

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

Case Officer: **Mitchell Heaven**

44049/APP/2025/799

Date Application Valid:	21.03.2025	Statutory / Agreed Determination Deadline:	08.09.25
Application Type:	Full	Ward:	Northwood Hills

Applicant: **Mr. Reaz Abdul**

Site Address: **35 Brookdene Drive, Northwood**

Proposal: **Demolition of existing two-storey dwelling and erection of a replacement two-storey dwelling with solar panels, associated bin storage, parking, electric vehicle charging and air source heat pump. Installation of vehicular crossover and alterations to landscaping including hardstanding for driveway, soft landscaping and new boundary treatment and siting.**

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

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



Summary of Recommendation:

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

1 Executive Summary

- 1.1 Planning permission is sought for the demolition of the existing dwelling and its replacement with a two storey five-bedroom dwelling.
- 1.2 The surrounding area is residential, comprised primarily of single and double storey detached dwellings in a variety of architectural styles and ages. The site is subject to a Tree Preservation Order (TPO). The site is not located within a conservation area or an area of special local character.
- 1.3 A petition with 20 signatures in objection to the development has been received. The desired outcome of the petition is for the application to be refused or reduced in size and height with conditions. Two separate representations have also been received in objection to the proposal, as well as an objection from the Northwood Residents Association. The main concerns raised include the impact on the local character, neighbours' amenity, parking, trees and landscaping of the site. Revisions to the scheme have been secured which include reducing the height of the proposed replacement dwelling. A further six comments in support of the scheme have been received following re-consultation on the amended details, as well as an additional objection and the Northwood Residents Association maintaining their earlier objection. A full list of the matters raised in the consultation is included within Section 6 of this report.
- 1.4 The principle of the replacement dwelling is acceptable as it would continue to provide a large family dwelling house. Whilst it is acknowledged that the existing property exhibits some uniform features with the wider estate, this factor alone does not amount to the building being of such considerable value to warrant its protection from demolition. The building is not statutory or locally listed and is considered to be of limited historic value. The principle of the demolition and replacement of the existing dwelling is therefore acceptable.
- 1.5 The proposed dwelling is of an appropriate scale and design and would appear visually sympathetic with the character and appearance of the street scene. The applicant has worked cooperatively with the Local Planning Authority and in response to officer feedback during processing of the application has provided a revised scheme including changes to the proposed landscaping and a reduction in height. The proposed landscaping would include a mixture of hedging which would mature to the front of the proposed fencing to ensure the site blends into the verdant local character and street scene. Similar mature hedging exists

along Brookdene Drive. The proposal is considered to harmonise with the character and appearance of the local area.

- 1.6 The proposal would not cause a detrimental impact on neighbouring residential amenity. The two-storey part of the building would comply with the '45-degree rule' for the adjoining neighbours at 34 Brookdene Drive, ensuring sufficient daylight and sunlight to the adjacent residence is maintained. The replacement dwelling would also be sited a sufficient distance from the neighbouring apartment block building to the north-west of the site (Saxon Court). In the event of an approval, a condition would be secured requiring the side elevation windows facing 34 Brookdene Drive to be obscure glazed with restricted openings to maintain neighbours' privacy. These windows would serve a bathroom and ensuite.
- 1.7 The dwelling would also provide a satisfactory provision of internal and external amenity space for future occupiers. The Council's Highways Department is satisfied that the proposal would not present a risk to road safety, hinder the free flow of traffic, or lead to parking stress.
- 1.8 This Committee Report seeks to provide a comprehensive assessment of the full application and supporting documentation. All material planning considerations have been considered. It is therefore recommended that planning permission is granted, subject to the imposition of relevant planning conditions set out in Appendix 1.

2 The Site and Locality

- 2.1 The application site is semi-rectangular in shape and is located at the T-junction of the Brookdene Drive cul-de-sac. Current development comprises a detached two-storey dwelling with a gable roof and a detached single-storey garage. The rear of the site consists of a landscaped garden containing several mature trees including a scheduled Oak Tree protected under TPO 16.
- 2.2 The street scene on Brookdene Drive is characterised by two-storey detached dwellings in a variety of ages, architectural styles and materials, albeit brick and gable roofs are predominant features. The site adjoins 34 Brookdene Drive to the south which consists of a two-storey detached dwelling. To the west, the site adjoins the vehicle access for 1-14 Saxon Court, 36 Brookdene Drive which is a three-storey building consisting of flats.
- 2.3 According to the Council's GIS, the site is located within a Critical Drainage Area. The site has a Public Transport Accessibility Level (PTAL) of 2 (less than moderate).

