

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

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| Case Officer: Christos Chrysanthou | 78464/APP/2024/3196 |
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|-------------------------|-----------------|--|------------------------|
| Date Application Valid: | 05.12.24 | Statutory / Agreed Determination Deadline: | 14.03.25 |
| Application Type: | Full | Ward: | Hillingdon West |

Applicant: **c/o Total Planning**

Site Address: **Dyson Drive, Uxbridge, UB10 0GJ**

Proposal: **The creation of 9no. off-street parking spaces and planting of 3no. new trees.**

Summary of Recommendation: **REFUSE planning permission**

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



Summary of Recommendation:

REFUSE planning permission for the reasons specified in Appendix 1.

0 Deferred at Planning Committee on 12th March 2025

- 0.1 This application was deferred at Planning Committee on 12th March 2025 for members to conduct a site visit. During this time the applicant had also sought an extension of time to allow for parking controls to be implemented on site, and to enable them to compile a Transport Safety Note containing details of the parking controls to be implemented on site, plus accompanying evidence.
- 0.2 Before discussing the primary reason for refusal, it should be noted that the second reason for refusal which was proposed to members at Planning Committee related to the lack of a Biodiversity Net Gain Assessment (BNG). The applicant has now submitted a BNG Statutory Metric Calculation which indicates the pre-development biodiversity value of onsite habitats to be 1.8197 Habitat units and the post-development biodiversity value of onsite habitats to be 1.8286 Habitat units. The BNG achieved onsite equates to a gain of 0.49%. To meet the 10% BNG target, the purchase of 0.1731 off-site habitat units will be required. The BNG requirement could be secured through a suitable condition and therefore officers have removed the second recommended reason for refusing the application.
- 0.3 Members are advised that since the application was last presented to Planning Committee a petition has been received in support of the application with 50 signatures.

Members Site Visit

- 0.4 A member site visit was carried out at 9am to 10am on 18th March 2025. The site was viewed from the public footpath, and it was evident at the time of the visit that there were formal parking spaces available. It was also evident that there were vehicles parked parallel to the soft landscaped areas where there are no parking spaces. It should be noted that at the time of the site visit there were vehicles entering and egressing formal spaces without obstruction and a refuse lorry was witnessed travelling along Dyson Drive without obstruction, despite there being vehicles parked informally.
- 0.5 Section 7 of this committee report details the main concerns with this development in more detail. However, in summary the existing parking

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

- 0.6 During the presentation to Committee on 12th March 2025 Members heard from the lead petitioner. It was stated that there is a need to extend the parking area to increase parking levels by 9 spaces due to there being inadequate levels of parking to serve the existing properties in Dyson Drive. It was conveyed that the level of parking is inadequate because the properties in Dyson Drive have 1 space each yet families in the street require more than 1 space. There was no justification for this policy departure. Additionally, the spaces were proposed due to injudicious parking by non-Dyson Drive residents in the existing spaces. There was a strong concern that this injudicious parking impacted servicing, including refuse collection and emergency services.
- 0.7 As stated above the applicant requested an extension of time to implement parking restrictions and submit the findings within a submitted Transport Safety Note. The applicant has now submitted this document which states there to be two main issues with the parking situation on Dyson Drive which relate to anti-social behaviour and highway safety. Whilst regrettable, the anti-social behaviour issues are not material to the assessment of this planning application. Notwithstanding this point, there is a reference made to the fact that the spaces are not allocated and this results in conflicts. This would be a matter for the freeholder of the land to consider an appropriate remedy without resorting to non-policy compliant additional parking.
- 0.8 The report goes on to assess the impact of the procurement of a Privately Controlled Parking Management Scheme (February – August).
- 0.9 Page 6 of the report states that the parking restrictions that were implemented for control included permit only parking operating 24 hours per day and visitor parking whereby 4 bays were allocated to visitors and beyond these 4 visitors would need to find parking outside of Dyson Drive.
- 0.10 Page 7 refers to the control measures implemented which included signage, a self-ticketing system whereby residents who found an unauthorised vehicle in their bay would provide evidence and submission to a parking portal. Penalty notices were issued to the vehicle owners. Finally, escalation measures were implemented whereby vehicles causing an obstruction were subject to towing or immobilisation after 24 hours' notice.

