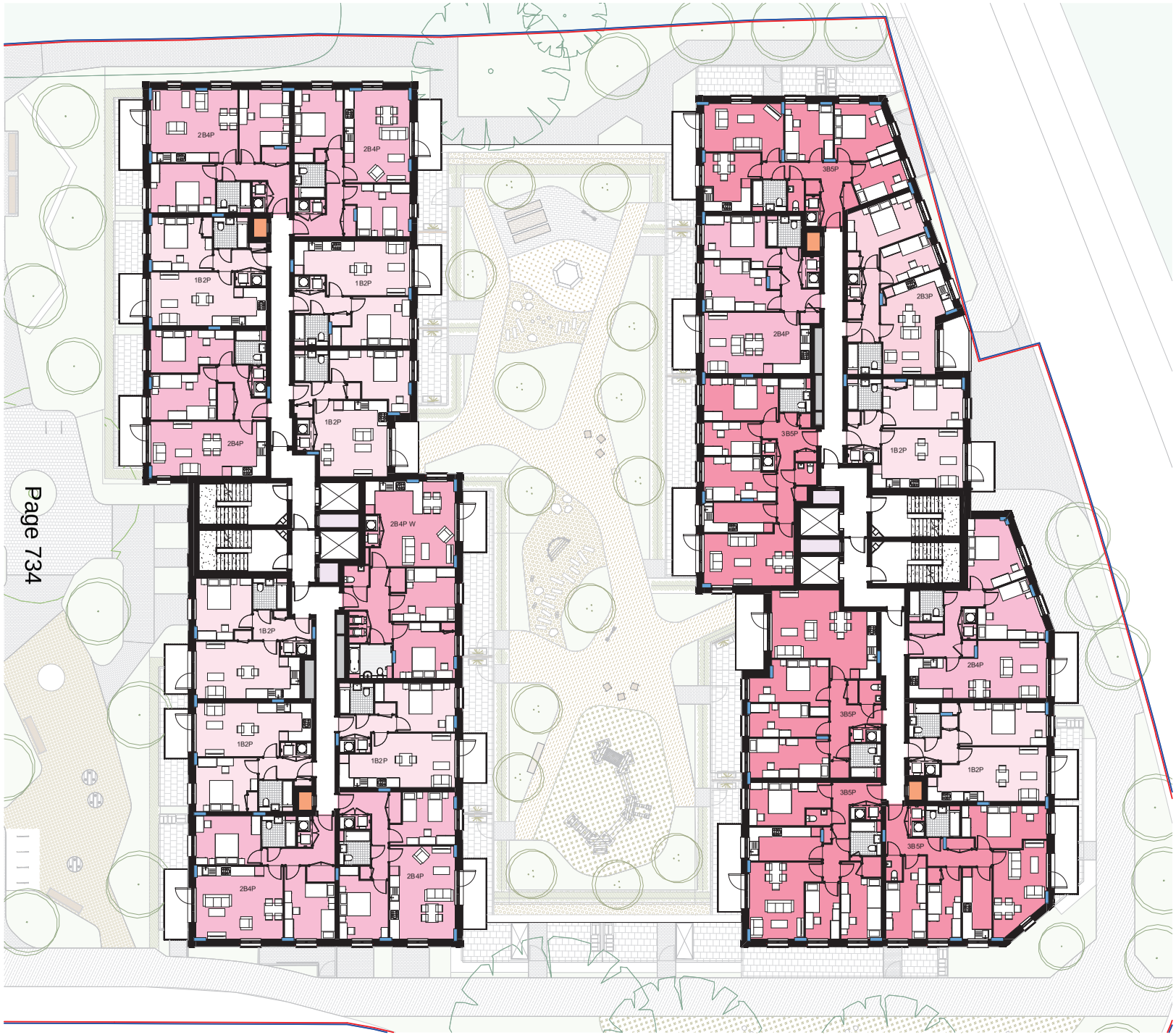
Phase 1B - Level 03 Plan

Project	Origin	Zone	Level	Type	Role	Number
AVD -	PRP -	1B -	03 -	GA -	A -	20703

Revision: **P1 - STAGE ISSUE**

Status: **S4 - PLANNING**

PRP



Page 734

Legend

- 1B2P
- 2B3P
- 2B4P
- 2B4P W
- 3B5P
- MECH SMOKE VENT
- NAT SMOKE VENT
- SERVICING AND PLANT
- STRUCTURAL COLUMN

0m 2.5m 5m 7.5m 10m

CDM REGULATIONS 2015. All current drawings and specifications for the project must be read in conjunction with the Designer's Hazard and Environment Assessment Record. All intellectual property rights reserved.

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	16-12-25	First Issue

Dwn	Chd
BC	YW

Drawn	BC
Checked	YW
Date	Nov 2025
Scale @ A1	1 : 125

Avondale Drive

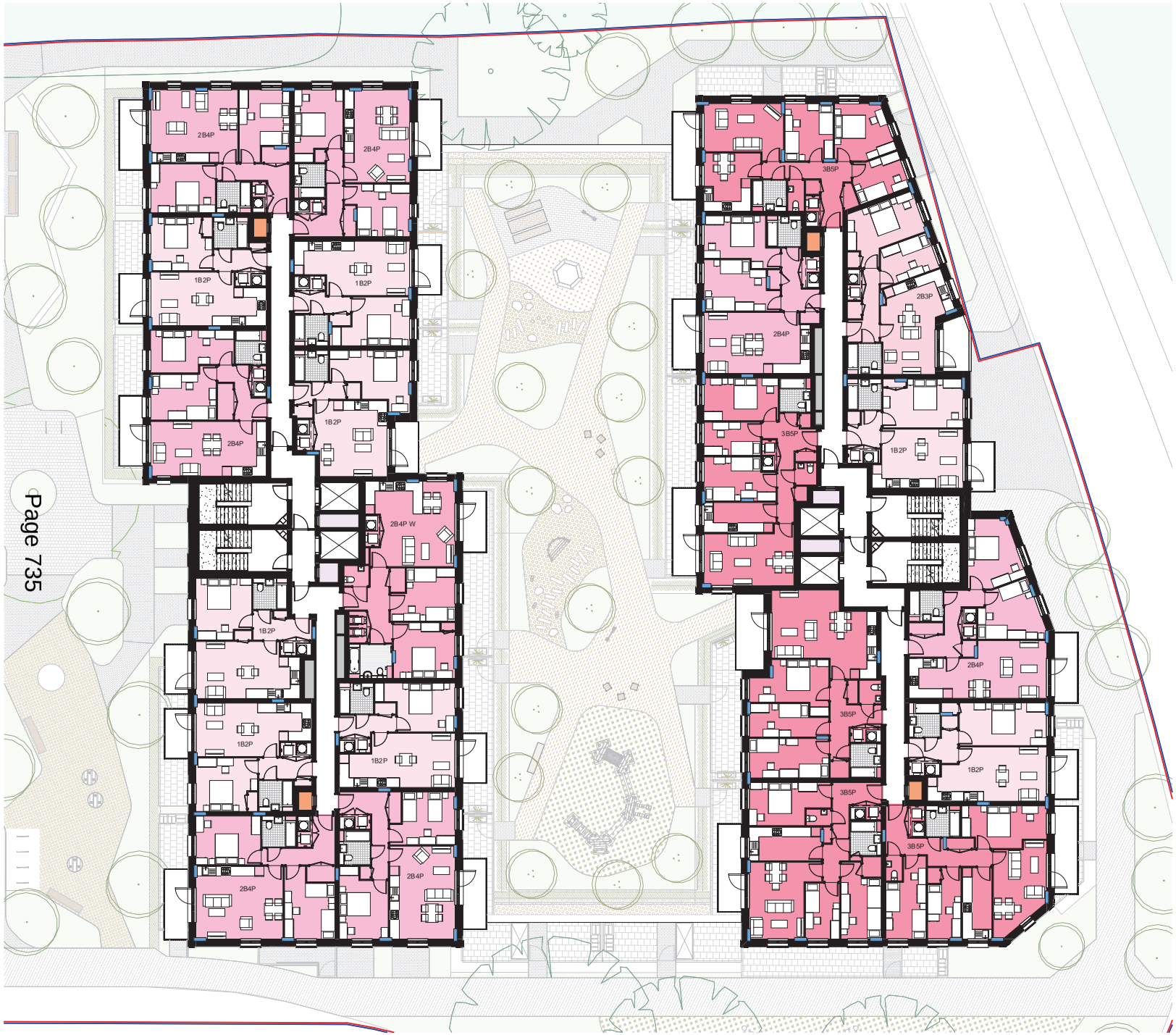
Phase 1B - Level 04 Plan

Project	Origin	Zone	Level	Type	Role	Number
AVD -	PRP -	1B -	04 -	GA -	A -	20704

Revision: **P1 - STAGE ISSUE**

Status: **S4 - PLANNING**

PRP



Page 735

Legend

- 1B2P
- 2B3P
- 2B4P
- 2B4P W
- 3B5P
- MECH SMOKE VENT
- NAT SMOKE VENT
- SERVICING AND PLANT
- STRUCTURAL COLUMN

0m 2.5m 5m 7.5m 10m

CDM REGULATIONS 2015. All current drawings and specifications for the project must be read in conjunction with the Designer's Hazard and Environment Assessment Record. All intellectual property rights reserved.

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	18-12-25	First Issue

Dwn	Chd
BC	YW

Drawn	BC
Checked	YW
Date	Nov 2025
Scale @ A1	1 : 125

Avondale Drive

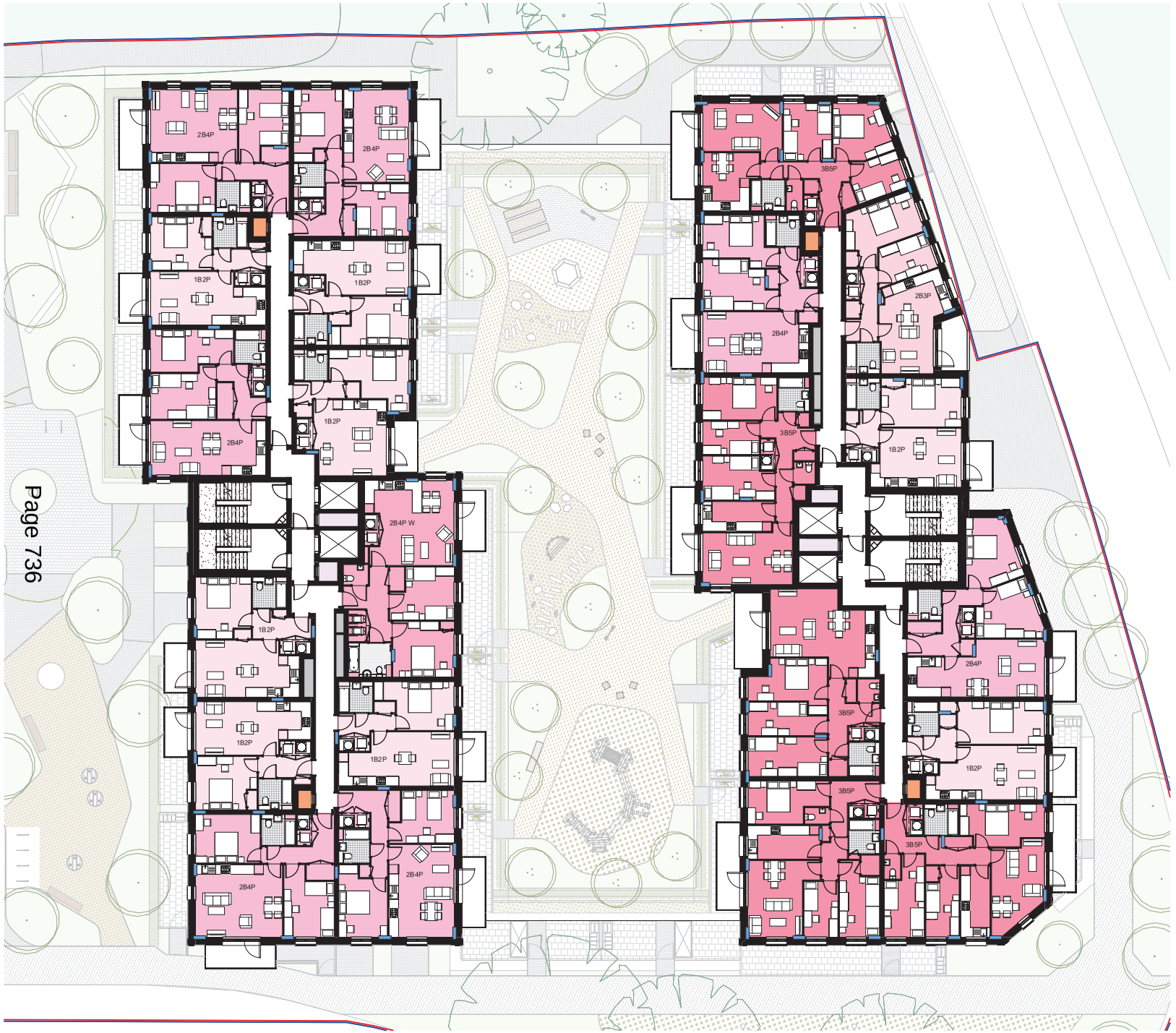
Phase 1B - Level 05 Plan

Project	Origin	Zone	Level	Type	Role	Number
AVD -	PRP -	1B -	05 -	GA -	A -	20705

Revision: **P1 - STAGE ISSUE**

Status: **S4 - PLANNING**

PRP



Legend

- 1B2P
- 2B3P
- 2B4P
- 2B4P W
- 3B5P
- MECH SMOKE VENT
- NAT SMOKE VENT
- SERVICING AND PLANT
- STRUCTURAL COLUMN

0m 2.5m 5m 7.5m 10m

CDM REGULATIONS 2015. All current drawings and specifications for the project must be read in conjunction with the Designer's Hazard and Environment Assessment Record. All intellectual property rights reserved.

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	18-12-25	First Issue

Dwn	Chd
BC	YW

Drawn	BC
Checked	YW
Date	Nov 2025
Scale @ A1	1 : 125

Avondale Drive

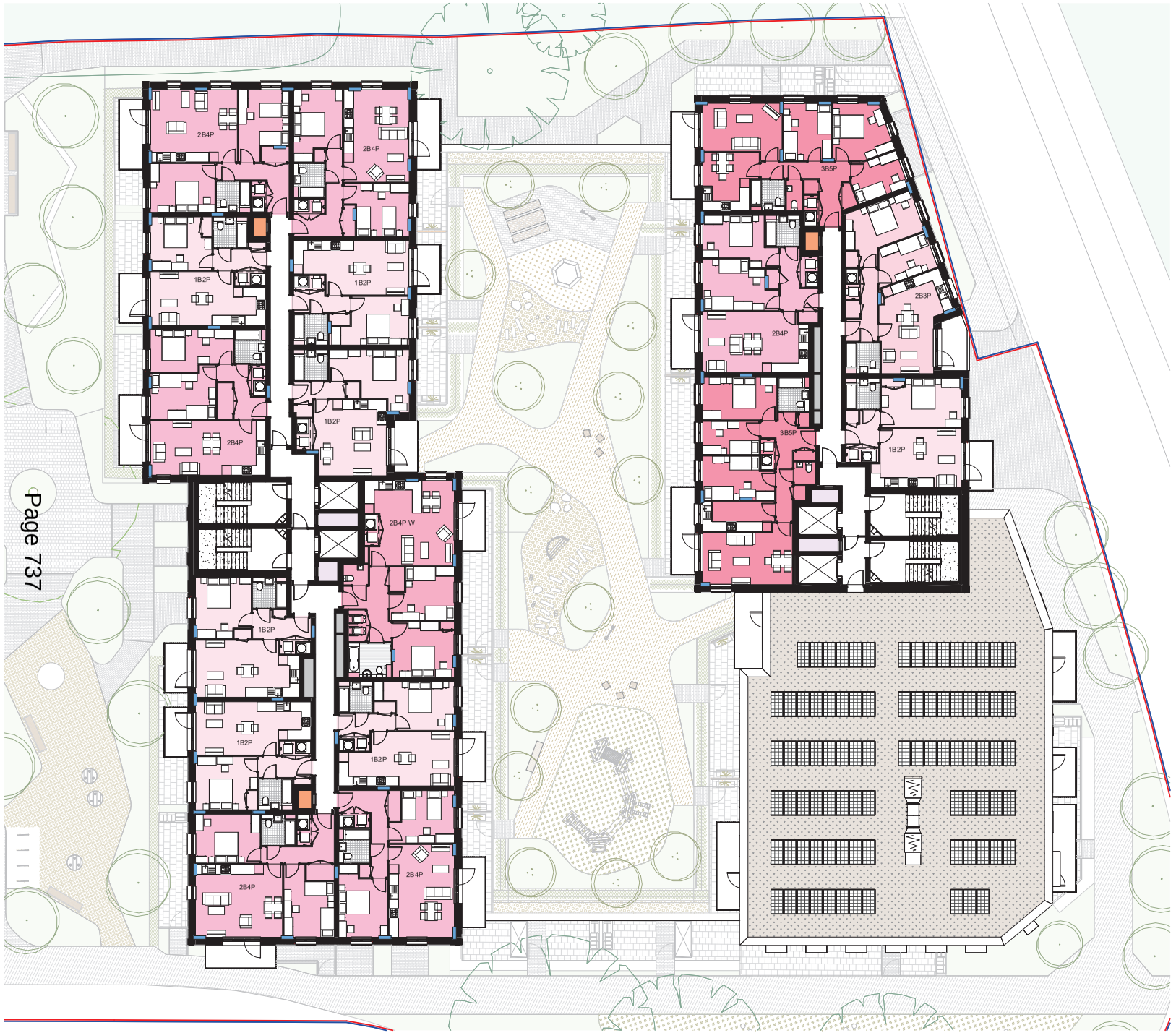
Phase 1B - Level 06 Plan

Project	Origin	Zone	Level	Type	Role	Number
AVD -	PRP -	1B -	06 -	GA -	A -	20706

Revision: **P1 - STAGE ISSUE**

Status: **S4 - PLANNING**

PRP



0m 2.5m 5m 7.5m 10m

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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	16-12-25	First Issue

Dwn	Chd
BC	YW

Drawn	BC
Checked	YW
Date	Nov 2025
Scale @ A1	1 : 125

Avondale Drive

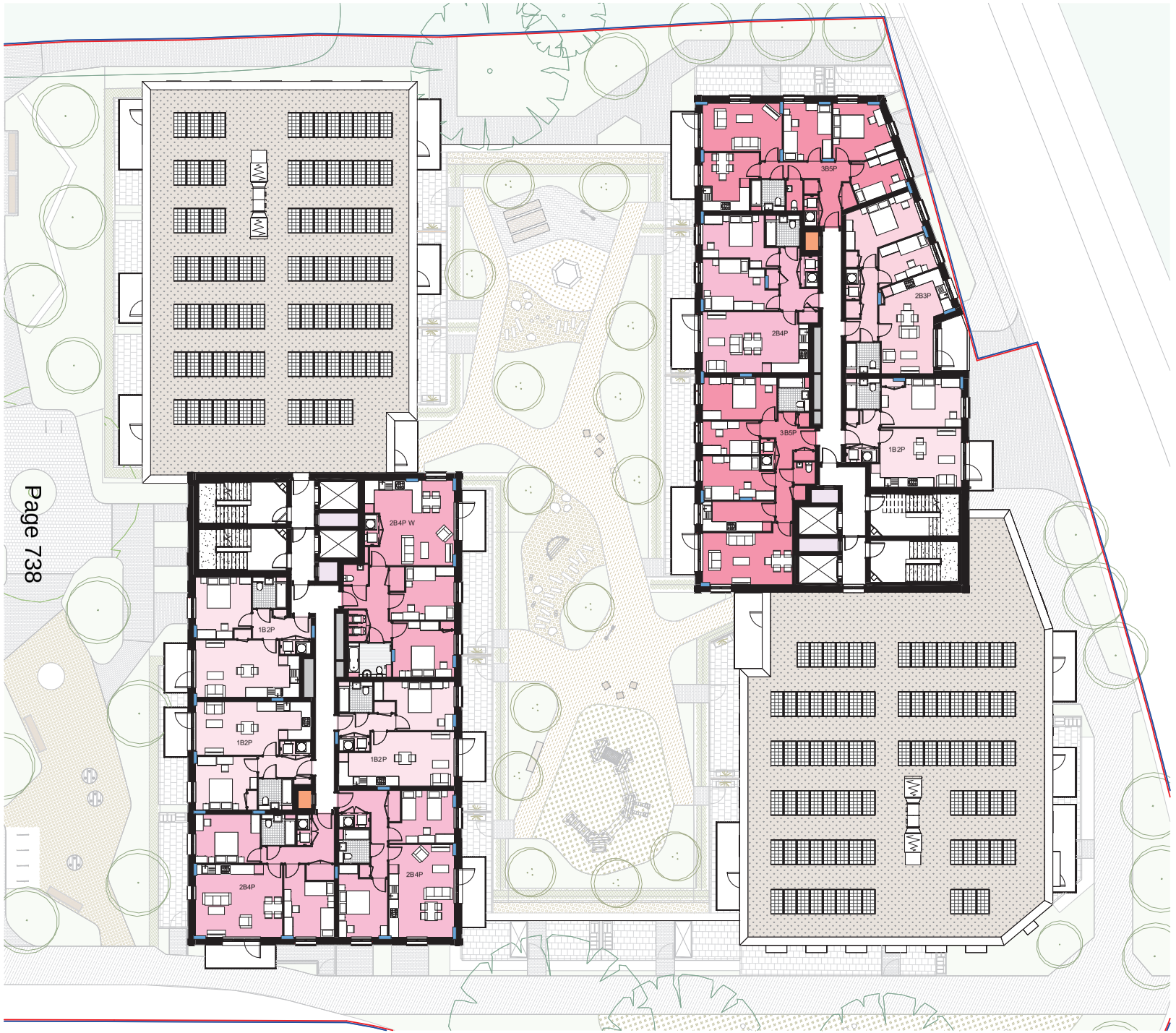
Phase 1B - Level 07 Plan

Project	Origin	Zone	Level	Type	Role	Number
AVD -	PRP -	1B -	07 -	GA -	A -	20707

Revision: **P1 - STAGE ISSUE**

Status: **S4 - PLANNING**

PRP



0m 2.5m 5m 7.5m 10m

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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	18-12-25	First Issue