Figure 1: Location Plan (application site edged red)



Figure 2: Image of the application property on the right.



Figure 3: Existing garage situated to the north-western boundary of the site.



Figure 4: Rear elevation of the property.



Figure 5: Existing dwelling and conservatory and view facing 35 Brookdene Drive.



Figure 6: The street scene showing the application site to the left. 2 Brookdene Drive is to the right and 1 Brookdene Drive is in the background with a hedged boundary treatment.



3 Proposal

- 3.1 The application proposes the demolition of the existing dwelling and erection of a two-storey dwelling. The garden boundary is also proposed to be moved closer to the public footway with a 1.8m high fence and hedging proposed along the site boundary. It is also proposed to install a vehicular crossover and driveway at the eastern end of the site with alterations to the landscaping. The existing shared crossover would thus become redundant for the application site, so would be reduced in width and the footway reinstated. The existing garage would be retained, albeit would not be used for parking but for storage and other typical uses incidental to the domestic use of the property (for example, secure cycle parking).
- 3.2 Amendments were received during the assessment with improvements made to the landscaping provision with more green landscape provided and alterations to the fence line to ensure that the existing Oak Tree would be protected.
- 3.3 Further amendments were received which clarified the location of the Air Source Heat Pump (ASHP) on the site plan and relocation of the bins away from the neighbouring property boundary with 34 Brookdene Drive. The siting of the proposed ASHP would be 13 metres set-back from the boundary with the nearest neighbour. Amendments were also received to reduce the overall height of the proposed dwelling to better fit in with the heights of the homes in the street.

Figure 7: Proposed Floor Plans (please note – larger version of plan can be found in the Committee Plan Pack)

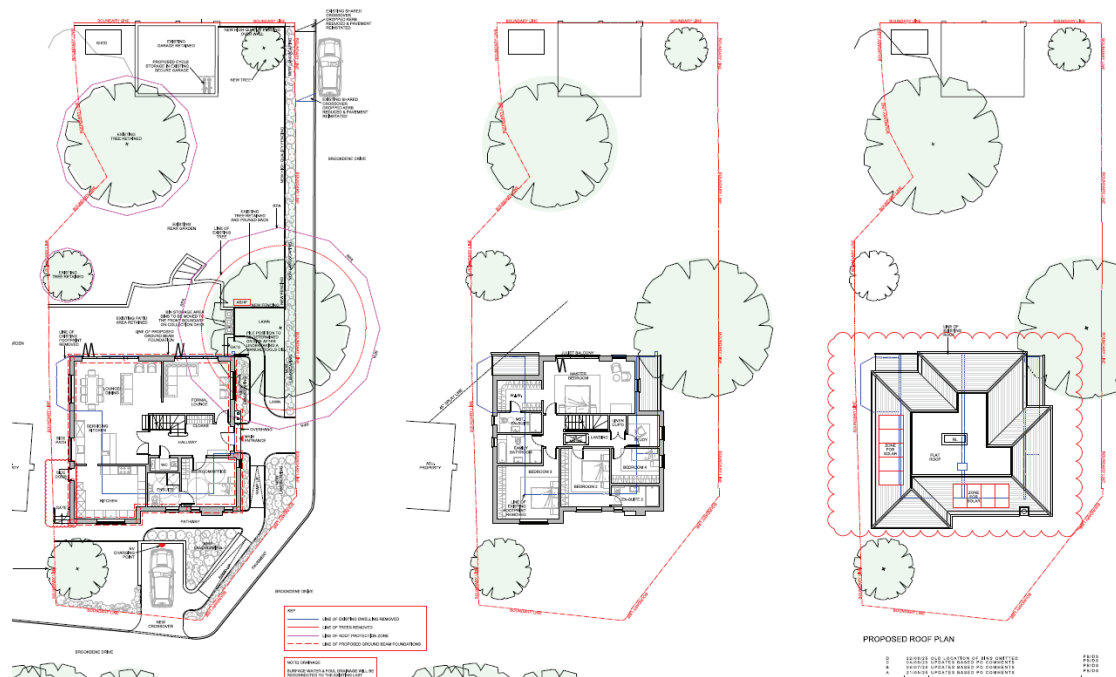
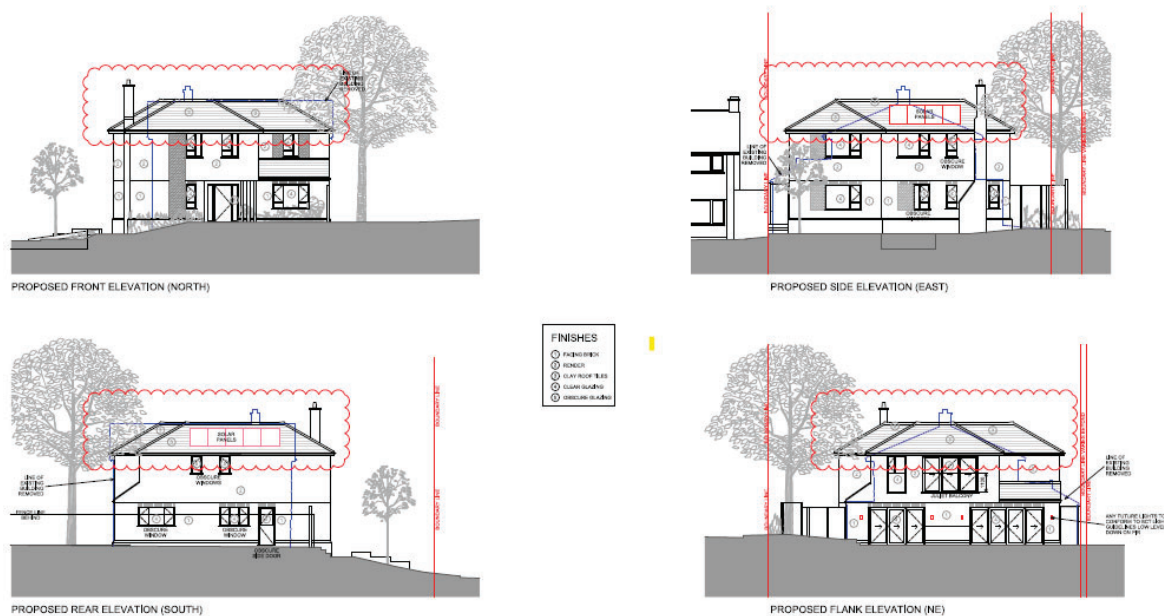