- 0.10 The document goes on to state that there were limited outcomes following the implementation of the controlled parking measures. The reasons provided for this include limited statutory powers, inconsistencies in enforcement as it is dependent on residents reporting parking issues, drivers appealing the tickets received and there being a cost associated to enforcing the towing of vehicle and recovery rates. The argument made therefore is that private parking controls do not work. Evidence to counter this position would be the very significant number of successful private parking control companies that currently operate across the rest of the UK. There is no supporting evidence that demonstrates why private parking controls cannot operate in this location.
- 0.11 During the committee presentation Officers emphasised the proposal for new parking would not be an adequate resolution to the parking issues conveyed by the applicant and the wider resident's group in Dyson Drive. In fact, it could have the opposite effect and create more harm. It was also stated that parking controls could be installed privately between residents and the freeholder of the land given that the road is not adopted.
- 0.12 In concluding the outcomes, the Transport Safety Note states there to have been an incident on 2nd August 2025 whereby an emergency vehicle was unable to gain access due to the presence of a clamped white van causing an obstruction. As a result of this the parking control scheme was brought to an end. There is a reference on this page where it infers that new parking bays were created *"On the 2nd August 2025, a large white van was parked along Dyson Drive on one of the new at the time parking areas (part of the Scheme)."* This is not only contrary to the purpose of deploying the parking controls but also compounds Officers initial concerns regarding the impact creating additional spaces would have. Whilst the document contains no details on where these spaces were created, it seems apparent that the location of the space has played some part in the obstruction of the emergency service vehicle. The initial highway safety concerns resulting from vehicles parking in these locations was proposed to be remedied by the introduction of parking controls. To create vehicle parking in this location runs contrary to the justification for the proposals and therefore an issue caused by parking in this location does not support the proposals. Unfortunately, it cannot be considered fully in the assessment as there is no supporting plan indicating where the spaces were located within the submitted document. This demonstrates the inadequacy of the level of information presented to Officers to justify the development.
- 0.13 Despite the apparent confusion over the purpose of the parking controls and the lack of supporting details, the document is a laudable effort to provide further evidence of the parking issues within Dyson Drive. However, it does not address the key material considerations. Firstly, it fails to address the root cause of the proposed reason for refusal relating to the over provision of car parking, which is a direct conflict with the policy requirement to reduce vehicle use through measures such as reduced car parking levels, rather than increase car parking provision. It is important to note that it was made clear to Members during the presentation on 12th March 2025 that this proposal

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

- 0.14 The document submitted sets out a framework of actions taken and states there to have been little impact to resolve the issues, however it lacks any supporting evidence. At a very basic level the document should include evidence of the reporting of parking issues and how many tickets were served or other actions taken. This would at least inform officers and Members of the committee how many incidents have occurred across the 6-month control period. There is no evidence to demonstrate the number of incidents that have occurred or the action which has been taken to resolve the issues. As such it has not been demonstrated that the parking issues are significant enough to outweigh the policy departure.
- 0.15 The second point which has not been responded to is how the proposed additional spaces would resolve the issues of injudicious parking if this were the cause of the problem. Officers stated during the previous committee presentation that extending the parking area and creating more spaces doesn't prevent vehicle users from outside of Dyson Drive parking in those spaces and there is a more significant concern that creating more spaces would only lead to more spaces becoming available for others outside of Dyson Drive to use, thus this proposal would not resolve the problem.
- 0.16 Turning to the incident which is reported within the document regarding the obstruction of an emergency services vehicle in early August due to a vehicle being parked outside of the formal bays. Whilst there is written details of the incident, these are limited, and it would be expected that there would be additional evidence in the form of photos and a plan indicating where the additional spaces were created, that would demonstrate where the vehicle was parked and the type of emergency vehicle which was obstructed. Notwithstanding this point, as stated in para 0.2, Officers undertook a Member's site visit where all of those present were able to witness the refuse collection vehicle navigate its way along Dyson Drive without obstruction despite there being vehicles parked outside the formal spaces. The incident referenced in the report is regrettable, however a refuse vehicle which is a significant sized vehicle was able to service the road despite the informal parking, this point combined with the fact the additional spaces would not address the issues of vehicle users outside of Dyson Drive using the formal spaces means that not only is there insufficient justification for the additional spaces, it would also have no impact upon the highway safety concerns which are referenced in the applicants submission.
- 0.17 To summarise the applicant has been afforded the opportunity to submit additional evidence to justify their proposal in addition to a member's site visit being undertaken so members could see the parking situation for themselves. The document lacks the detail required to address the reason for refusal and nor does it include any evidence to demonstrate that a significant parking issue exists. There is no additional information presented to justify the

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

1 Executive Summary

- 1.1 The application proposes to increase the car parking provision at Dyson Drive to provide residents with 9 additional car parking spaces and would result in the loss of soft landscaping. The application has come before the Committee due to the submission of a petition with 54 signatures in support of the proposal. The site is located within a Public Transport Accessibility Level (PTAL) rating area of 2 and therefore it is considered that there would be a moderate reliance on the private car to travel to and from the site, even though the site is within walking distance to the Uxbridge Town Centre. Notwithstanding this point, the additional spaces in combination with the existing spaces would exceed maximum car parking standards, which seek to reduce vehicle trips and promote sustainable travel modes.
- 1.2 As such the development would result in the exacerbation of the overprovision of parking, detrimentally impact on highway safety and fail to promote sustainable modes of transport, which has resulted in an objection from the Highway Authority. The planning application is therefore recommended for refusal for the reasons set out in Appendix 1.