Dwn	Chd
BC	YW

Drawn	BC
Checked	YW
Date	Nov 2025
Scale @ A1	1 : 125

Avondale Drive

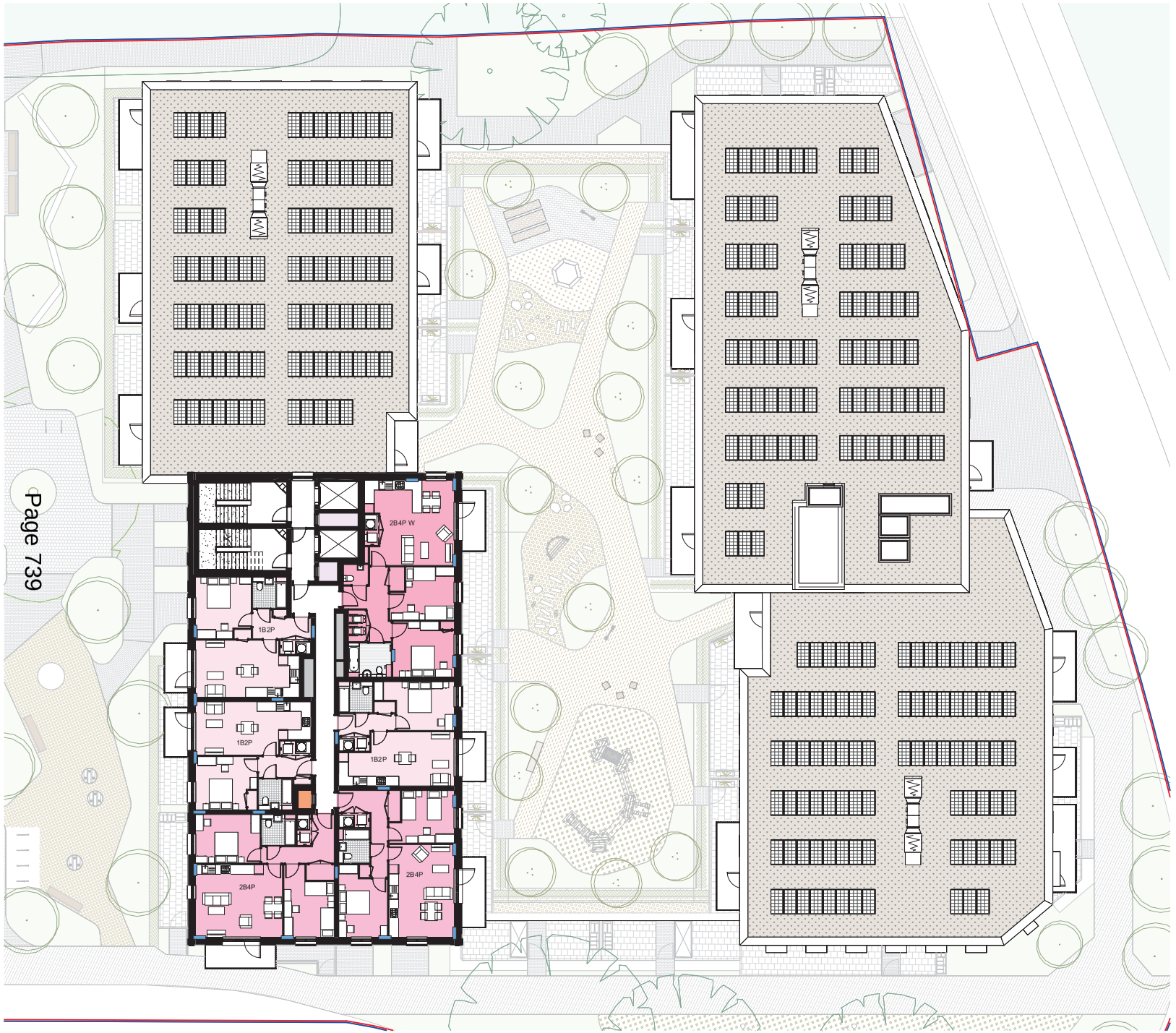
Phase 1B - Level 08 Plan

Project	Origin	Zone	Level	Type	Role	Number
AVD -	PRP -	1B -	08 -	GA -	A -	20708

Revision: **P1 - STAGE ISSUE**

Status: **S4 - PLANNING**

PRP



0m 2.5m 5m 7.5m 10m

CDM REGULATIONS 2015. All current drawings and specifications for the project must be read in conjunction with the Designer's Hazard and Environment Assessment Record. All intellectual property rights reserved.

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	18-12-25	First Issue

Dwn	Chd
BC	YW

Drawn	BC
Checked	YW
Date	Nov 2025
Scale @ A1	1 : 125

Avondale Drive

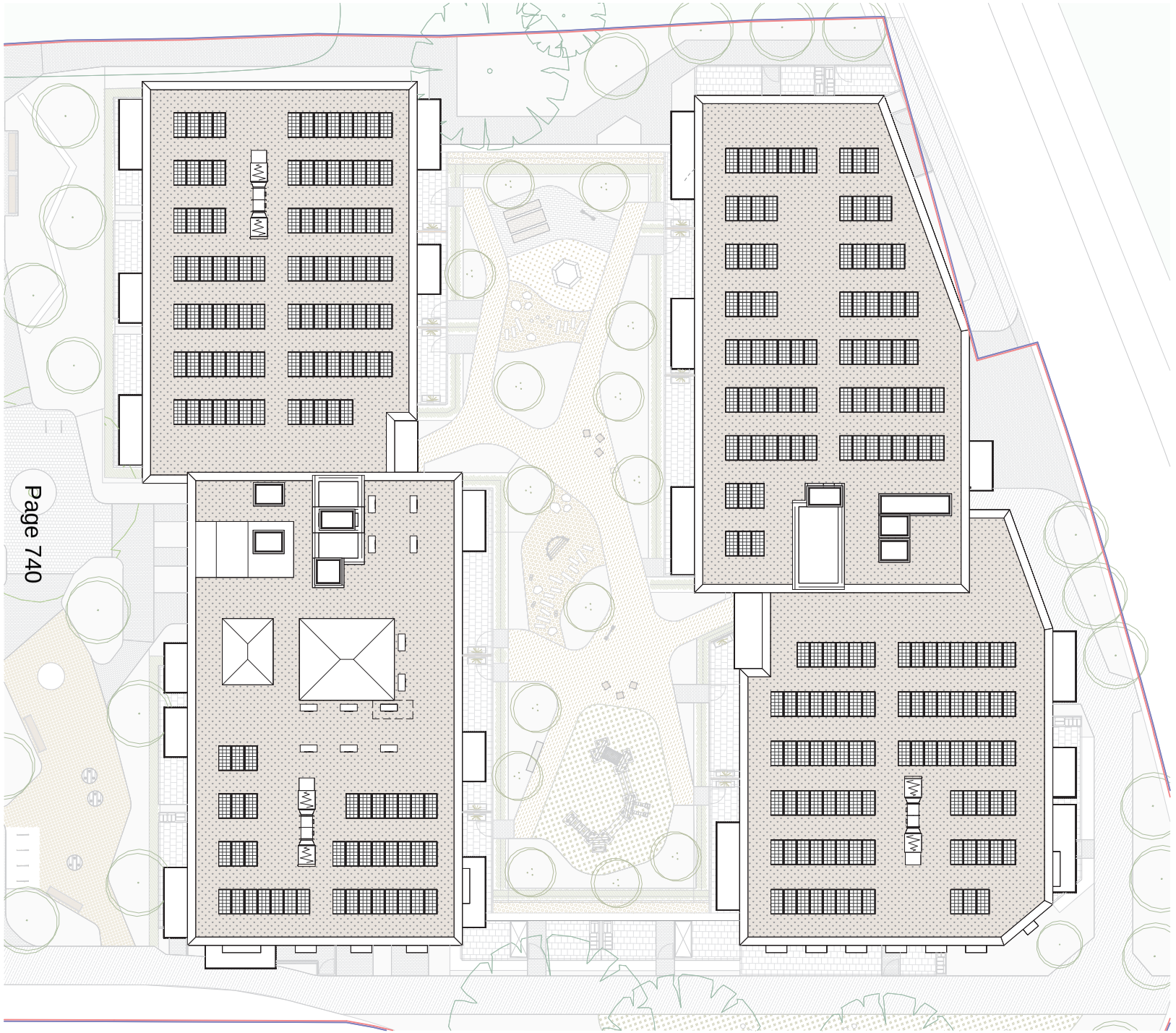
Phase 1B - Level 09 Plan

Project	Origin	Zone	Level	Type	Role	Number
AVD -	PRP -	1B -	09 -	GA -	A -	20709

Revision: **P1 - STAGE ISSUE**

Status: **S4 - PLANNING**

PRP



0m 2.5m 5m 7.5m 10m

CDM REGULATIONS 2015. All current drawings and specifications for the project must be read in conjunction with the Designer's Hazard and Environment Assessment Record. All intellectual property rights reserved.

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	18-12-25	First Issue

Dwn	Chd
BC	YW

Drawn	BC
Checked	YW
Date	Nov 2025
Scale @ A1	1 : 125

Avondale Drive

Phase 1B - Roof Plan

Project	Origin	Zone	Level	Type	Role	Number
AVD -	PRP -	1B -	RF -	GA -	A -	20710

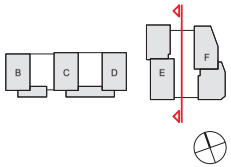
Revision: **P1 - STAGE ISSUE**

Status: **S4 - PLANNING**

PRP

Keynote Legend	
Key Value	Keynote Text
1.1	Dark red-toned Brick
1.1.1	Dark red-toned Brick Soldier Course
1.2	Medium red-toned Brick
1.3	Light red-toned Brick
1.4	Pale Brick
1.4.1	Pale Brick Soldier Course
2.2	Metal balcony, medium colour
2.2.1	Metal Juliet Balcony, medium colour
2.3	Metal balcony, light colour
2.3.1	Metal Juliet Balcony, light colour
2.3.2	Metal solid balcony, light colour
3.1	Composite window/door frame, dark colour
3.2	Composite window/door frame, medium colour
3.3	Composite window/door frame, light colour
3.4.1	Solid louvred metal panel, dark colour
3.7	Solid louvred door, dark colour
4.10	Metal Brise Soleil, light colour
4.11	Metal Coping, pale colour
5.1	RWP, dark colour
5.3	RWP, light colour
5.5	Air Brick, medium colour
5.6	Air Brick, light colour
5.7	Sound Insulated Plant Enclosure

To be read in conjunction with detailed material descriptions in Design & Access Statement





Phase 1B Courtyard Elevation East

1 : 100

0m 2m 4m 6m 8m

CDM REGULATIONS 2015. All current drawings and specifications for the project must be read in conjunction with the Designer's Hazard and Environment Assessment Record. All intellectual property rights reserved.

Designed with reference to the surveys, information and reports listed:
15873-21-31652BWLS - Topographical Survey (Survey Solutions); C154569-01-01-RevB - Tree Survey Plan (Middmarch Environmental); 12124_12125_001 - Utility Survey (ND Oliver & Co);
Avondale Drive-Existing level survey of future development areas (MB Modebest)

Rev	Date	Description	Dwn	Chd
P1	18-12-25	First issue	BC	YW
P2	27-02-26	Elevational brick detailing update to tops of blocks and phase 1b duplexes	BC	YW
P3	07-04-26	Elevational brick detailing update	SS	YW

Drawn	BC
Checked	YW
Date	Nov 2025
Scale @ A1	As indicated

Avondale Drive

Phase 1B Elevations - East Courtyard Elevation

Project	Origin	Zone	Level	Type	Role	Number
AVD -	PRP -	1B -	ZZ -	DR -	A -	21100

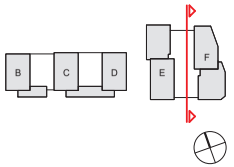
Revision: **P3 - STAGE ISSUE**

Status: **S4 - PLANNING**

PRP

Keynote Legend	
Key Value	Keynote Text
1.1	Dark red-toned Brick
1.1.1	Dark red-toned Brick Soldier Course
1.3	Light red-toned Brick
1.4	Pale Brick
1.4.1	Pale Brick Soldier Course
1.4.2	Projecting Pale Brick Corner Detail
2.1	Metal balcony, dark colour
2.1.1	Metal Juliet Balcony, dark colour
2.1.2	Metal solid balcony, dark colour
2.3.1	Metal Juliet Balcony, light colour
2.3.2	Metal solid balcony, light colour
3.1	Composite window/door frame, dark colour
3.3	Composite window/door frame, light colour
3.4.1	Solid/louvred metal panel, dark colour
3.7	Solid/louvred door, dark colour
4.5	Metal Canopy Entrance, medium colour
4.11	Metal Coping, pale colour
5.1	RWP, dark colour
5.4	Air Brick, dark colour
5.6	Air Brick, light colour

To be read in conjunction with detailed material descriptions in Design & Access Statement





Phase 1B Courtyard Elevation West

1 : 100

0m 2m 4m 6m 8m

CDM REGULATIONS 2015. All current drawings and specifications for the project must be read in conjunction with the Designer's Hazard and Environment Assessment Record. All intellectual property rights reserved.

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	Dwn	Chd
P1	18-12-25	First Issue	BC	YW
P2	27-02-26	Elevational brick detailing update to tops of blocks and phase 1b duplexes	BC	YW
P3	07-04-26	Elevational brick detailing update	SS	YW

Drawn BC
Checked YW
Date Nov 2025
Scale @ A1 As indicated

Avondale Drive

Phase 1B Elevations - West Courtyard Elevation

Project	Origin	Zone	Level	Type	Role	Number
AVD -	PRP -	1B -	ZZ -	DR -	A -	21101

Revision **P3 - STAGE ISSUE**

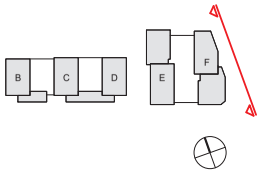
Status **S4 - PLANNING**

PRP

Keynote Legend	
Key Value	Keynote Text
1.1	Dark red-toned Brick
1.1.1	Dark red-toned Brick Soldier Course
1.3	Light red-toned Brick
1.4	Pale Brick
1.4.1	Pale Brick Soldier Course
1.4.2	Projecting Pale Brick Corner Detail
1.4.3	Pale Brick Corner Detail
2.1	Metal balcony, dark colour
2.1.1	Metal Juliet Balcony, dark colour
2.1.2	Metal solid balcony, dark colour
2.3	Metal balcony, light colour
2.3.1	Metal Juliet Balcony, light colour
3.1	Composite window/door frame, dark colour
3.3	Composite window/door frame, light colour
3.4.1	Solid/louvred metal panel, dark colour

Keynote Legend	
Key Value	Keynote Text
3.6.1	Solid/louvred metal panel, light colour
3.7	Solid/ louvred door, dark colour
3.9	Solid/ louvred door, light colour
3.11	Gate/ louvred panel, light colour
4.3	Metal Coping, light colour
4.4	Metal Canopy Entrance, dark colour
4.8	Metal Brise Soleil, dark colour
4.10	Metal Brise Soleil, light colour
4.11	Metal Coping, pale colour
5.1	RWP, dark colour
5.3	RWP, light colour
5.4	Air Brick, dark colour
5.6	Air Brick, light colour

To be read in conjunction with detailed material descriptions in Design & Access Statement





Phase 1B Elevation East

1 : 100

0m 2m 4m 6m 8m

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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	Dwn	Chd
P1	18-12-25	First Issue	BC	YW
P2	27-02-26	Elevational brick detailing update to tops of blocks and phase 1b duplexes	BC	YW
P3	07-04-26	Elevational brick detailing update	SS	YW

Drawn	BC
Checked	YW
Date	Nov 2025
Scale @ A1	As indicated

Avondale Drive

Phase 1B Elevations - East Elevation

Project	Origin	Zone	Level	Type	Role	Number
AVD -	PRP -	1B -	ZZ -	DR -	A -	21102

Revision: **P3 - STAGE ISSUE**

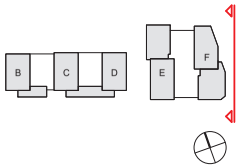
Status: **S4 - PLANNING**

PRP

Keynote Legend	
Key Value	Keynote Text
1.1	Dark red-toned Brick
1.1.1	Dark red-toned Brick Soldier Course
1.3	Light red-toned Brick
1.4	Pale Brick
1.4.1	Pale Brick Soldier Course
1.4.2	Projecting Pale Brick Corner Detail
1.4.3	Pale Brick Corner Detail
2.1	Metal balcony, dark colour
2.1.1	Metal Juliet Balcony, dark colour
2.1.2	Metal solid balcony, dark colour
2.3	Metal balcony, light colour
2.3.1	Metal Juliet Balcony, light colour
3.1	Composite window/door frame, dark colour
3.3	Composite window/door frame, light colour
3.4.1	Solid/louvred metal panel, dark colour

Keynote Legend	
Key Value	Keynote Text
3.6.1	Solid/louvred metal panel, light colour
3.7	Solid/ louvred door, dark colour
3.9	Solid/ louvred door, light colour
3.11	Gate/louvred panel, light colour
4.3	Metal Coping, light colour
4.4	Metal Canopy Entrance, dark colour
4.8	Metal Brise Soleil, dark colour
4.10	Metal Brise Soleil, light colour
4.11	Metal Coping, pale colour
5.1	RWP, dark colour
5.3	RWP, light colour
5.4	Air Brick, dark colour
5.6	Air Brick, light colour

To be read in conjunction with detailed material descriptions in Design & Access Statement





Phase 1B Elevation South East

1 : 100

0m 2m 4m 6m 8m

CDM REGULATIONS 2015. All current drawings and specifications for the project must be read in conjunction with the Designer's Hazard and Environment Assessment Record. All intellectual property rights reserved.