Figure 8: Proposed Elevations (please note – larger version of plan can be found in the Committee Plan Pack)



4 Relevant Planning History

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

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 Twenty-four neighbouring properties, Northwood Hills Residents Association and Northwood Residents Association were consulted on the application by letter dated 03.04.25. The consultation period expired 26.04.25. Internal and external consultations were also sent out and a summary of the comments received are noted below in Table 2 of this Committee Report. Re-consultation on revised drawings was carried out on 07.08.25 and the consultation period expired on 21.03.25. The revisions included alterations to the fence line to ensure that the existing Oak Tree would be protected; clarification of the siting of the proposed ASHP; and a reduction in the overall height of the proposed dwelling. A further revised drawing was received to remove the bins adjacent to the boundary with No. 34 Brookdene Drive. It was not considered necessary to re-consult given the nature of this revision. The proposed landscape plan will be updated for consistency and drawing reference reported in the Addendum Report.
- 6.2 For the second round of consultation, a total of eight additional comments were received, six of which supported the application and two in objection to the proposal (one new objector and the other maintaining earlier concerns).
- 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 of 20 valid signatures has been	I. Adverse visual impact on the street scene.	This is discussed at paragraphs 7.6 – 7.25 of this report.

received against the application requesting refusal of the application.	II. Overbearing given the higher ground level compared to neighbours.	The potential harm to neighbouring residential amenities is discussed at paragraphs 7.26 – 7.38 of this report.
	III. New access is in an unsafe location.	Highways matters are discussed at paragraphs 7.43-7.54 of this report. The Highways Officer has reviewed the application and is satisfied no harm to highways safety would arise from the application.
	IV. Insufficient onsite car parking provision	The Highways Officer has reviewed the application and is satisfied sufficient onsite parking would be provided in accordance with overriding regional plan requirements.
2 individual letters of objection and an objection from the Northwood Residents Association have been received.	I. Impacts the character of Brookdene Drive. Erodes the street character due to increase in footprint and height, reduction in symmetry with the neighbouring properties, erosion of consistent rooflines and scale.	The scale of the proposed development and impact on the character and appearance of the area is discussed at paragraphs 7.6 – 7.25 of this report.
	II. Location of new vehicle access would impact safety and accessibility of Brookdene Drive.	Highways matters are discussed at paragraphs 7.43 –7.54 of this report. The Highways Officer has reviewed the application and is satisfied no harm to highways safety would arise from the application.
	III. Increased size of dwelling and increased fencing at 35 Brookdene Drive	Highways matters are discussed at paragraphs 7.43 – 7.54 of this report.