2 The Site and Locality

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

Figure 1: Location Plan (application site edged red)



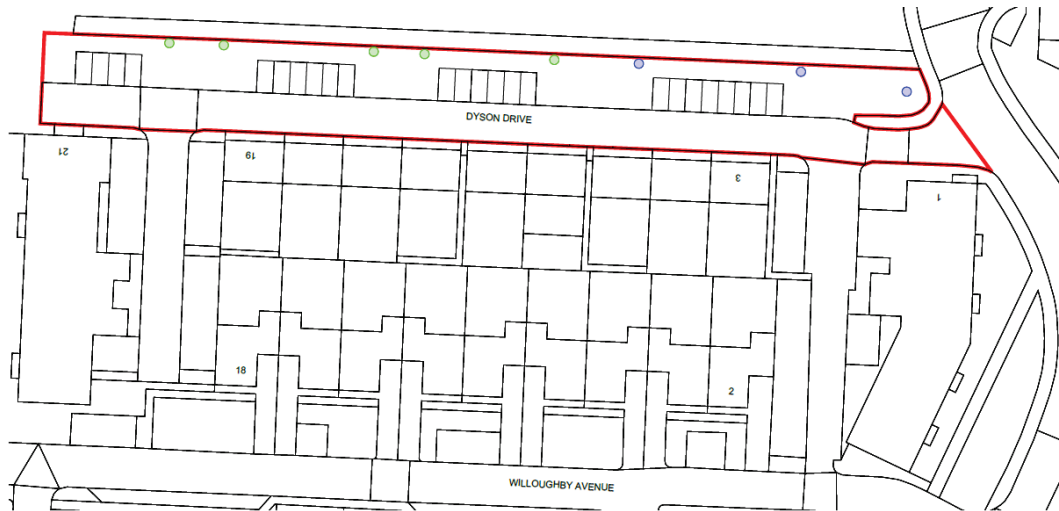
Figure 2: Street View Image of the Application site



3 Proposal

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

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



4 Relevant Planning History

- 4.1 A list of the relevant planning history related to the property can be found in Appendix 2.
- 4.2 The application is a follow up to application ref: 78464/APP/2023/3668 (Alteration to car parking layout) which was refused by Planning Committee on 14th March 2024. The main differences between the previously refused scheme and the current application are the orientation of the car parking spaces (which have increased by one space from 8no. to a total of 9no. spaces), which has resulted in the loss of soft landscaping, and the provision of 3no trees. The design and location of the proposed new car parking spaces have been moved off the existing shared surface and are now proposed to be sited adjacent to the existing car parking spaces within the soft landscaped area.

5 Planning Policy

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

6 Consultations and Representations

- 6.1 48 neighbouring properties were consulted on 20th December 2024. A site notice was erected on 2nd January 2025.
- 6.2 Representations received in response to public consultation are summarised in Table 1 (below). Consultee responses received are summarised in Table 2 (below). Full copies of the responses have also separately been made available to Members.

Table 1: Summary of Representations Received

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

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| | | under the current London Plan. |
|--|--|--------------------------------|

Table 2: Summary of Consultee Responses

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

7 Planning Assessment

Principle of Development

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

Highways and Parking

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

- 7.3 Dyson Drive is part of the wider St Andrews's Park development and is located within Phase 3B. Planning application 585/APP/2015/4494 gave approval for 56 residential units and 70 car parking spaces resulting in a parking ratio of 1.25 spaces per unit. In combination with the 8 additional spaces proposed as part of this application the ratio would be raised to 1.41 per unit.
- 7.4 As this is a new planning application it must be assessed in consideration with the most up to date planning policy. The London Plan (2021) Table 10.3 - Maximum Residential Parking Standards allows dwellings with one or two bedrooms in outer London with a PTAL of 2 to have up to 0.75no. parking spaces per dwelling and dwellings with three or more bedrooms to have a maximum of 1no. spaces per dwelling. The table below provides a breakdown of the maximum number of spaces permitted for each unit type and an overall total in accordance with the London Plan.