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	Dwn	Chd
P1	18-12-25	First Issue	BC	YW
P2	27-02-26	Elevational brick detailing update to tops of blocks and phase 1b duplexes	BC	YW
P3	07-04-26	Elevational brick detailing update	SS	YW

Drawn BC
Checked YW
Date Nov 2025
Scale @ A1 As indicated

Avondale Drive

Phase 1B Elevations - South-East Elevation

Project	Origin	Zone	Level	Type	Role	Number
AVD -	PRP -	1B -	ZZ -	DR -	A -	21103

Revision **P3 - STAGE ISSUE**

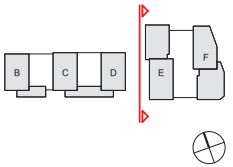
Status **S4 - PLANNING**

PRP

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Key Value	Keynote Text
1.1	Dark red-toned Brick
1.1.1	Dark red-toned Brick Soldier Course
1.2	Medium red-toned Brick
1.2.1	Medium red-toned Brick Soldier Course
1.3	Light red-toned Brick
1.4	Pale Brick
1.4.1	Pale Brick Soldier Course
1.4.2	Projecting Pale Brick Corner Detail
2.1.1	Metal Juliet Balcony, dark colour
2.2.1	Metal Juliet Balcony, medium colour
2.2.2	Metal solid balcony, medium colour
2.3	Metal balcony, light colour
2.3.2	Metal solid balcony, light colour
3.1	Composite window/door frame, dark colour

Keynote Legend	
Key Value	Keynote Text
3.2	Composite window/door frame, medium colour
3.3	Composite window/door frame, light colour
3.4.1	Solid/louvred metal panel, dark colour
3.5.1	Solid/louvred metal panel, medium colour
3.6	Curtain wall glazing/door frame, light colour
3.6.1	Solid/louvred metal panel, light colour
3.9	Solid/ louvred door, light colour
4.7	Metal Canopy, Entrance, pale colour
4.11	Metal Coping, pale colour
5.2	RWP, medium colour
5.3	RWP, light colour
5.5	Air Brick, medium colour
5.6	Air Brick, light colour
8.7	Sound Insulated Plant Enclosure

To be read in conjunction with detailed material descriptions in Design & Access Statement





Phase 1B Elevation West

1 : 100

0m 2m 4m 6m 8m

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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	Dwn	Chd
P1	18-12-25	First issue	BC	YW
P2	27-02-26	Elevational brick detailing update to tops of blocks and phase 1b duplexes	BC	YW
P3	07-04-26	Elevational brick detailing update	SS	YW

Drawn	BC
Checked	YW
Date	Nov 2025
Scale @ A1	As indicated

Avondale Drive

Phase 1B Elevations - West Elevation

Project	Origin	Zone	Level	Type	Role	Number
AVD -	PRP -	1B -	ZZ -	DR -	A -	21104

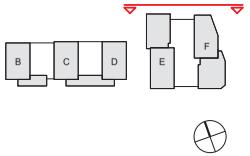
Revision: **P3 - STAGE ISSUE**

Status: **S4 - PLANNING**

PRP

Keynote Legend	
Key Value	Keynote Text
1.1	Dark red-toned Brick
1.1.1	Dark red-toned Brick Soldier Course
1.2	Medium red-toned Brick
1.3	Light red-toned Brick
1.4	Pale Brick
1.4.2	Projecting Pale Brick Corner Detail
2.1	Metal balcony, dark colour
2.1.1	Metal Juliet Balcony, dark colour
2.2.1	Metal Juliet Balcony, medium colour
2.3.1	Metal Juliet Balcony, light colour
3.1	Composite window/door frame, dark colour
3.2	Composite window/door frame, medium colour
3.3	Composite window/door frame, light colour
3.4.1	Solid/louvred metal panel, dark colour
3.6	Curtain wall glazing/door frame, light colour
3.8	Solid/ louvred door, medium colour
4.2	Metal Coping, medium colour
4.11	Metal Coping, pale colour
5.1	RWP, dark colour
5.4	Air Brick, dark colour
5.5	Air Brick, medium colour

To be read in conjunction with detailed material descriptions in Design & Access Statement





Phase 1B Elevation North

1 : 100

0m 2m 4m 6m 8m

CDM REGULATIONS 2015. All current drawings and specifications for the project must be read in conjunction with the Designer's Hazard and Environment Assessment Record. All intellectual property rights reserved.

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	Dwn	Chd
P1	18-12-25	First Issue	BC	YW
P2	27-02-26	Elevational brick detailing update to tops of blocks and phase 1b duplexes	BC	YW
P3	07-04-26	Elevational brick detailing update	SS	YW

Drawn BC
Checked YW
Date Nov 2025
Scale @ A1 As indicated

Avondale Drive

Phase 1B Elevations - North Elevation

Project	Origin	Zone	Level	Type	Role	Number
AVD -	PRP -	1B -	ZZ -	DR -	A -	21105

Revision **P3 - STAGE ISSUE**

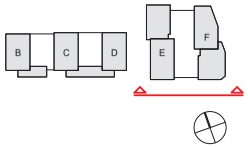
Status **S4 - PLANNING**

PRP

Keynote Legend	
Key Value	Keynote Text
1.1	Dark red-toned Brick
1.2	Medium red-toned Brick
1.2.1	Medium red-toned Brick Soldier Course
1.3	Light red-toned Brick
1.4	Pale Brick
1.4.1	Pale Brick Soldier Course
1.4.2	Projecting Pale Brick Corner Detail
1.4.3	Pale Brick Corner Detail
2.1.1	Metal Juliet Balcony, dark colour
2.2.1	Metal Juliet Balcony, medium colour
2.3	Metal balcony, light colour
2.3.1	Metal Juliet Balcony, light colour
3.1	Composite window/door frame, dark colour
3.2	Composite window/door frame, medium colour
3.3	Composite window/door frame, light colour

Keynote Legend	
Key Value	Keynote Text
3.4.1	Solid/louvred metal panel, dark colour
3.5.1	Solid/louvred metal panel, medium colour
3.6.1	Solid/louvred metal panel, light colour
3.7	Solid/ louvred door, dark colour
3.9	Solid/ louvred door, light colour
4.2	Metal Coping, medium colour
4.4	Metal Canopy Entrance, dark colour
4.5	Metal Canopy Entrance, medium colour
4.8	Metal Brise Soleil, dark colour
4.10	Metal Brise Soleil, light colour
4.11	Metal Coping, pale colour
5.2	RWP, medium colour
5.4	Air Brick, dark colour
5.5	Air Brick, medium colour
5.6	Air Brick, light colour

To be read in conjunction with detailed material descriptions in Design & Access Statement





Phase 1B Elevation South

1 : 100

0m 2m 4m 6m 8m

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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	Dwn	Chd
P1	18-12-25	First Issue	BC	YW
P2	27-02-26	Elevational brick detailing update to tops of blocks and phase 1b duplexes	BC	YW
P3	07-04-26	Elevational brick detailing update	SS	YW

Drawn	BC
Checked	YW
Date	Nov 2025
Scale @ A1	As indicated

Avondale Drive

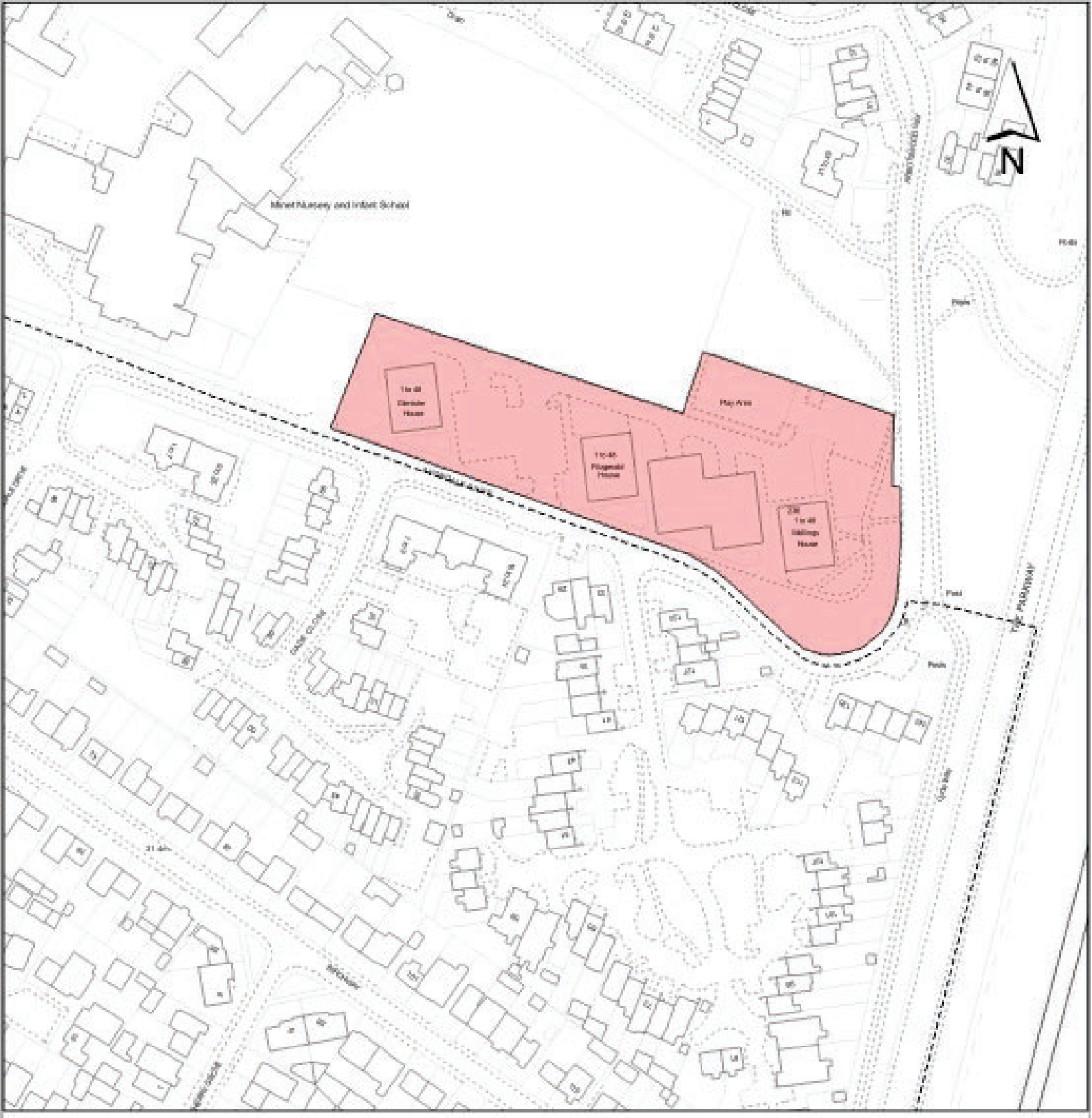
Phase 1B Elevations - South Elevation

Project	Origin	Zone	Level	Type	Role	Number
AVD -	PRP -	1B -	ZZ -	DR -	A -	21106

Revision: **P3 - STAGE ISSUE**

Status: **S4 - PLANNING**

PRP



KEY :	ADDRESS :	
Site Boundary	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/2025/3242	SCALE : 1:1,600
	PLANNING COMMITTEE :	DATE : APRIL 2026

Report of the Head of Development Management and Building Control

Address:	1 & 1A BATH ROAD, HEATHROW
Development:	Reserved Matters relating to Landscaping of outline planning permission ref: 35805/APP/2020/3289 dated 01-11-2022 for (Outline planning application for the demolition of existing buildings and erection of a six storey 237-bedroom hotel (Use Class C1) (landscaping reserved for subsequent approval).
LBH Ref Nos:	35805/APP/2756

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NOTES

LEGAL OWNERSHIP SITE BOUNDARY
P POST
SH SHELTER



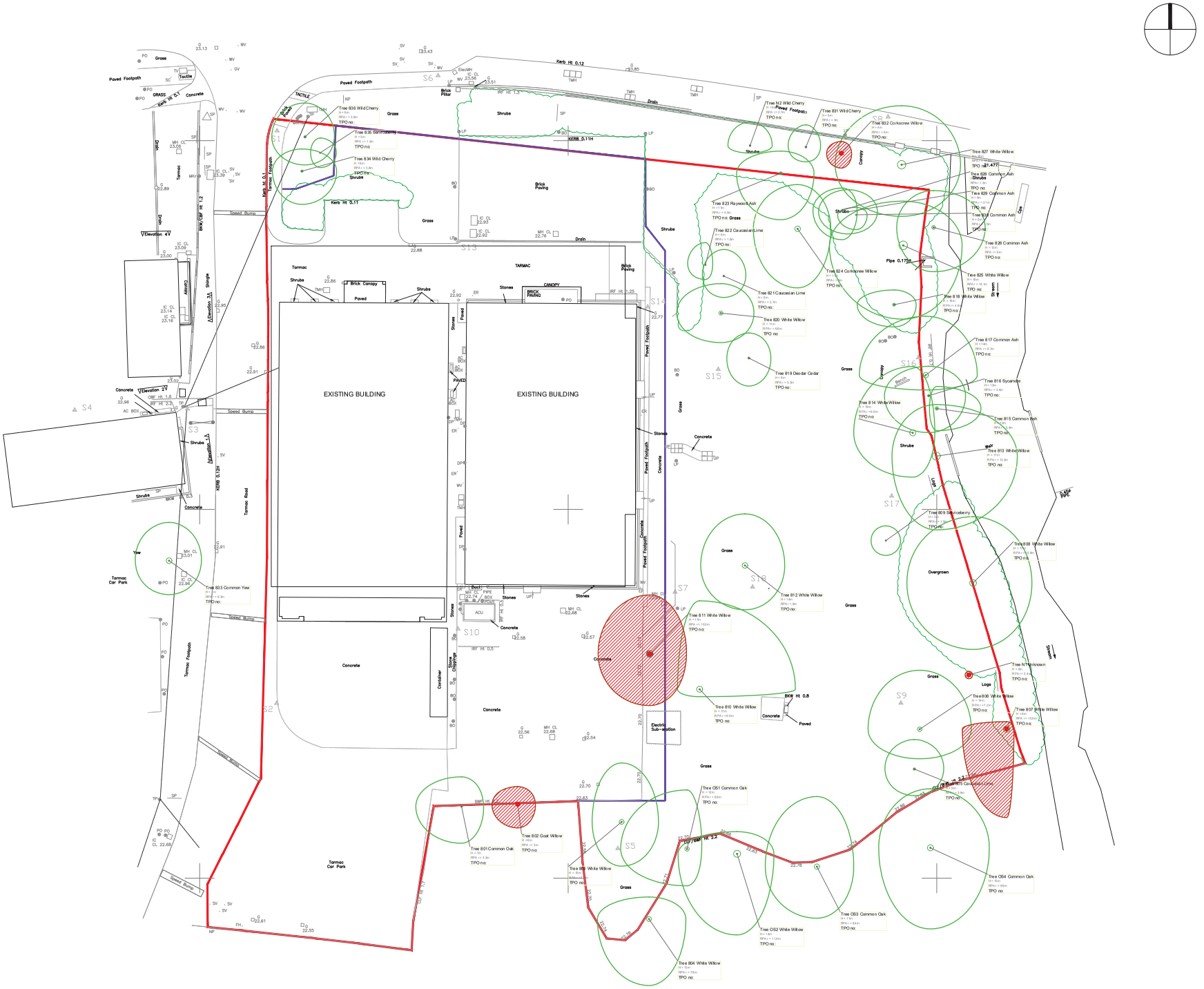
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57d
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london nw1 7db
UK

t: 020 7267 4440
f: 020 7267 6044

rev	amendments	date	by

project	drawing title	scale	date	drawn by	checked by
PROPOSED HOTEL 1-1A BATH ROAD, HILLINGDON, TW6 2BA	LOCATION PLAN	1:1250 @ A3 NTS @ A4	27.10.09	ZT	DM
client	drawing status	job no.	drawing no.		revision
SKYPORT ENTERPRISE LLP	PLANNING	0645	PL1-050		-



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LEGEND

- APPLICATION SITE BOUNDARY
- EXISTING TREES TO BE RETAINED
- EXISTING TREES TO BE REMOVED
- TREE PROTECTRION FENCING

Note:
1. Existing trees to be retained adjacent to the new development to be protected during the construction works to BS5837: Trees In Relation to Construction.
2. Tree protection fencing to be Heras 151 fencing system or equal approved. Standard panel dimensions 3.5m x 2m high. Fencing to be secured with 2no. 'Heraslock' anti-tamper couplers to top and bottom and installed to Heras 'Steadfast' concrete blocks.

REVISIONS
P1 Revised planning submission 27.11.2018
P2 Issued for Reserved Matters Application 17.10.25

H E D Hyland Edgar Driver
Landscape Architects & Urban Designers
London & Winchester
One Weavers Way Cobden Common Winchester SO21 1WG t. 01962 711 600
Waterloo Court 10 Theed Street London SE1 8ST t. 020 7803 9636

CLIENT
Skyport Enterprise UK Ltd

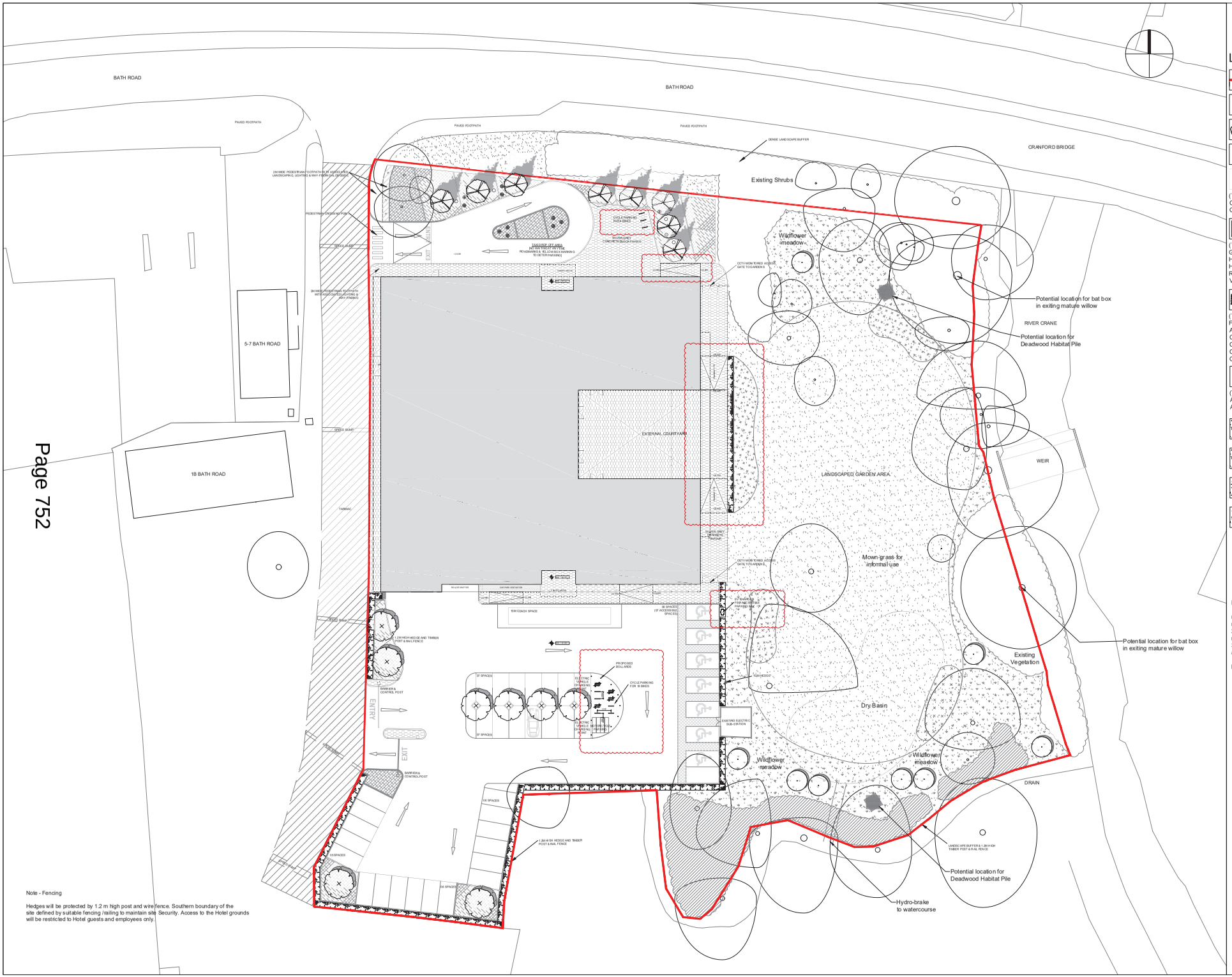
DATE	DRAWN BY	CHECKED BY
17.10.25	SF	CB

DRAWING STATUS: FOR PLANNING
SCALE @ A1: 1:250

PROJECT
1-1A BATH ROAD HILLINGDON

DRAWING TITLE
TREE REMOVAL PLAN

DRAWING NUMBER: 1346-HED-SW-XX-DR-L-1001
REVISION: P2



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LEGEND

- APPLICATION SITE BOUNDARY
- EXISTING TREES TO BE RETAINED
- EXISTING SHRUB VEGETATION TO BE RETAINED
- PROPOSED DEADWOOD HABITAT PILES (2 NO.)
- PROPOSED SEMI-MATURE TREE PLANTING (6-8m high) To be selected from the following:

(Type)	(Size)
Carpinus betulus	30-35 cm, RB
Quercus robur 'fastigiata'	30-35 cm, RB

- PROPOSED SHRUB & GROUNDCOVER PLANTING

(Type)	(Size)	(Density /m2)
Geranium 'Johnson's Blue'	20-30cm 2L	9
Hebe Albicans 'Red Edge'	20-30cm 3L	5
Hebe brachysiphon 'White gem'	30-40cm 3L	5
Rosemarinus officinalis	30-40cm 2L	6
Vinca minor	20-30cm 2L	7

- PROPOSED HEDGE PLANTING Species to be selected from the following

(Type)	(Size)	(Density)
Fagus sylvatica	100-120cm, RB, Rthd	6 per lin m
Acer campestre, Carpinus betulus, Corylus avellana, Crateagus monogyna, Quercus ilex	Native hedge to include maximum 5% berry bearing species	

- PROPOSED NATIVE TREES (4-6m high) All planted at minimum 4m centres

(Type)	(Size)	(%)
Alnus glutinosa	EHS 14-16cm girth, RB	50
Acer campestre	EHS 14-16cm girth, RB	50

- PROPOSED GRASS AREAS
- PROPOSED WILDFLOWER GRASS AREAS British Seed Houses- 20% Wild flora and 80% grass mix WFG7. Sowing rate between 3 and 5g/m²
- PROPOSED BULB PLANTING IN DRIFTS Galanthus nivalis, Narcissus pseudonarcissus
- PROPOSED NATIVE PLANTING

Hazel *Corylus avellana*	30%
Goat Willow *Salix caprea*	50%
Filed Maple *Acer campestre*	15%
Holly *Ilex aquifolium*	5%

NOTE:
1. All shrub planting beds and native planting areas to be mulched to 75mm depth with contract ornamental bark mulch
2. All native planting areas to be protected by 1000mm high rabbit proof fencing.
3. All hedge planting to be supported by 1100mm high post and wire fencing.
4. Planting proposals to contain maximum 5% berry bearing species.

REVISIONS
- P1 Submission for Planning
- P2 Revised planning submission 05.11.2018
- P3 Dry basin added as part of drainage strategy 04.12.18
- P4 Issued for Reserved Matters Application 17.10.25
- P5 Minor amendments to planning comments 13.03.26

Hyland Edgar Driver
Landscape Architects & Urban Designers
London & Winchester
One Weatex Way Cobden Common Winchester SO21 1WG t. 01962 711 600
Waterloo Court 10 Theed Street London SE1 8ST t. 020 7803 0636

CLIENT
Skyport Enterprise UK Ltd

DATE	DRAWN BY	CHECKED BY
17.10.25	SF	CB

DRAWING STATUS: FOR PLANNING
SCALE @ A1: 1:250

PROJECT
1-1A BATH ROAD HILLINGDON

DRAWING TITLE
LANDSCAPE MASTER PLAN

DRAWING NUMBER: 1346-HED-SW-XX-DR-L-1002
REVISION: P5

Five Year Management Plan - New Planting

General Areas: Shrubs, Groundcover and Herbaceous

Between May and September of the first year ornamental beds will be watered to field capacity if there has been no rainfall for a period of 7 days. Watering shall continue at weekly intervals until a consistent and prolonged rainfall occurs. During subsequent years watering shall be on an as necessary basis.

Ground cover plants will be hand weeded on a monthly basis during the growing season March to October inclusive. Pernicious perennial weeds shall be spot treated with a glyphosate based herbicide and removed when they have died down. Do not use herbicide spray in beds of low ground cover. Remove any litter during each maintenance visit. In spring of the first three years areas of thin establishment shall have Tree planting compost at 10 litres per m2 worked around the roots without disturbing the ground.

For the first three years weed shrub beds monthly by hand during the growing season, March to October inclusive. Alternatively, use an approved glyphosate based herbicide as recommended by the manufacturer taking care not to spray herbaceous plants or green parts of shrubs. All weeds are to be removed from the beds once they have died down. After three years the ground should be well covered by plants and weeding requirements should be minimal with visits in late April, July and August.

For the first three years all ornamental shrub areas shall receive Enmag fertilizer at the rate of 50g/m2 in late April and 50mg/m2 Flcote 140 in September. At each visit prune shrubs as necessary to remove damaged and diseased wood and to promote healthy growth and produce well shaped plants. Pruning be in accordance with good horticultural practice and should not change the natural habit of the shrub. Herbaceous plants shall be dead headed and cut back outbreaks of pests and disease shall be treated as they occur. An annual inspection will take place during September of the first five years and any plants which have been vandalised are dead of missing will be replaced during the following planting season.

Formal Hedges

Between May and September of the first year hedges will be watered to field capacity if there has been no rainfall for a period of 7 days. Watering shall continue at weekly intervals until a consistent and prolonged rainfall occurs. During subsequent years watering shall be on an as necessary basis. All central leaders of hedge plants shall be allowed to grow up until they reach their eventual height. This shall be 1200mm for Beech. The sides shall be cut vertically. Beech shall be trimmed in June and September. Hedging we be fertilised with 50gm/m2 Enmag each spring. Weeding shall be as for ornamental shrubs. An annual inspection will take place during September of the first five years and any plants which have been vandalised are dead of missing will be replaced during the following planting season.

Native planting

Between May and September of the first year native planting will be watered to field capacity if there has been no rainfall for a period of 7 days. Watering shall continue at weekly intervals until a consistent and prolonged rainfall occurs. During subsequent years watering shall be on an as necessary basis.

For the first three years weed native planting monthly by hand during the growing season March to October inclusive. Alternatively, use an approved glyphosate based herbicide as recommended by the manufacturer. All weeds are to be removed from the beds once they have died down. After three years the ground should be well covered by plants and weeding requirements should be minimal with visits in late April, July and August.

For the first three years all native planting shall receive Enmag fertiliser at the rate of 50g/m2in late April and 50g/m2 Ficote 140 in September. At each visit prune shrubs as necessary to remove damaged and diseased wood and to promote healthy growth and produce well shaped plants. Pruning to be in accordance with good horticultural practice and should not change the natural habit of the shrub. Outbreaks of pest and disease shall be treated as they occur.

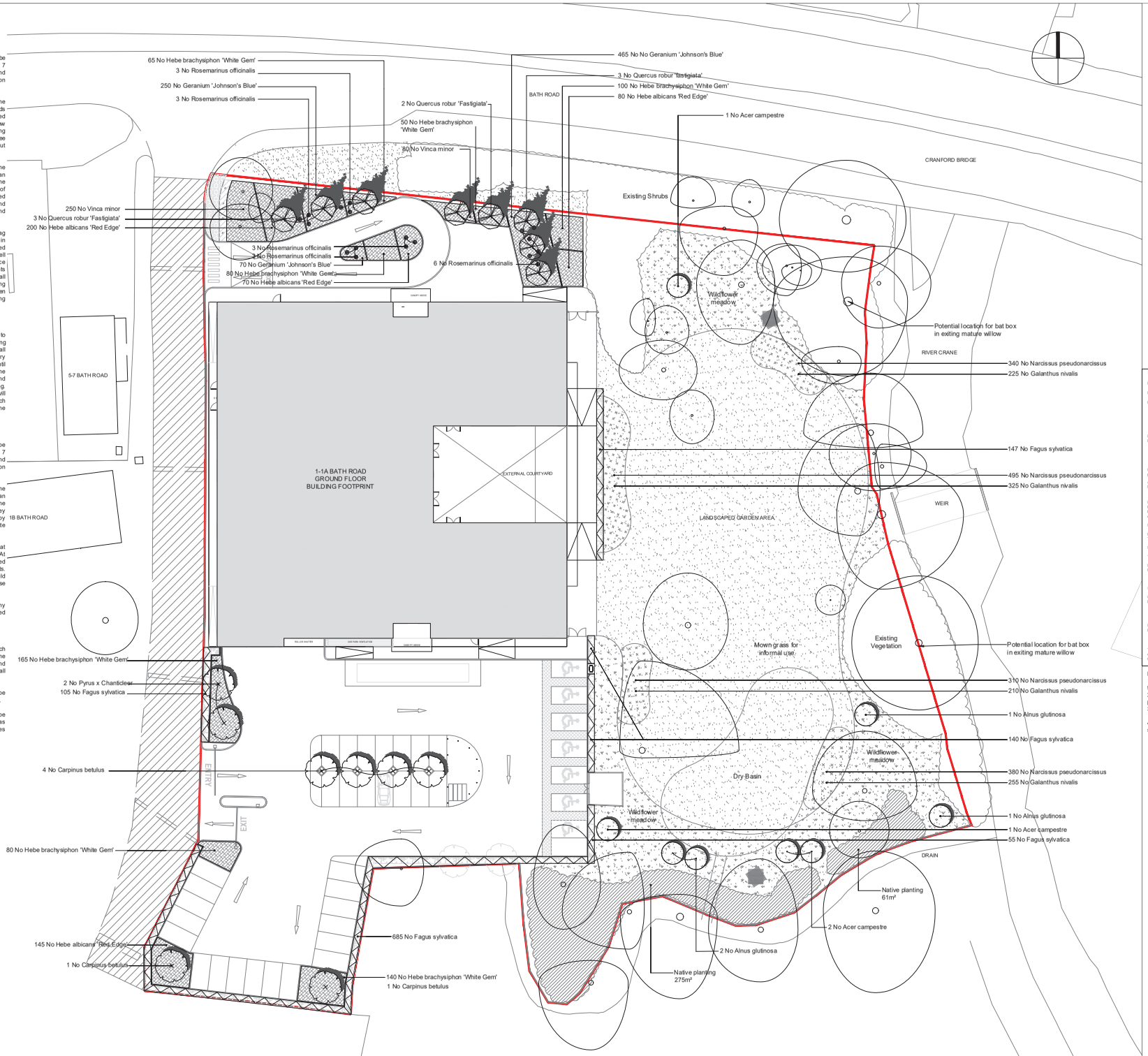
An annual inspection will take place during September each year and any plants which have been vandalised are dead or missing will be replaced during the following planting season.

Wildflower Grassland

Upon establishment grass shall be cut after spring flowering in May each year and subsequently every 6 weeks until the end of September. The grass shall not be cut shorter than 100 mm. At no time shall the ground be "scalped " by mowers. All arisings from any form of grass cutting shall be collected removed and disposed of off site.

Grass on banks, traverses and to sides and bottoms of ditches shall be maintained to the standards as specified for areas immediately adjacent.

Grassed areas containing naturalised bulbs daffodils and the like, shall be cut and tidied and all arisings removed once all the foliage die back has occurred. All arisings are to be swept or removed from the hard/ surfaces / paths



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LEGEND

- APPLICATION SITE BOUNDARY
- EXISTING TREES TO BE RETAINED
- EXISTING SHRUB VEGETATION TO BE RETAINED
- PROPOSED SEMI-MATURE TREE PLANTING (6-8m high)
- PROPOSED HEDGE PLANTING
- PROPOSED NATIVE TREES (4-6m high) All planted at minimum 4m centres
- PROPOSED GRASS AREAS
- PROPOSED WILDFLOWER GRASS AREAS
- PROPOSED BULB PLANTING IN DRIFTS
- PROPOSED NATIVE PLANTING
- PROPOSED SHRUB PLANTING

SCHEDULE

BATH ROAD , Hillingdon

PLANTING SCHEDULE

PROPOSED SHRUB PLANTING

No.		SIZE	SPECIFICATION	DENSITY
785	Geranium 'Johnson's Blue'	2L	20-30cm	9
495	Hebe Albicans ' Red Edge '	3L	20-30cm	5
660	Hebe brachysiphon 'White gem'	3L	30-40cm	5
18	Rosemarinus officinalis	2L	30-40cm	6
330	Vinca minor	2L	30-40cm	7

PROPOSED NATIVE SHRUB PLANTING

No.				
55	Hazel Corylus avellana	600-900cm	BR	30% /1.5 m2
92	Goat Willow Salix caprea	600-900cm	BR	50%/1.5 m2
28	Field Maple Acer campestre	600-900cm	BR	15%/1.5 m2
10	Holly Ilex aquifolium	600-900cm	BR	5%/1.5 m2

Plants to be planted in 450mm clean topsoil mixed with 20% compost and 100grams granular fertiliser per lin m. All shrubs mulched with 75mm deep approved bark mulch.

PROPOSED HEDGE PLANTING

No.				
945	Fagus sylvatica	100-120cs	Rootballed, Fthd	7 per lin m

Plants to be planted in a double staggered row @ 900mm c/s in 1.45m wide and 0.4m deep trench, backfilled with 80% clean topsoil mixed with 20% compost and 70grams granular fertiliser per lin m. All hedging mulched with 75mm deep approved bark mulch. 900mmhigh post and three wire fence to run down centre of hedging.

PROPOSED WILDFLOWER GRASS AREAS

British Seed Houses- 20% Wild flora and 80% grass mix WFG7. lowing rate between 3 and 5g/m
Total area of proposed wildflower grass = 1275m2

PROPOSED GRASS AREAS

Total area of proposed wildflower grass = 995m2

PROPOSED BULB PLANTING IN DRIFTS

No.		
1015	Galanthus nivalis	40% /13 m2
1525	Narcissus pseudonarcissus	60% /13 m2

Scatter randomly and plant where they fall as specified and where shown on drawings.

PROPOSED SEMI-MATURE TREE PLANTING

No.				
6	Carpinus betulus	30-35 cm	Rootballed	as shown
2	Pyrus Chanticleer	18-20cm	Rootballed	as shown
1	Quercus robur 'fastigiata' (feathered)	18-20cm	Rootballed	as shown

PROPOSED NATIVE TREE PLANTING

No.				
4	Alnus glutinosa	14-16 cm	EHS Rootballed	as shown
4	Acer campestre	14-16 cm	EHS Rootballed	as shown

Trees to be planted in 1.2 x 1.2 x 1.2m deep pit, backfilled with 9% clean topsoil well mixed with 20% compost and 200 grams granular fertiliser. All trees underground guyed using Platipus system . All trees to be supplied with black perforated pipe for irrigation and black tonal rabbit guard.

NOTE:
1. All shrub planting beds and native planting areas to be mulched to 75mm depth with contract ornamental bark mulch
2. All native planting areas to be protected by 1000mm high rabbit proof fencing.
3. All hedge planting to be supported by 1100mm high post and wire fencing.
4. Planting proposals to contain maximum 5% berry bearing species.

REVISIONS

P1	Revised planning submission 05.11.2018
P2	Dry basin added as part of drainage strategy 04.12.18
P3	Issued for Reserved Matters Application 17.10.25
P4	Minor amendments to planning comments 13.03.26

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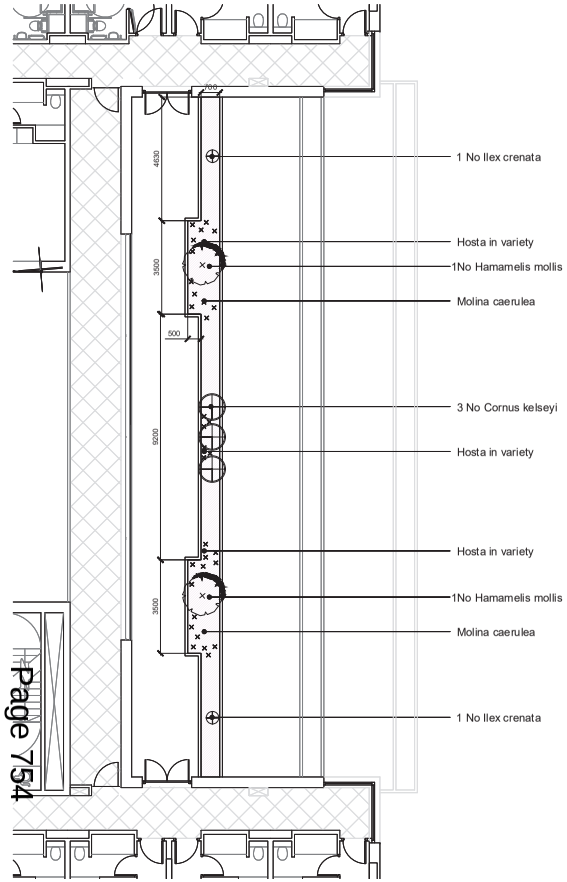
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17.01.25	SF	CB

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FOR PLANNING — 1:250

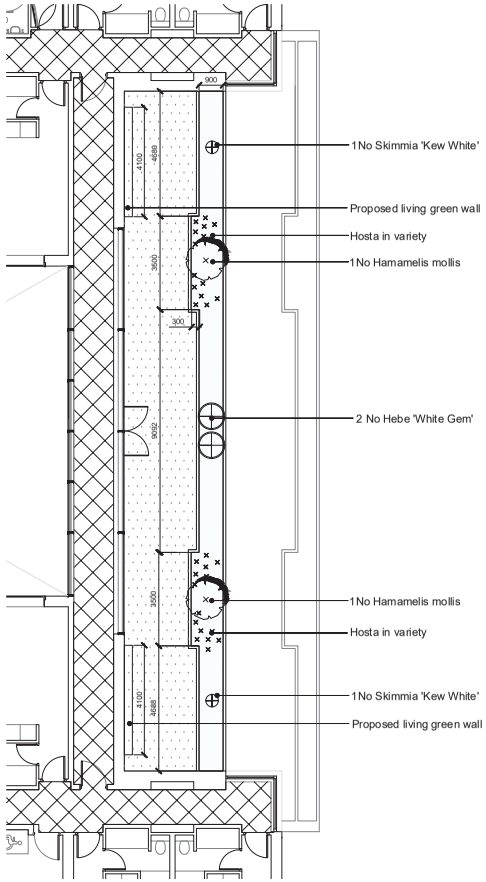
PROJECT
1-1A BATH ROAD HILLINGDON

DRAWING TITLE
PLANTING PLAN

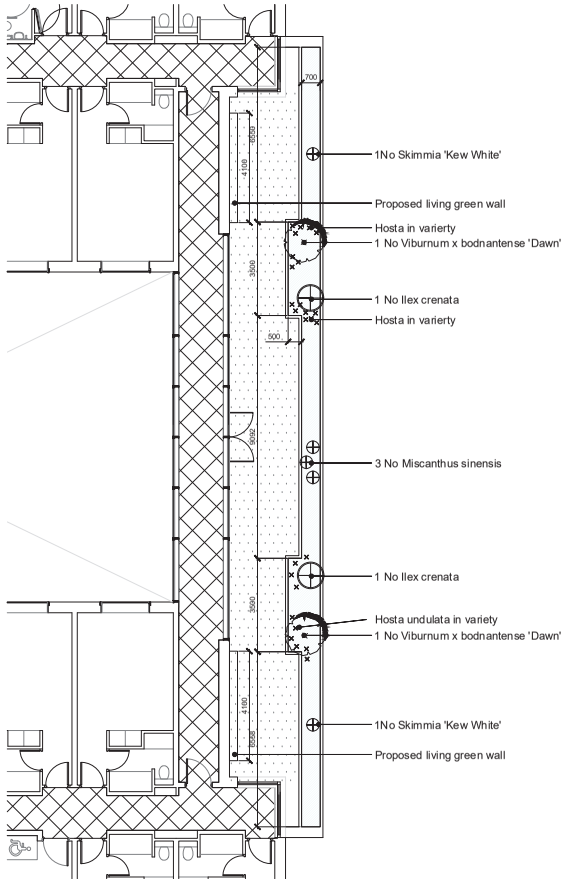
DRAWING NUMBER — REVISION
1346-HED-SW-XX-DR-L-1005 — P4