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

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

- 7.5 The above table states 46.5 spaces should be provided for the 56 units therefore the 79 spaces proposed would result in a significant over provision of parking. The Design and Access Statement refers to preventing cars parking along the road as one of the main drivers for submitting the application. Whilst noted, given the site is unadopted land, the lack of parking controls cannot be resolved by the Council. This is also not a material consideration which could outweigh a potential harm.
- 7.6 The proposed 9no. parking spaces would be allocated to homeowners on Dyson Drive. The Design and Access Statement suggests that the proposal would result in the removal of cars parking along the road and would improve the openness within the street scene. Drawing FLU.CP.02 titled 'Proposed Location and Site Plans' shows the proposed layout, which provides the additional car parking spaces adjacent to the existing rows of car parking spaces. Whilst the proposed arrangement would provide additional allocated parking spaces, due to the lack of parking controls on Dyson Drive, it is considered that the proposal would not resolve the existing informal parallel parking that currently occurs on the shared surface at Dyson Drive. It is therefore considered that the proposal could exacerbate the level of car parking and congestion on Dyson Drive.
- 7.7 As noted by the Highway Authority, the highway is a shared surface and the increase in formal parking spaces would increase the volume of traffic using Dyson Drive. The uplift in traffic volume would increase the potential for conflict with pedestrians and cyclists, which raises concerns on highway safety grounds. The proposal would fail to accord with the published NPPF Chapter 9 Promoting Sustainable Transport, the London Plan (2021) and London Borough of Hillingdon Local Plan Part 2 - Development Management Policies (2020).

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- 7.8 Taking the above points into consideration, the proposed development would result in an overprovision of car parking. As such the development fails to comply with Policies DMT 1, DMT 2, DMT 5 and DMT 6 of the Hillingdon Local Plan: Part Two - Development Management Policies (2020), Policies T2, T4, T6 and T6.1 of the London Plan (2021) and Paragraphs 116 and 117 of the NPPF (2024).
- 7.9 The Highway Authority's comments regarding the lack of electric vehicle charging points are noted. Had the application been recommended for approval, a condition could have been imposed to secure the appropriate level of provision. As this matter could be resolved by condition, it is considered that a refusal on these grounds would not be sustainable.
- 7.10 The resubmission is not considered to suitably address or overcome the previous reason for refusal of Application ref: 78464/APP/2023/3668. For the reasons given above, the application is recommended for refusal.

Trees and landscaping

- 7.11 The proposal would require the removal of green spaces alongside the existing parking bays to accommodate the new parking spaces. The new parking spaces are proposed to be surfaced with 'grasscrete'. Whilst an effort has been made to retain a green visual aspect, the proposed use of grasscrete is not considered to be a suitable or effective solution to offset the loss of green space.
- 7.12 The additional car parking spaces, the loss of green space, the proposed surfacing and the resulting proliferation of parked cars would be detrimental to the character of the area and would detract from the visual quality and usability of the landscaped pedestrian link, which is seen as an important part of the estate. The level of harm identified, is however on balance, not considered to be significant to warrant a separate reason for refusal.
- 7.13 The proposal does include the planting of 3no trees, which goes some way to balance the harm to the visual amenity of the street scene caused by the proposal. However, the proposed tree planting is not considered to outweigh the overall detriment to the character of the area or the highways reason for refusal detailed in Paragraphs 7.2-7.10 of this report.

Access

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

Air Quality

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

Land Contamination

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

8 Other Matters

Human Rights

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

Equality

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

Local Finance Considerations and CIL

- 8.3 Not applicable to this application.

9 Conclusion / Planning Balance

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

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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@hillingsdon.gov.uk.

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

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

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

INFORMATIVES

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

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

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

APPENDICES

Planning Application

78464/APP/2024/3196

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

Reasons for Refusal

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

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

Informatives

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

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

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

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

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

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

Appendix 2: Relevant Planning History

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

1. Outline application (all matters reserved, except for access) including demolition of some existing buildings and:

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

2. In addition to the above, full planning permission for:

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

Decision: 18-01-2012 Approved

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

Reserved matters (layout, scale, appearance and landscaping) in compliance with conditions 2 and 3 for Phase 3B (Southern area) of planning permission ref:

585/APP/2009/2752, dated 18-01-12 (Outline application (all matters reserved, except for

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

Decision: 07-03-2016 Approved

78464/APP/2023/3668 Dyson Drive Uxbridge

Alteration to car parking layout

Refused

Appendix 3: List of Relevant Planning Policies

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

Part 1 Policies:

PT1.BE1 (2012) Built Environment

Part 2 Policies:

DMHB 11 Design of New Development

DMHB 14 Trees and Landscaping

DMT 1 Managing Transport Impacts

DMT 2 Highways Impacts

DMT 5 Pedestrians and Cyclists

DMT 6 Vehicle Parking

LPP D3 (2021) Optimising site capacity through the design-led approach

LPP T1 (2021) Strategic approach to transport

LPP T2 (2021) Healthy Streets

LPP T4 (2021) Assessing and mitigating transport impacts

LPP T6 (2021) Car parking

LPP T6.1 (2021) Residential parking