LEVEL 05 TERRACE - PLANTING PLAN
Scale 1:100 @ A1



LEVEL 03 TERRACE - PLANTING PLAN
Scale 1:100 @ A1



LEVEL 01 TERRACE - PLANTING PLAN
Scale 1:100 @ A1

TERRACE PLANTING SCHEDULE - LEVEL 05

	Species	Common Name	Specification	Evergreen	Flowering	Colour	Height	Density	Pot size
Perennials									
BeBW	Bergenia 'Bressingham White'	Elephant's ears	Full pot,fully rooted, healthy crown	E	Mar-Apr		30- 40cm	9/m2	2L
CvDB	Calluna vulgaris 'Dark Beauty'	Scots Heather	Full pot,fully rooted, healthy crown	E	Aug-Oct		20-30cm	11/m2	2L
EcMR	Erica carnea 'Myretoun Ruby'	Winter Heath Heather	Full pot,fully rooted, healthy crown	E	Jan-May		20-30cm	11/m2	2L
EcW	Erica carnea f. alba 'Whitehall'	White Heath Heather	Full pot,fully rooted, healthy crown	E	Jan-Mar		20-30cm	11/m2	2L
HeHW	Helleborus x hybridus 'white speckled'	Lenten Rose Hellebore	Full pot, fully rooted, healthy crown		Feb-Mar		10-50cm	9/m2	2L
HmA	Hakonechloa macra 'All Gold'	Golden Hakonechloa	Full pot, fully rooted, healthy crown	E	Jun-Jul		10-50cm	11/m2	2L
Ferns	*(**Add bulb plants throughout)*								
Blsp	Blechnum spicant	Deer fern	Full pot, fully rooted, healthy clump	E			20-30cm	9/m2	2L
Grasses	*(*Add bulb plants throughout)*								
CT	Carex testacea	Sedge	Full pot,fully rooted, healthy crown	E	Jul-Aug		20-30cm	7/m2	5L
Seau	Sesleria autumnalis	Autumn moor grass	Full pot, fully rooted, healthy clump	E	Jun-Oct		20-30cm	7/m2	5L
Shrubs									
Cosk	Cornus stolonifera 'kelseyi'	Dogwood	Bushy, 5 breaks		Jun-Jul		30-40cm	5/m2	5L
HebW	Hebe brachysiphon 'White Gem'	White Gem Hebe	Bushy, 5 breaks	E	Jul-Aug		30-40cm	5/m2	10L
Specimen Planting									
Hamo	Hamamelis mollis	Chinese witch hazel	Bushy, min 5 breaks		Dec-Feb		90-100cm	3/m2	15L
Ilcr	Ilex crenata	Box leaved Holly	Clipped ball 45cm diameter	E			45cm	counted	25L
PmM	Pinus mugo 'Mops'	Dwarf mountain pine	Compact, rounded shape	E			90-100cm	counted	25L
Spot Planting									
HoFr	Hosta 'Francee' (fortunei)	Plantain lily	Full pot,fully rooted, healthy crown		Jul-Aug		20-30cm	9/m2	2L
Moca	Molina caerulea	Moor grass	Full pot,fully rooted, healthy crown		May-Sep		40-60cm	7/m2	3L
Bulbs									
A	Crocus tommasinianus	Early flowering Crocus			Feb-Mar			25/m2	
B	Galanthus nivalis	Snowdrop			Jan-Mar			50/m2	
C	Narcissus 'Tête-à-tête'	Tête-à-tête' Daffodil			Feb-Apr			25/m2	

Bulbs: Bulbs to be under-planted to shrub beds marked '' at a rate of 50 bulbs per species per m² for each individual bed, in clumps of minimum 15 no. each.*

LIVING WALL - PLANTING SCHEDULE



East Facing Planting Mix - A

1.Euonymus fortunei darts blanket	30%
2.Ionicera nitida margrun	30%
3.Hedera helix wonder	25%
4.Polypodium vulgare	15%



East Facing Planting Mix - B

1.Euonymus fortunei darts blanket	25%
2.Ionicera nitida margrun	25%
3.Hedera helix wonder	20%
4.Aspenium scolpendium	15%
5. Liriope big blue	15%

TERRACE PLANTING SCHEDULE - LEVEL 03 AND LEVEL 01

	Species	Common Name	Specification	Evergreen	Flowering	Colour	Height	Density	Pot size
Perennials									
AnKC	Anemone x hybrida 'Königin Charlotte'	Anemone Queen Charlotte	Full pot, fully rooted, healthy crown		Aug-Sep		20-30cm	7/m2	2L
AmLW	Astrantia major 'Large White'	Masterwort	Full pot, fully rooted, healthy crown		Jun-Aug		20-30cm	7/m2	2L
BeBW	Bergenia 'Bressingham White'	Elephant's ears	Full pot,fully rooted, healthy crown	E	Mar-Apr		30- 40cm	7/m2	2L
BmLG	Brunnera macrophylla 'Looking Glass'	Siberian bugloss	Full pot,fully rooted, healthy crown		Apr-May		20-30cm	9/m1	2L
CvDBp	Calluna vulgaris 'Dark Beauty'	Scots Heather	Full pot,fully rooted, healthy crown	E	Aug-Oct		20-30cm	9/m2	2L
EcMRp	Erica carnea 'Myretoun Ruby'	Winter Heath Heather	Full pot,fully rooted, healthy crown	E	Jan-May		20-30cm	9/m2	2L
GepA	Geranium phaeum 'Album'	Cranesbill (White)	Full pot,fully rooted, healthy crown		May-Jun		20-30cm	11/m2	2L
HehW	Helleborus x hybridus 'White Lady'	Hellebore	Full pot, fully rooted, healthy crown		Feb-Apr		15-20cm	9/m2	2L
HoFr	Hosta 'Francee' (fortunei)	Plantain lily	Full pot,fully rooted, healthy crown		Jul-Aug		20-30cm	9/m2	2L
Luni	Luzula nivea	Woodrush	Full pot,fully rooted, healthy crown	E	Jun-Jul		20-30cm	11/m2	2L
HakM	Hakonechloa macra	Hakonechloa	Full pot,fully rooted, healthy crown		Jun-Jul		15-20cm	7/m2	2L
StSC	Stachys byzantina 'Silver Carpet'	Lamb's ear 'Silver Carpet'	Full pot,fully rooted, healthy crown		Jun-Sep		15-20cm	9m2	2L
Ferns									
Blsp	Blechnum spicant	Deer fern	Full pot, fully rooted, healthy clump	E			20-30cm	9/m2	2L
Drfm	Dryopteris filix-mas	Male fern	Full pot,fully rooted, healthy crown	D			20-30cm	9/m2	3L
Pose	Polystichum setiferum	Soft shield fern	Full pot,fully rooted, healthy crown	E			20-30cm	9/m2	3L
Grasses	*(*Add bulb plants throughout)*								
MiML	Miscanthus sinensis 'Morning Light'	Chinese Silver Grass	Full pot,fully rooted, healthy crown		Oct		20-30cm	7/m2	15L
Shrubs									
HebW	Hebe brachysiphon 'White Gem'	White Gem Hebe	Bushy, 5 breaks	E	Jun-Jul		30-40cm	5/m2	10L
SahH	Sarcococca hookeriana var. 'Humilis'	Himalayan Sarcococca	Bushy, min 7-8 breaks	E	Nov-Jan		50 cm	5/m2	10L
SkjK	Skimmia japanica 'Kew White'	Japanese Skimmia	Full pot,fully rooted, healthy crown	E	Apr-May		30-50cm	5/m2	10L
SpcG	Spiraea cinerea 'Grefsheim'	Garland Spiraea	Bushy, min 7 breaks		Apr-May		50-60cm	5/m2	5L
Specimen Planting									
DaoA	Daphne odora 'Aureomarginata'	Winter Daphne	Full pot,fully rooted, healthy crown	E	Jan-Mar		40-60cm		15L
Hamo	Hamamelis mollis	Chinese witch hazel	Bushy, min 5 breaks		Dec-Feb		90-100cm	3/m2	15L
Ilcr	Ilex crenata	Box leaved Holly	Clipped ball 45cm diameter	E			45cm		15L
ViDa	Viburnum x bodnantense 'Dawn'	Viburnum	Bushy, min 5 breaks				45cm		15L
Spot Planting									
AgaA	Agapanthus african 'Albus'	White African lily	Full pot,fully rooted, healthy crown		Jul-Sep		20-30cm	7/m2	3L
Cg	Cardiocrinum giganteum	Giant lily	Full pot,fully rooted, healthy crown		Jun-Aug			5/m2	2L
Bulbs									
A	Allium hollandicum 'Purple Sensation'	Ornamental Onion	Full pot,fully rooted, healthy crown		Jun			20/m2	
C (IrBB)	Iris sibirica "Butter and Sugar'	Iris 'Butter and Sugar'	Full pot,fully rooted, healthy crown		May-Jun			20/m2	
D	Galanthus nivalis	Snowdrop	Full pot,fully rooted, healthy crown		Jan-Mar			50/m2	

Bulbs: Bulbs to be under-planted to shrub beds marked '' at a rate of 50 bulbs per species per m² for each individual bed, in clumps of minimum 15 no. each.*

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LEGEND

- PROPOSED SPECIMEN PLANTING
- PROPOSED FEATURE SHRUB PLANTING
- PROPOSED SPOT PLANTING
- PROPOSED SHRUB & GROUNDCOVER PLANTING (LEVEL 01 & 03)
- PROPOSED SHRUB & GROUNDCOVER PLANTING (LEVEL 05)
- PROPOSED SHRUB & GROUNDCOVER PLANTING (LEVEL 05)

NOTE:
1. All shrub planting beds to be mulched to 75mm depth with contract grade ornamental bark mulch.

REVISIONS
P1 Revised planning submission 05.11.18
P2 Issue for Reserved Matters Application 17.10.25

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Skyport Enterprise UK Ltd

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17.10.25	SF	CB

DRAWING STATUS: FOR PLANNING — SCALE @ A1: 1:100

PROJECT
1-1A BATH ROAD HILLINGDON

DRAWING TITLE
TERRACE PLANTING DETAILS

DRAWING NUMBER: 1346-HED-SW-XX-DR-L-1019 — REVISION: P2



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LEGEND

- APPLICATION SITE BOUNDARY
- EXISTING TREES TO BE RETAINED
- EXISTING VEGETATION
- PROPOSED SEMI-MATURE TREE PLANTING
- PROPOSED NATIVE TREES
- PROPOSED SHRUB & GROUNDCOVER PLANTING
- PROPOSED HEDGE PLANTING
- PROPOSED AMENITY GRASS AREAS
- PROPOSED WILDFLOWER GRASS AREAS
- PROPOSED BULB PLANTING IN DRIFTS NATIVE BULBS
- PROPOSED NATIVE PLANTING
- PROPOSED BIOSOLAR ROOF
- PROPOSED TERRACES
- PROPOSED LIVING WALL

NOTE:
1. Refer to Landscape Masterplan for details of proposed planting typologies.

REVISIONS

P1	Issue or Reserved Matters Application 17.10.25
P2	Minor amendments to planning comments 13.03.26

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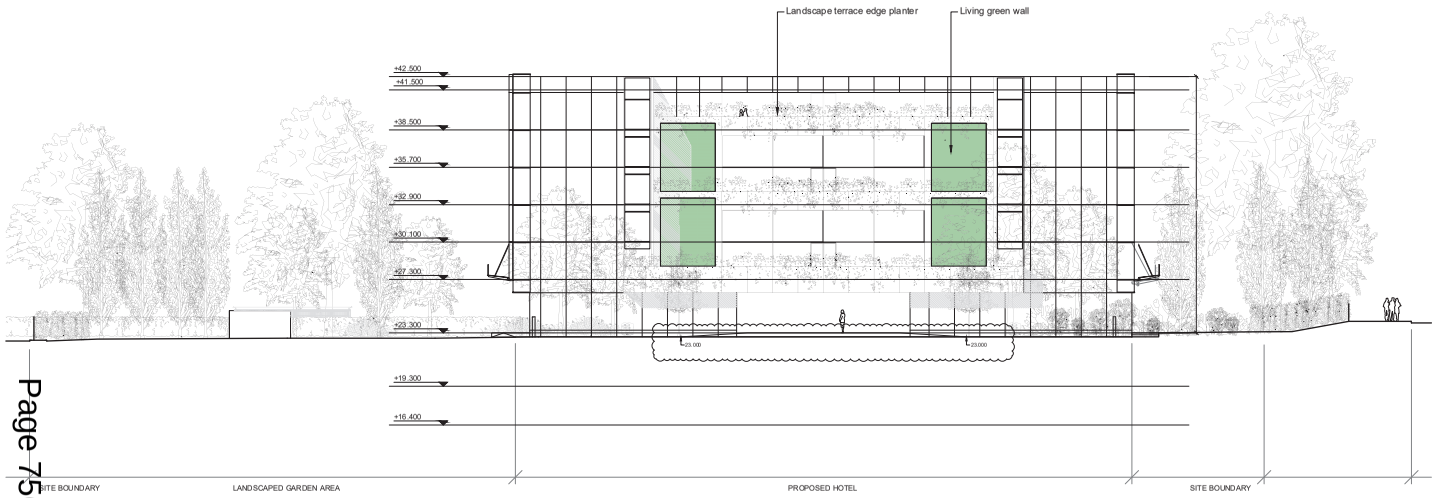
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PROJECT
1-1A BATH ROAD HILLINGDON

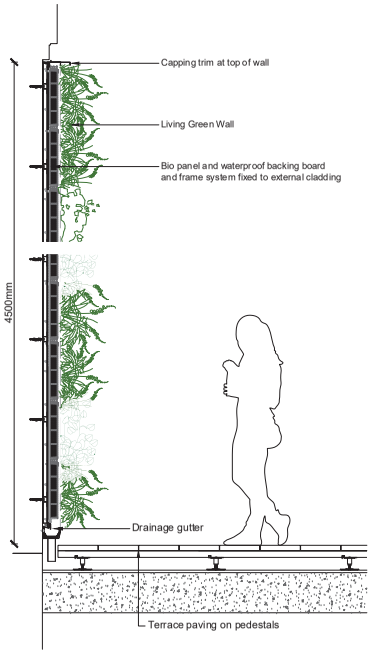
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URBAN GREENING FACTOR PLAN

DRAWING NUMBER: 1346-HED-SW-XX-DR-L-1030
REVISION: P2

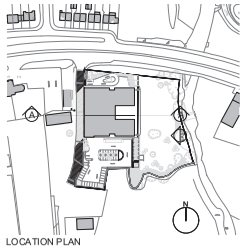
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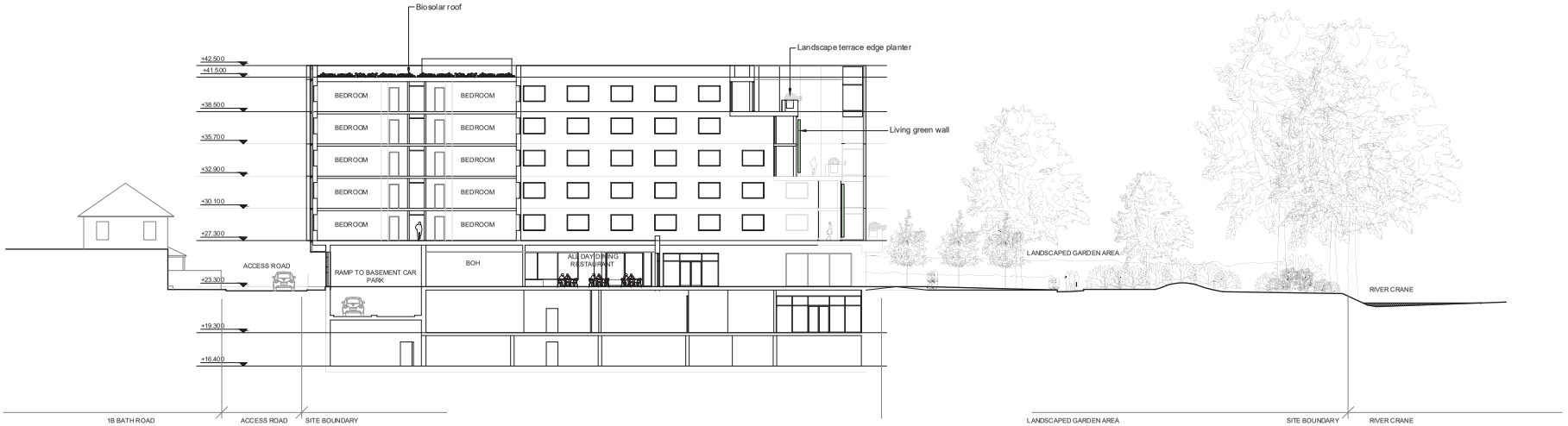
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SCALE: 1:200



3 TYPICAL DETAIL: LIVING GREEN WALL
SCALE: 1:20



LOCATION PLAN



2 SECTION A: LIVING GREEN WALL LOCATION
SCALE: 1:200

REVISIONS
P1 Issue or Reserved Matters Application 17.10.25
P2 Minor amendments to planning comments 13.03.26

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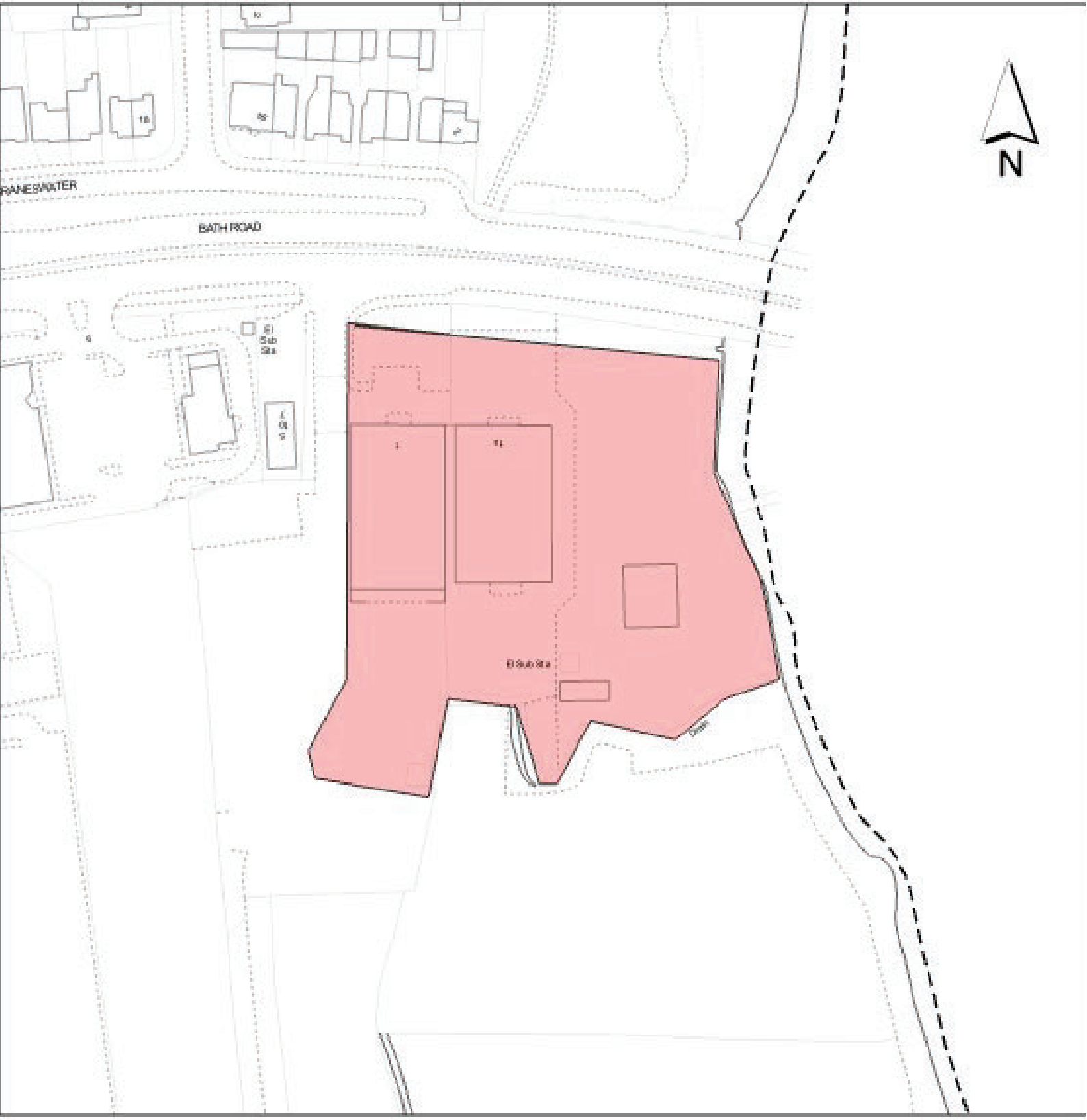
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PROJECT
1-1A BATH ROAD HILLINGDON

DRAWING TITLE
SECTION & ELEVATION - LIVING WALL

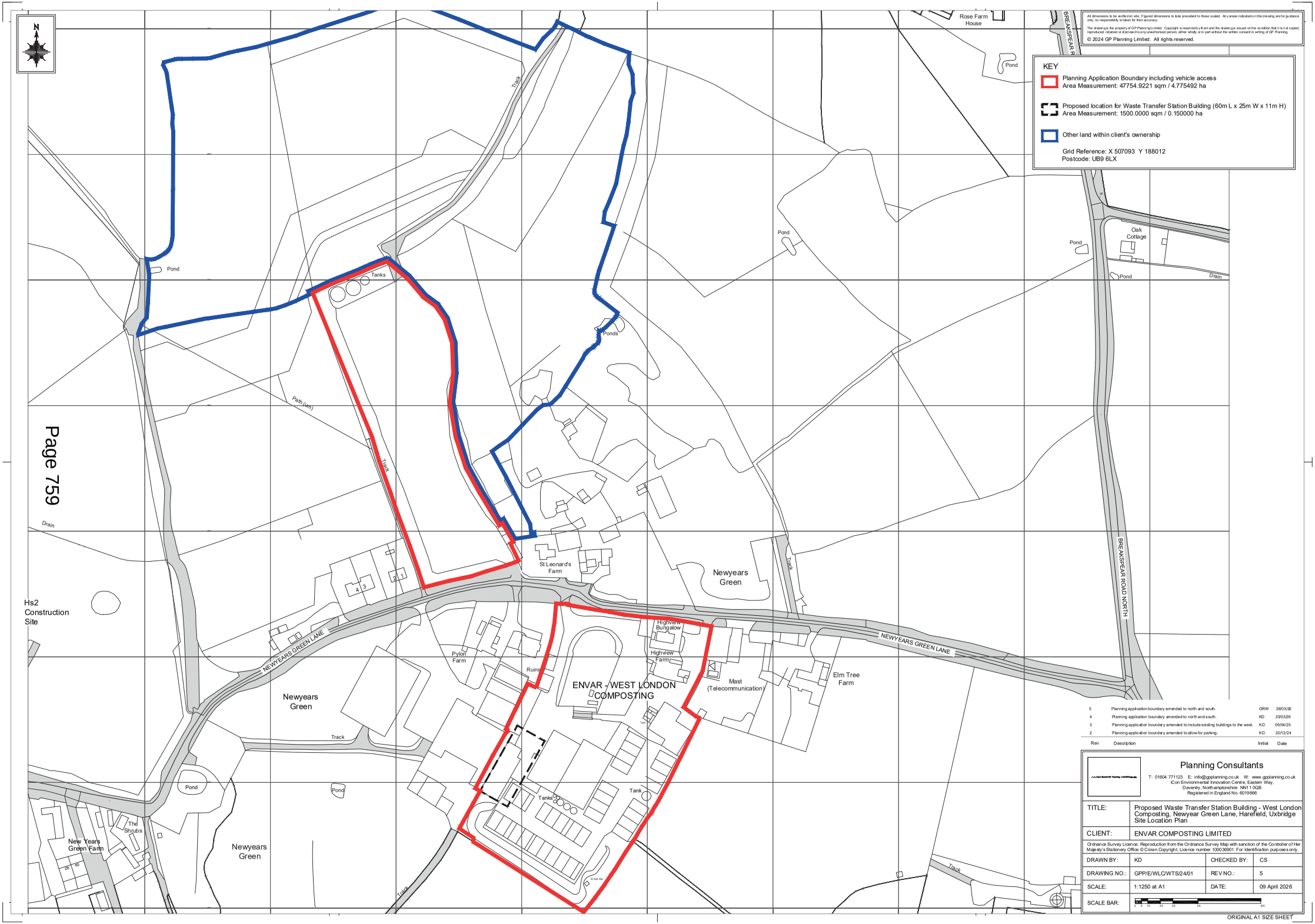
DRAWING NUMBER	REVISION
1346-HED-SW-XX-DR-L-1031	P2



KEY :	ADDRESS :	
Site Boundary	1 AND 1A BATH ROAD	LONDON BOROUGH OF HILLINGDON RESIDENTS SERVICES PLANNING SECTION CIVIC CENTRE, UXBRIDGE, UB8 1UW
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	PLANNING COMMITTEE :	DATE : APRIL 2026

Report of the Head of Development Management and Building Control

Address:	HIGHVIEW FARM, ICKENHAM
Development:	Construction of a replacement Waste Transfer Station Building (Amended Red Outline on Location and Site Plan)
LBH Ref Nos:	12579/APP/2025/615



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Rev	Description	Initial	Date
5	Planning application boundary amended to north and south.	GRW	26/03/26
4	Planning application boundary amended to north and south.	KD	25/03/26
3	Planning application boundary amended to include existing buildings to the west.	KD	09/04/25
2	Planning application boundary amended to allow for parking.	KD	20/12/24

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iCon Environmental Innovation Centre, Eastern Way,
Daventry, Northamptonshire. NN11 0QB
Registered in England No. 6019666

TITLE:	Proposed Waste Transfer Station Building - West London Composting, Newyear Green Lane, Harefield, Uxbridge Site Location Plan
CLIENT:	ENVAR COMPOSTING LIMITED

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SCALE:	1:1250 at A1	DATE:	09 April 2026
SCALE BAR:	0 5 10 20 30 50 100		

ORIGINAL A1 SIZE SHEET



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Rev	Description	Initial	Date
4	Planning application boundary amended.	GRW	07/04/26
3	Planning application boundary amended to include existing buildings to the west.	KD	09/04/25
2	Planning application boundary amended to allow for parking.	KD	20/12/24

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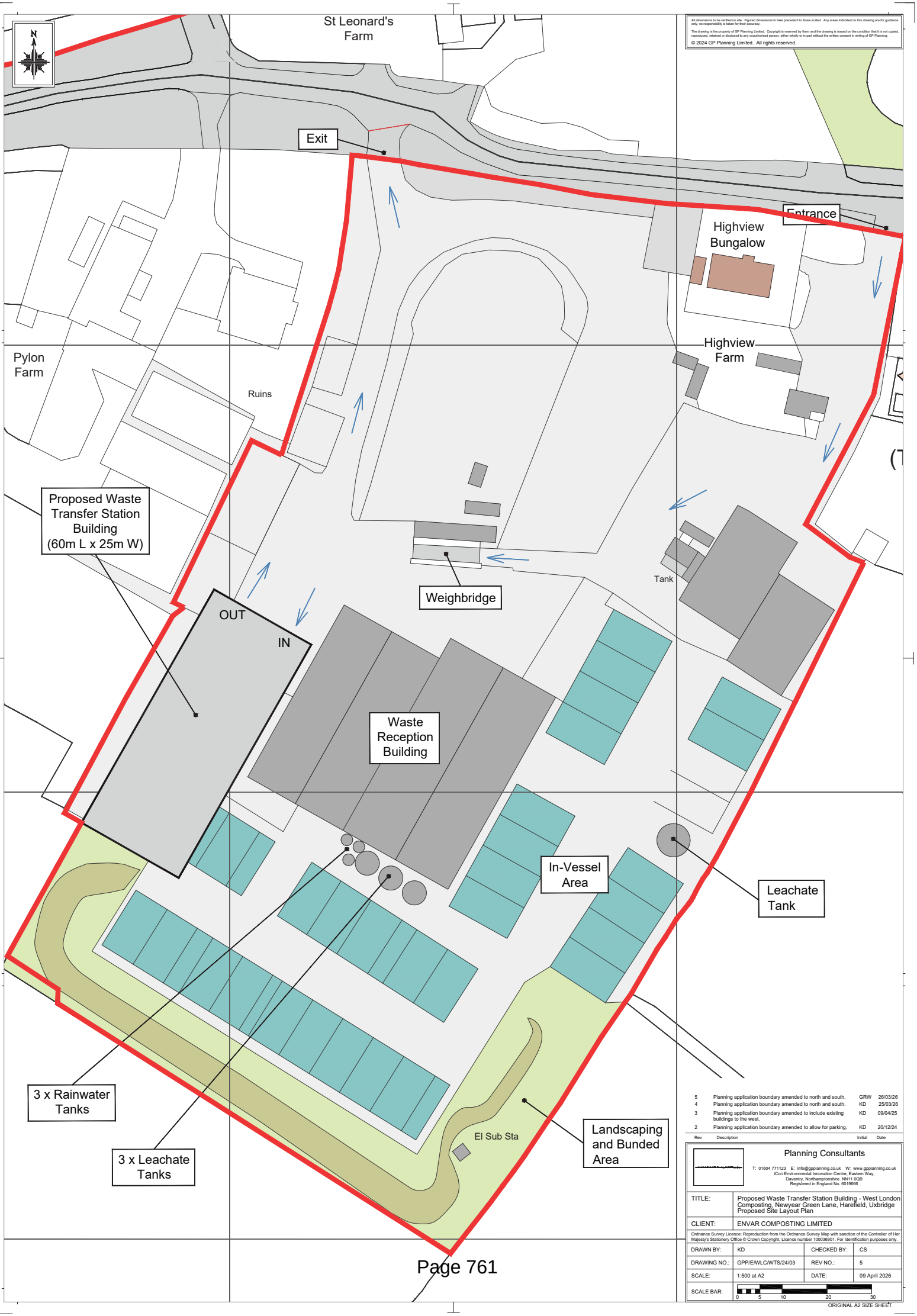
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iCon Environmental Innovation Centre, Eastern Way,
Daventry, Northamptonshire. NN11 0QB
Registered in England No. 6019666

TITLE:	Proposed Waste Transfer Station Building - West London Composting, Newyear Green Lane, Harefield, Uxbridge Existing Site Layout Plan
CLIENT:	ENVAR COMPOSTING LIMITED

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ORIGINAL A2 SIZE SHEET



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Rev	Description	Initial	Date
5	Planning application boundary amended to north and south.	GRW	26/03/26
4	Planning application boundary amended to north and south.	KD	25/03/26
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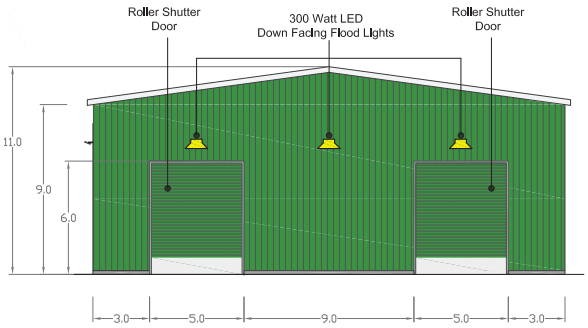
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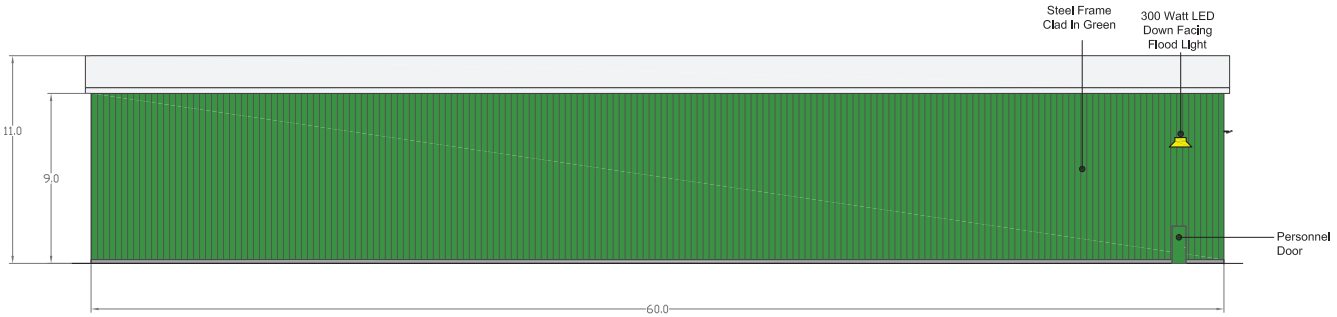
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ORIGINAL A2 SIZE SHEET

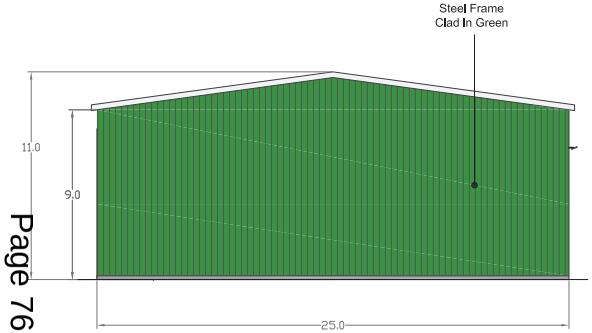
NORTHERN ELEVATION



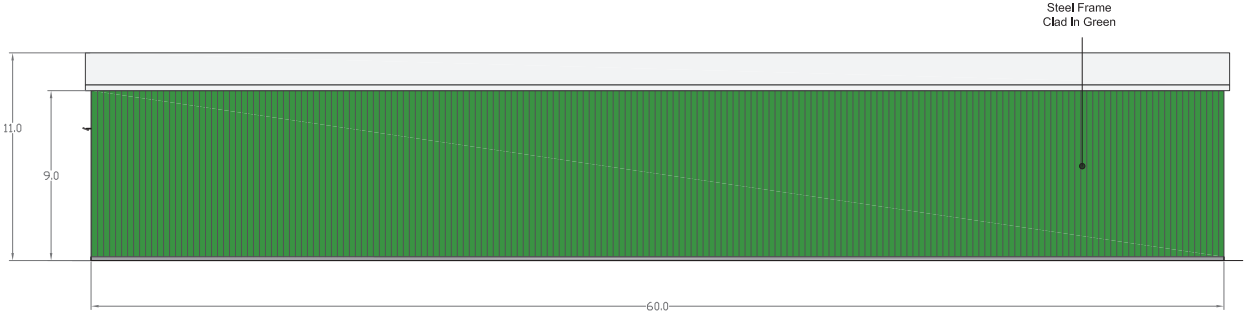
EASTERN ELEVATION



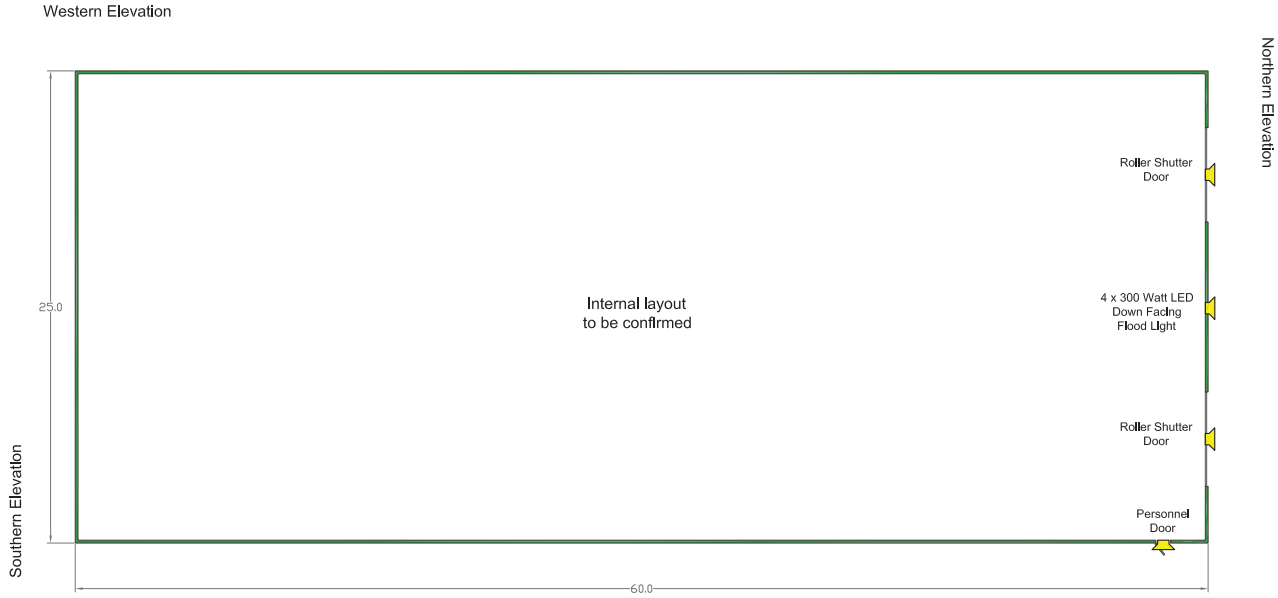
SOUTHERN ELEVATION



WESTERN ELEVATION



FLOOR PLAN



All dimensions to be verified on site. Figured dimensions to take precedent to those scaled. Any areas highlighted on this drawing are for guidance only, no responsibility is taken for their accuracy.

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Rev	Description	Initial	Date

GPP GP PLANNING LTD

Planning Consultants

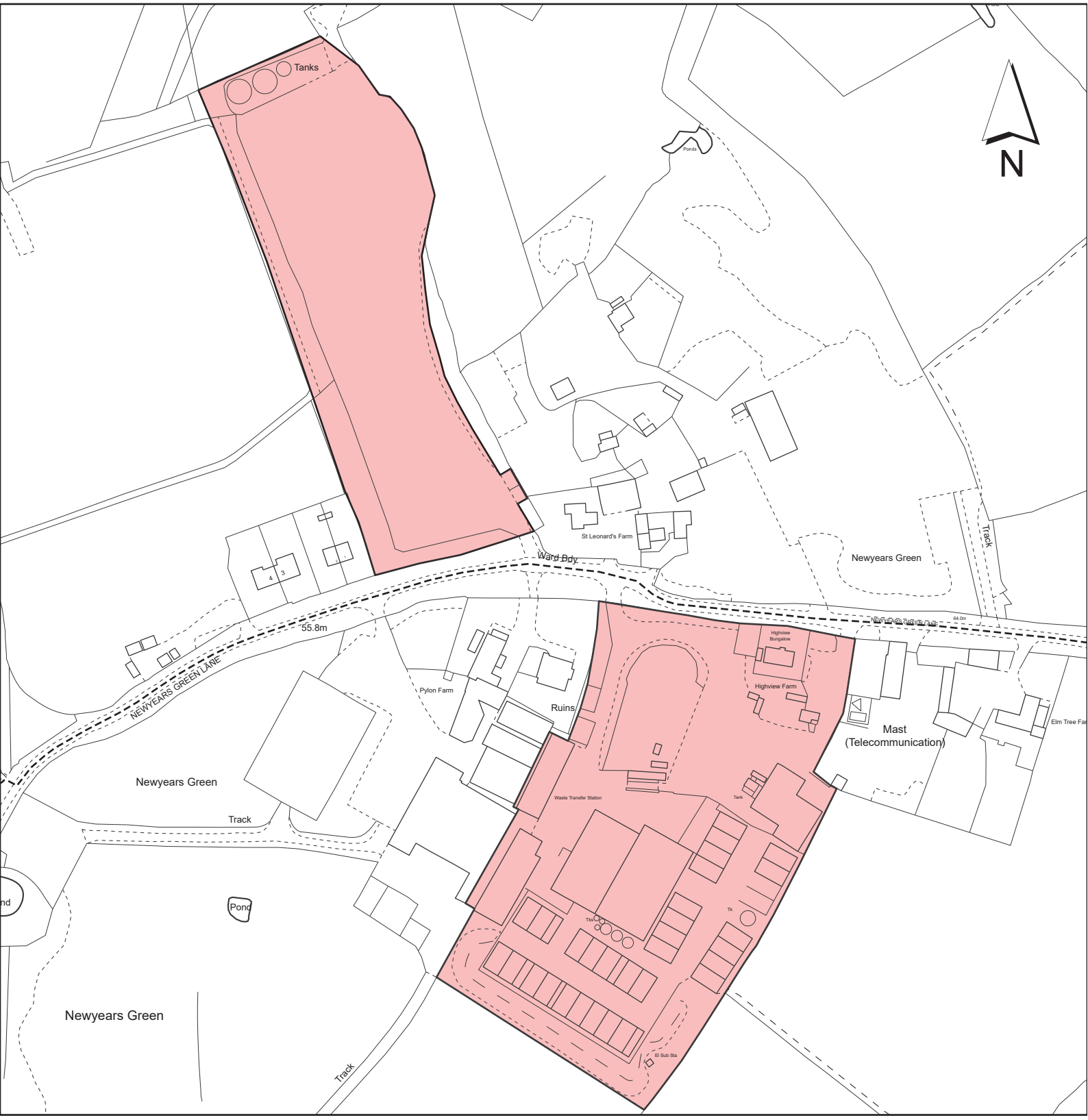
T: 01604 771123 E: info@gpplanning.co.uk W: www.gpplanning.co.uk
iCon Environmental Innovation Centre, Eastern Way,
Daventry, Northamptonshire, NN11 8GB
Registered in England No. 8019698

TITLE:	Proposed Waste Transfer Station Building - West London Composting, Newyear Green Lane, Harefield, Uxbridge Elevations of Waste Transfer Station Building
CLIENT:	ENVAR COMPOSTING LIMITED

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DRAWN BY:	KD	CHECKED BY:	CS
DRAWING NO.:	GPP/E/WLC/WTS/24/04	REV NO.:	1
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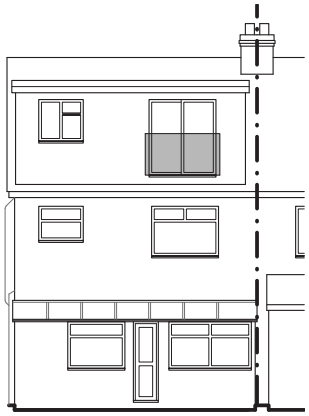
KEY : Site Boundary	ADDRESS : HIGHVIEW FARM	**LONDON BOROUGH OF HILLINGDON** **RESIDENTS SERVICES PLANNING SECTION** **CIVIC CENTRE, UXBRIDGE, UB8 1UW**
DISCLAIIMER : For identification purposes only This copy has been made by or with the authority of the Head of Committee Services pursuant to section 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 : 12579/APP/2025/615 SCALE : 1:2,500	
	PLANNING COMMITTEE : DATE : APRIL 2026	HILLINGDON LONDON

Report of the Head of Development Management and Building Control

Address:	163 EASTCOTE ROAD, RUISLIP
Development:	Demolition and rebuild of the front porch., single-storey wrap around side and rear extension with amendments to the fenestration
LBH Ref Nos:	7881/APP/2025/2964



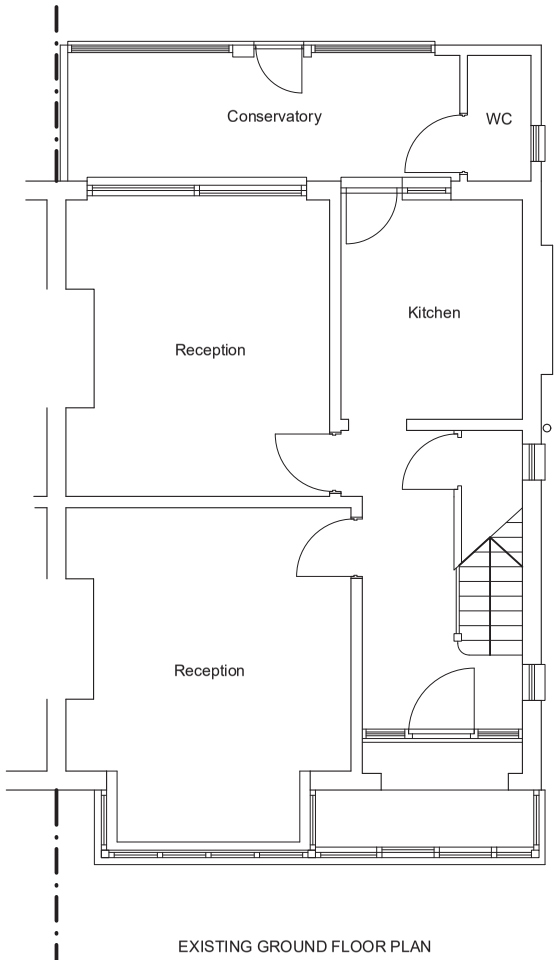
EXISTING FRONT (SOUTH EAST) ELEVATION



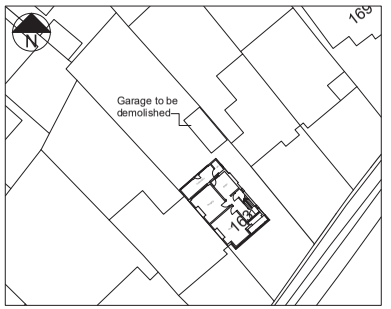
EXISTING REAR (NORTH WEST) ELEVATION



EXISTING SIDE (NORTH EAST) ELEVATION



EXISTING GROUND FLOOR PLAN



BLOCK PLAN (1:500)



LOCATION PLAN (1:1250)

T R Harris Design & Surveying Services
559 Rayners lane, Pinner, Middlesex HA5 5HP
www.trharrisdesign.co.uk Tel: 020 8868 5048

PROJECT

163 Eastcote Road
Ruislip
HA4 8BJ

TITLE

Existing Plans & Elevations

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DATE	November 2025		

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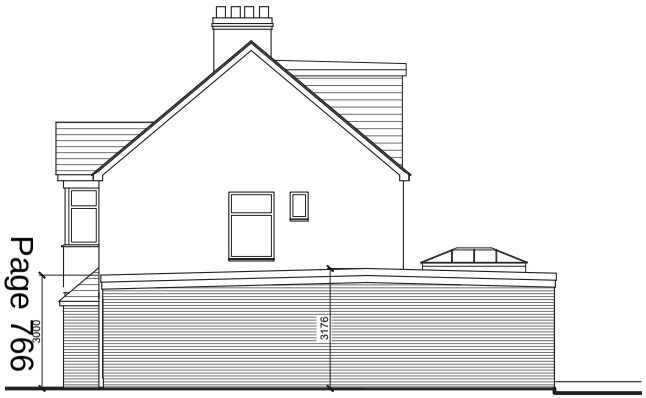
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SCALE BAR 1:50



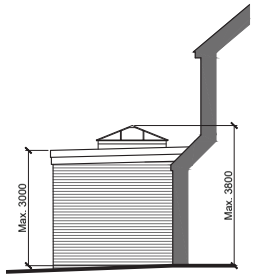
PROPOSED FRONT (SOUTH EAST) ELEVATION



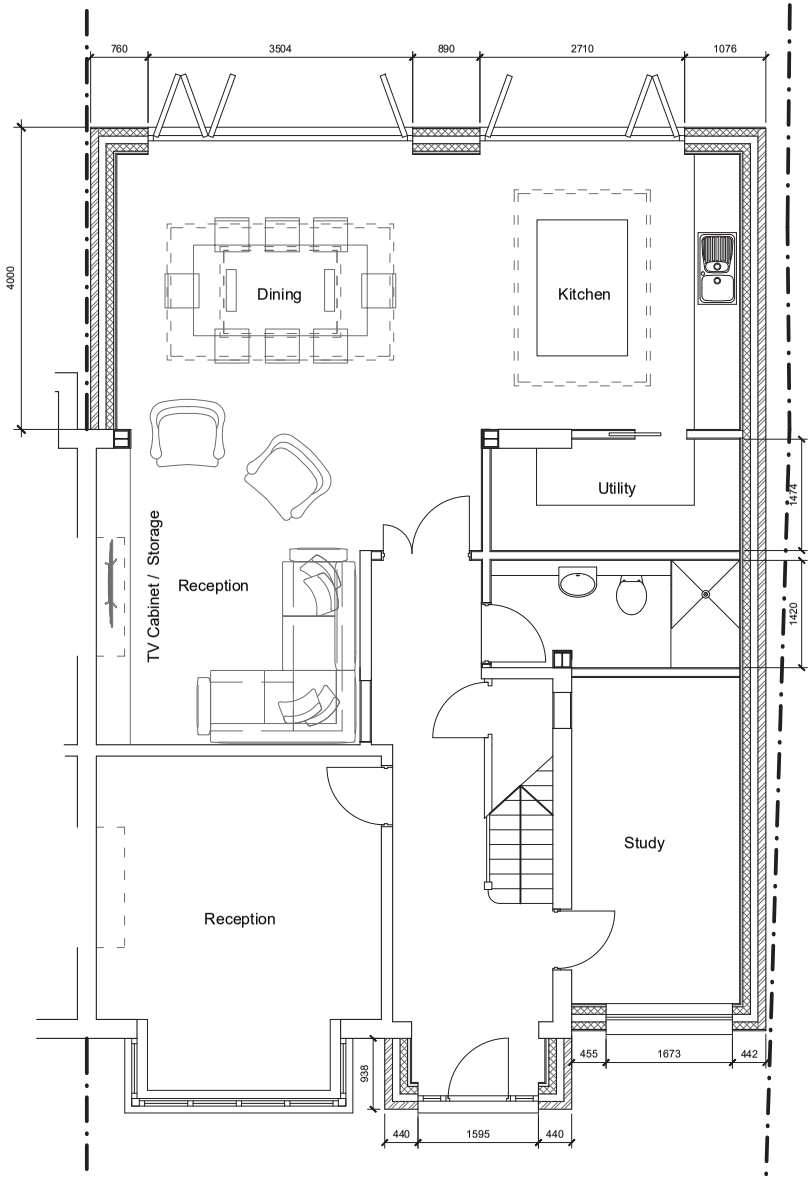
PROPOSED SIDE (NORTH EAST) ELEVATION



PROPOSED REAR (NORTH WEST) ELEVATION



PART SIDE (SOUTH WEST) ELEVATION



PROPOSED GROUND FLOOR PLAN



BLOCK PLAN (1:500)

Rev. A (19.01.25) - dimensions added and front elevation added back in
Rev. B (27.02.26) - existing loft conversion added on elevations

T R Harris Design & Surveying Services
559 Rayners lane, Pinner, Middlesex HA5 5HP
www.trharrisdesign.co.uk Tel: 020 8868 5048

PROJECT

163 Eastcote Road
Ruislip
HA4 8BJ

TITLE

Proposed Plans & Elevations

SCALE	1:50 & 1:100 @ A2	DRAWING NO.	25/163ER/20B
DATE	November 2025		

0 5 10

SCALE BAR 1:100

0 5

SCALE BAR 1:50



0 5 10

SCALE BAR 1:100

Rev. A (27.02.26) - existing loft conversion added

T R Harris Design & Surveying Services
559 Rayners lane, Pinner, Middlesex HA5 5HP
www.trharrisdesign.co.uk Tel: 020 8868 5048

PROJECT

163 Eastcote Road
Ruislip
HA4 8BJ

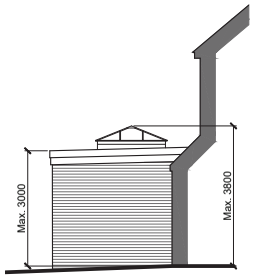
TITLE

Proposed Street View

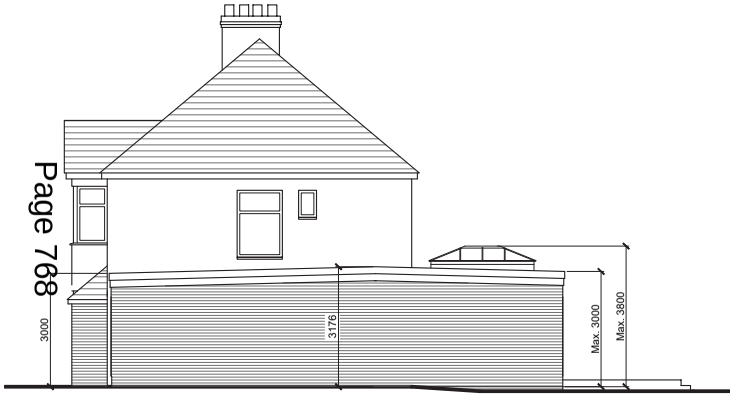
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DATE February 2026	



PROPOSED FRONT (SOUTH EAST) ELEVATION



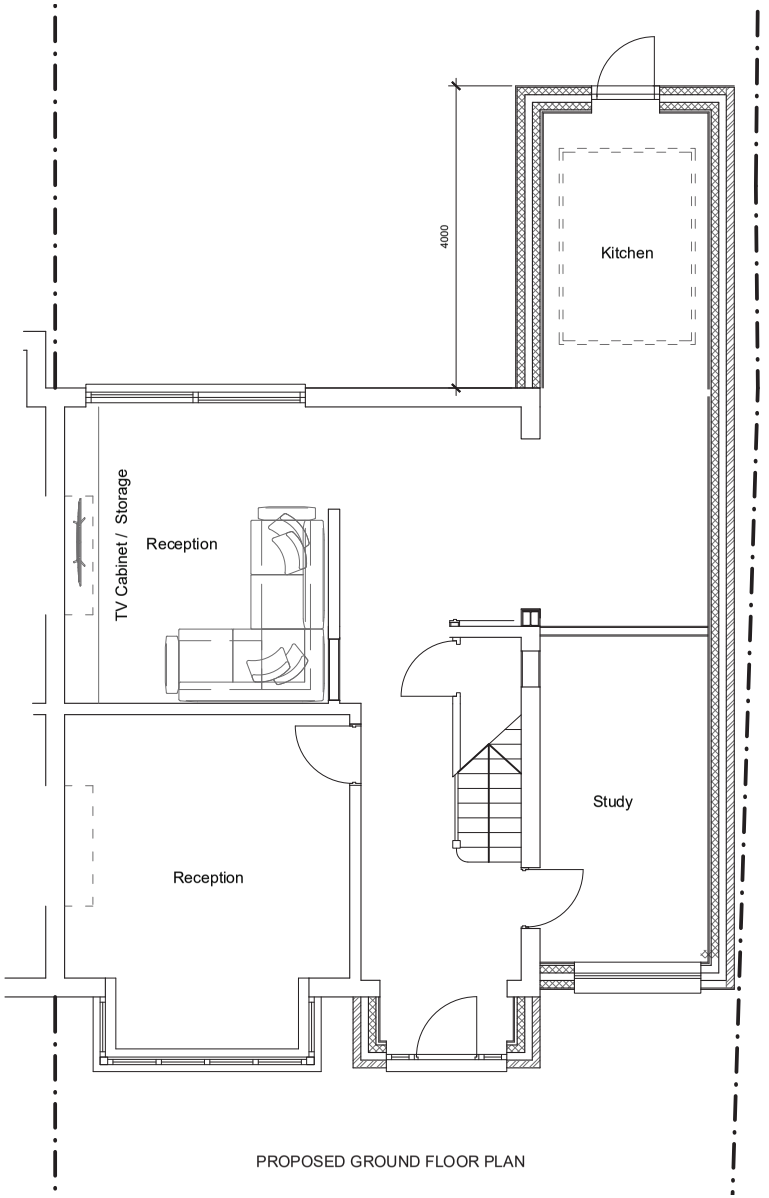
PART SIDE (SOUTH WEST) ELEVATION



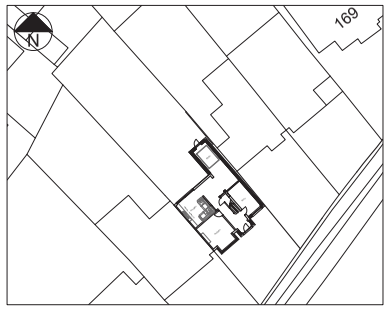
PROPOSED SIDE (NORTH EAST) ELEVATION



PROPOSED REAR (NORTH WEST) ELEVATION



PROPOSED GROUND FLOOR PLAN



BLOCK PLAN (1:500)

0 5 10

SCALE BAR 1:100

0 5

SCALE BAR 1:50

T R Harris Design & Surveying Services
559 Rayners lane, Pinner, Middlesex HA5 5HP
www.trharrisdesign.co.uk Tel: 020 8868 5048

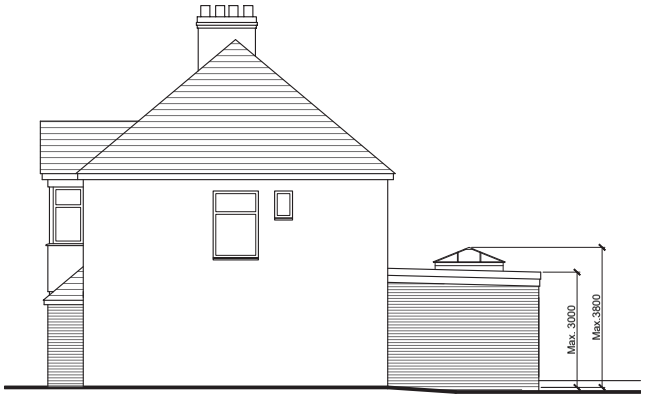
PROJECT

163 Eastcote Road
Ruislip
HA4 8BJ

TITLE

Proposed Plans & Elevations
(SIDE & REAR EXTENSION)

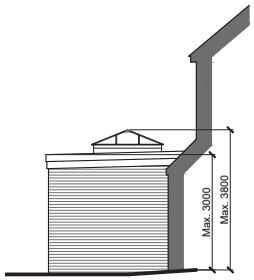
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DATE	September 2025		



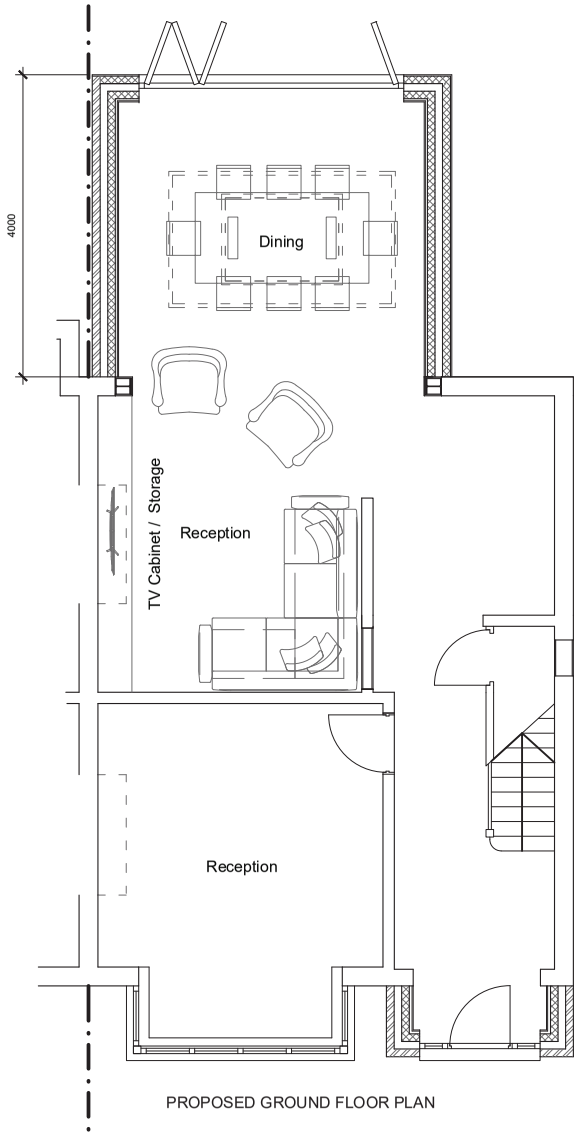
PROPOSED SIDE (NORTH EAST) ELEVATION



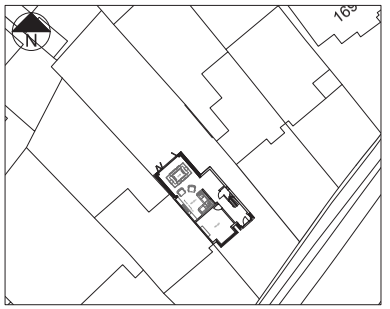
PROPOSED REAR (NORTH WEST) ELEVATION



PART SIDE (SOUTH WEST) ELEVATION



PROPOSED GROUND FLOOR PLAN



BLOCK PLAN (1:500)

T R Harris Design & Surveying Services
559 Rayners lane, Pinner, Middlesex HA5 5HP
www.trharrisdesign.co.uk Tel: 020 8868 5048

PROJECT

163 Eastcote Road
Ruislip
HA4 8BJ

TITLE

Proposed Plans & Elevations
(REAR EXTENSION)

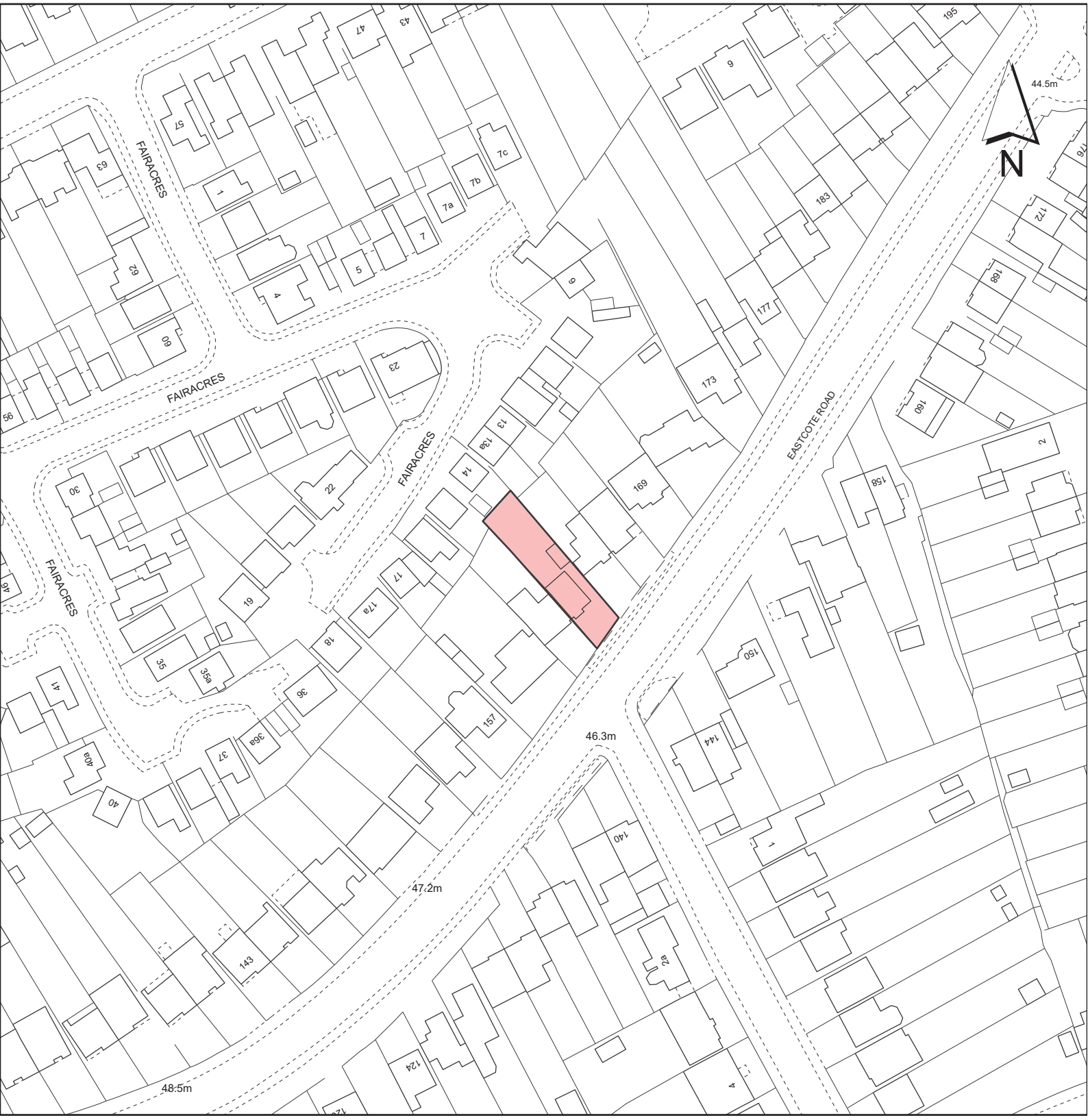
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DATE	September 2025		

0 5 10

SCALE BAR 1:100

0 5

SCALE BAR 1:50



KEY :	ADDRESS :	
Site Boundary	163 EASTCOTE ROAD	
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	PLANNING COMMITTEE :	DATE : APRIL 2026

LONDON BOROUGH OF HILLINGDON

RESIDENTS SERVICES PLANNING SECTION

CIVIC CENTRE, UXBRIDGE, UB8 1UW

HILLINGDON LONDON

Report of the Head of Development Management and Building Control

Address:	9 PASTURES MEAD, HILLINGDON
Development:	Erection of single storey rear extension, and conversion of detached garage to a habitable use to use as a gym with WC
LBH Ref Nos:	43892/APP/2026/52

Location Plan

Site Address: **9, Pastures Mead, Uxbridge, UB10 9PU**

PlanningPortal

Date Produced: **07-Jan-2026**

Scale: **1:1250 @A4**



Page 772

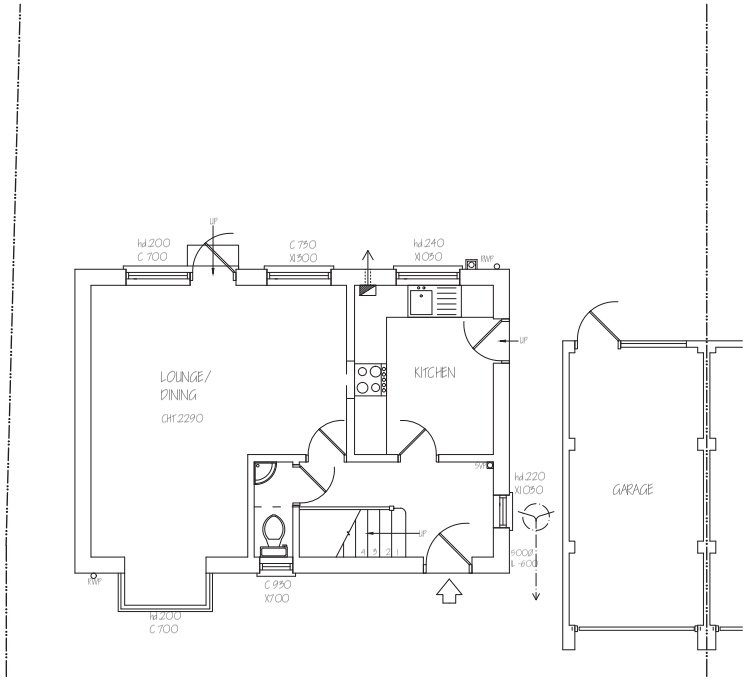
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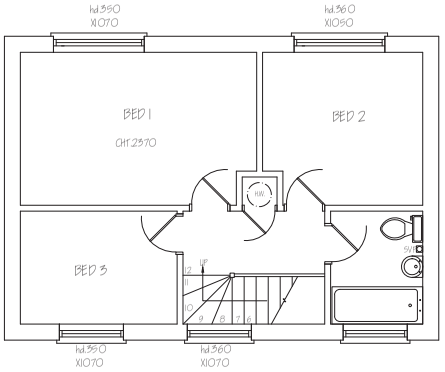
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EXISTING GROUND FLOOR PLAN



EXISTING FIRST FLOOR PLAN

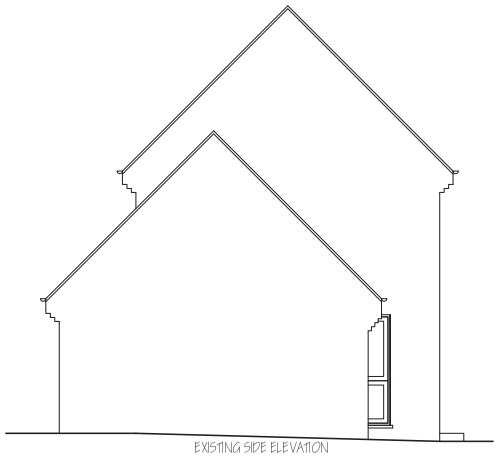
Nigel Fallon, B.Sc. (Hons)MBEng. *07768-408525* *Planning & Development Consultant, Building Engineer.* *164 Japonica Lane,* *Willen Park,* *Milton Keynes, MK15 9EE.*	DRAWING TITLE: EXISTING FLOOR PLANS		NO. - 01	REV:
	SCALE - 1: 100	DATE: 07 / 01 / 2026	DRG. PAPER SIZE: A3	

ADDRESS:
9, PASTURES MEAD,
UXBRIDGE, UB10 9PU.

0M 1M 2M 3M 4M 5M 6M 7M 8M 9M 10M



EXISTING FRONT ELEVATION



EXISTING SIDE ELEVATION

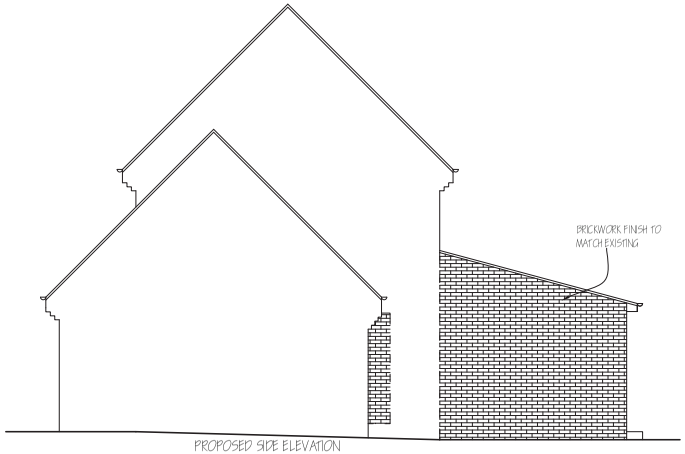
Nigel Fallon, B.Sc. (Hons)MBEng. *07768-408525*
Planning & Development Consultant, Building Engineer.
164 Japonica Lane,
Willen Park,
Milton Keynes, MK15 9EE.

ADDRESS: 9, PASTURES MEAD, UXBRIDGE, UB10 9PU.		
DRAWING TITLE: EXISTING/ PROPOSED ELEVATIONS	NO. - 02	REV: A
SCALE - 1: 100	DATE: 07/ 01/ 2026	DRG. PAPER SIZE: A3

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PROPOSED FRONT ELEVATION

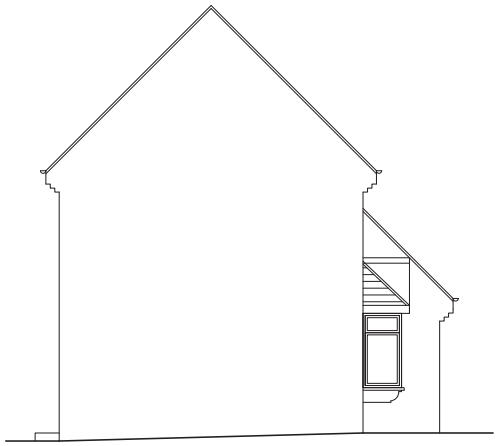


PROPOSED SIDE ELEVATION

NOTE : MATERIALS USED IN ANY EXTERIOR WORK TO BE OF A SIMILAR APPEARANCE TO THOSE USED IN THE CONSTRUCTION OF THE EXTERIOR OF THE EXISTING DWELLING HOUSE.



EXISTING REAR ELEVATION



EXISTING SIDE ELEVATION

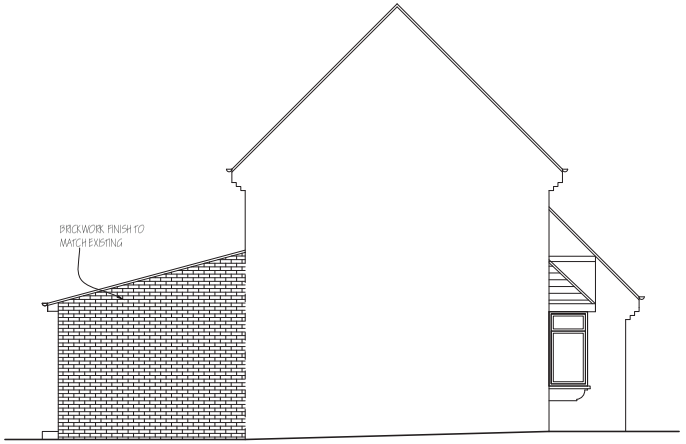
Nigel Fallon, B.Sc. (Hons)MBEng. *07768-408525*
Planning & Development Consultant, Building Engineer.
164 Japonica Lane,
Willen Park,
Milton Keynes, MK15 9EE.

ADDRESS: 9, PASTURES MEAD, UXBRIDGE, UB10 9PU.		
DRAWING TITLE: EXISTING/ PROPOSED ELEVATIONS	NO. - 03	REV:
SCALE - 1:100	DATE: 07/ 01/ 2026	DRG. PAPER SIZE: A3

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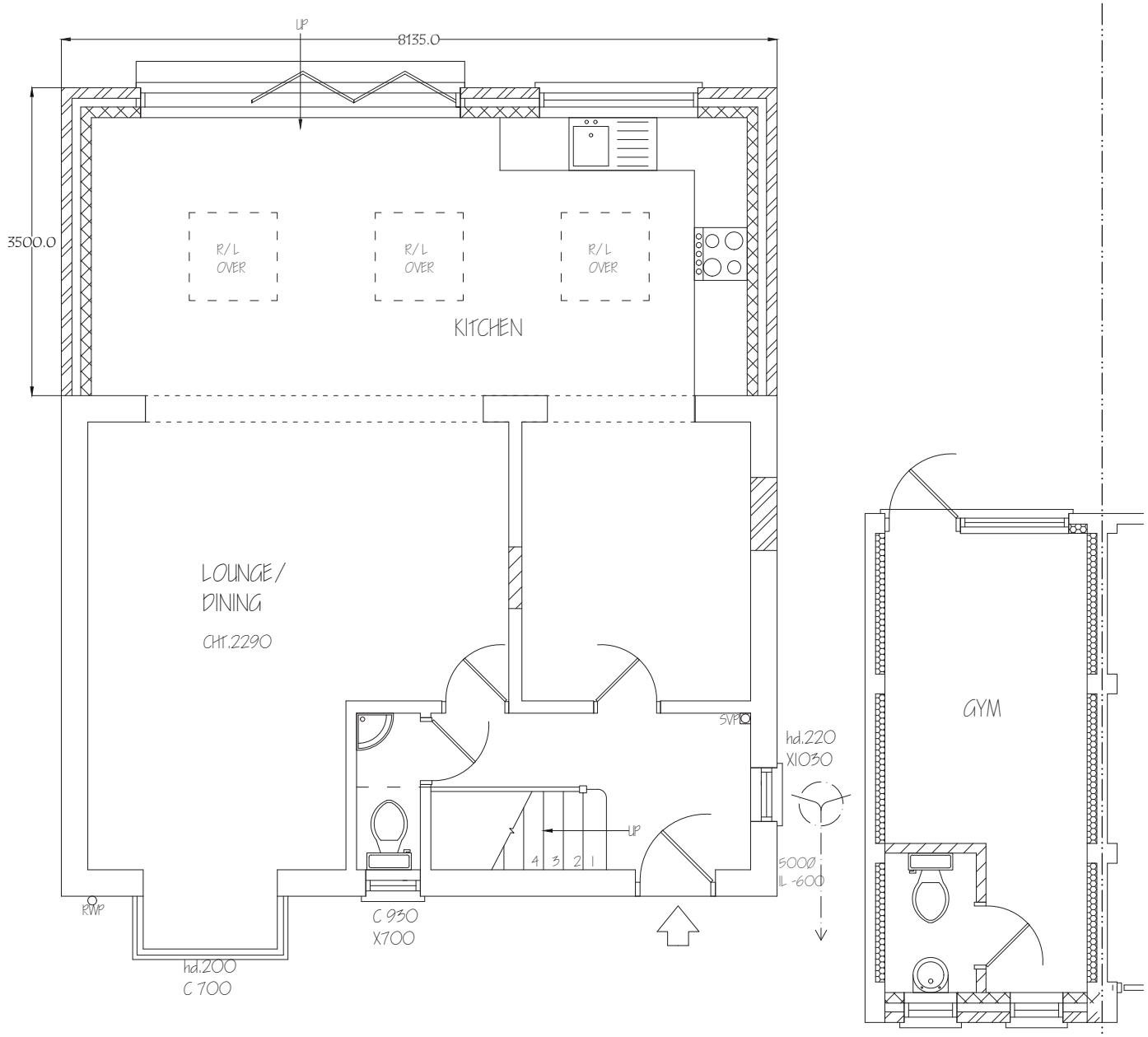


PROPOSED REAR ELEVATION

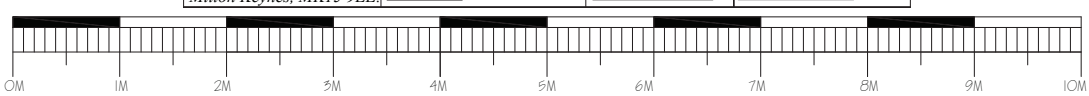


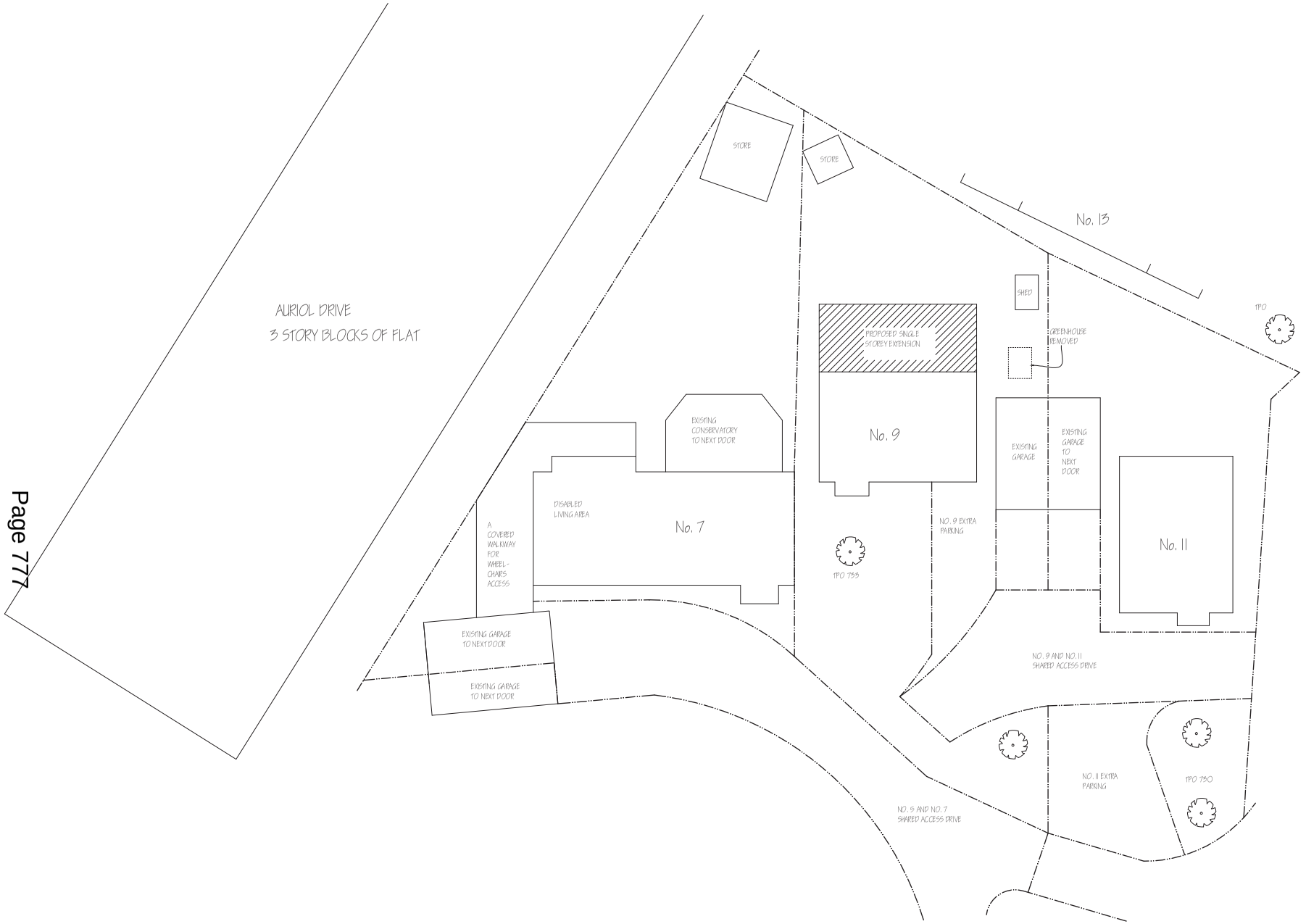
PROPOSED SIDE ELEVATION

NOTE : MATERIALS USED IN ANY EXTERIOR WORK TO BE OF A SIMILAR APPEARANCE TO THOSE USED IN THE CONSTRUCTION OF THE EXTERIOR OF THE EXISTING DWELLING HOUSE.



Nigel Fallon, B.Sc. (Hons)MBEng. *07768-408525* *Planning & Development Consultant, Building Engineer.* *164 Japonica Lane, Willen Park, Milton Keynes, MK15 9EE.*	DRAWING TITLE: PROPOSED GROUND FLOOR PLAN		ADDRESS: 9, PASTURES MEAD, UXBRIDGE, UB10 9PU. NO. - 04 REV: A
	SCALE - 1: 50	DATE: 07/ 01/ 2026	ORG. PAPER SIZE: A3





Nigel Fallon, B.Sc. (Hons)MBEng. 07768-408525
Planning & Development Consultant, Building Engineer.
164 Japonica Lane,
Willen Park,
Milton Keynes, MK15 9EE.

ADDRESS: 9, PASTURES MEAD, UXBRIDGE, UB10 9PU.		
DRAWING TITLE: PROPOSED BLOCK PLAN	NO. - 05	REV: B
SCALE - 1: 200	DATE: 30/ 03/ 2026	DRG. PAPER SIZE: A3

0M 5M 10M



KEY :	ADDRESS :	
Site Boundary	9 PASTURES MEAD	
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LONDON BOROUGH OF HILLINGDON

RESIDENTS SERVICES PLANNING SECTION

CIVIC CENTRE, UXBRIDGE, UB8 1UW

HILLINGDON LONDON