	would limit driver visibility.	The Highways Officer has reviewed the application and is satisfied no harm to highways safety would arise from the application.
	IV. Provision of one car parking space is insufficient, not in accordance with the Local Plan and will increase demand for on street parking. Currently the property has a double garage and associated parking. Parking of excess cars on this narrow road will cause additional parking issue	Highways matters are discussed at paragraphs 7.43 – 7.54 of this report. The Highways Officer has reviewed the application and is satisfied sufficient onsite parking has been proposed in accordance with overriding regional plan requirements.
	V. Overdevelopment of the site.	The scale of the proposed development and impact on the character and appearance of the area is discussed in paragraphs 7.6 – 7.25 of this report.
	VI. Increased size of the dwelling would harm the residential amenities of neighbouring properties through overbearingness, loss of natural light and increased overlooking. It would lead to a sense of confinement and oppression to neighbours, and loss of privacy.	The potential harm to neighbouring residential amenities is discussed in paragraphs 7.26 – 7.38 of this report.

	VII. Boundary treatment repositioned close the Brookdene Drive. The fencing would enclose large parts and the existing green verge and will not harmonise with the local character as it would no longer mirror its neighbour.	This is discussed at paragraphs 7.19-7.25 of this report.
	VIII. Construction noise and disturbance would harm the residential amenities of neighbouring sites. Concerned that the road will not be maintained at all times and how construction vehicles will manoeuvre on the narrow street	The development would be subject to standard construction noise and disturbance laws. A construction management plan would also be secured by condition.
	IX. Inappropriate use of the garage as independent residential accommodation.	This is discussed at paragraph 7.4 of this report. A condition is recommended requiring the garage to remain in use incidental to the enjoyment of the main dwellinghouse.
	X. Lack of details of heat pump installation.	This is addressed in paragraphs 7.58-7.59 of this report. A revised site plan has been submitted indicating the positioning of the Air Source Heat Pump towards the eastern side of the garden. This would be over 13 metres away from the common boundary with 34 Brookdene Drive. A condition is recommended regarding the finer details

		of the Air Source Heat Pump to be submitted including a restriction on the level of noise.
	XI. Lack of dimensions on the submitted drawings.	The submitted plans have been drawn to scale with scale information provided to be able to measure the drawings accurately.
	XII. Potentially inaccurate drawing of 45-degree field of view from neighbouring dwelling windows.	Planning officers are satisfied, based on the site visit, that the location of neighbouring sites and dwellings, and 45-degree outlook, has been depicted accurately. This is discussed further in paragraphs 7.26-7.38 of this report.
	XIII. The proposed front fencing should be no more than 1m high due to the location on a highway. A close-boarded fence would be out of keeping with the character of the area.	This is discussed further at paragraphs 7.19-7.23 of this report.
	XIV. Potential odour effects from location of bins alongside the boundary.	This is discussed in paragraph 7.80 of this report. A revised location for the bin storage has since been received. The bin storage would now be situated away from the adjoining residents at 34 Brookdene Drive.
	XV. Trees are protected. Request replanting given the loss of a Yew Tree.	This is discussed further at 7.64 -7.72 of this report.

	Repositioning of the boundary treatment would partially reduce the visibility of T2 [Oak tree] which would impact on the street character.	
Northwood Residents Association	The following concerns were raised: • Fencing and landscaping along the street. • Parking should be maintained to two car spaces. • The bulk of the dwelling. • Impact on the extra height on the neighbours. 45-degree line needs to be clearly shown. • Concerns regarding noise from Air Source Heat Pump (ASHP).	This is discussed further at paragraphs 7.19 – 7.23 of this report. Highways matters are discussed at paragraphs 7.43 – 7.54 of this report. Discussed in the design section at paragraphs 7.6 – 7.25 of this report. The potential harm to neighbouring residential amenities is discussed in paragraphs 7.26 - 7.38 of this report. This is addressed in paragraph 7.58-7.59 of this report. The ASHP would be sited towards the eastern side of the garden, over 13 metres away from the common boundary with 34 Brookdene Drive. A condition regarding the finer details of the ASHP to be submitted including a restriction on the level of noise.
6 representations in support have also been	• The existing dwelling is dated and in poor	Discussed in the design section at paragraphs 7.6 - 7.25 of this report

submitted following re-consultation.	condition. The new plans and house would aesthetically look good and make the street look better. • Welcome the incorporation of sustainable features.	Sustainability features are discussed at paragraphs 7.81-7.83 of this report.
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Table 2: Summary of Consultee Responses

Consultee and Summary of Comments	Planning Officer Response
Access Officer No accessibility concerns are raised subject to the inclusion of recommended accessibility conditions.	The comments from the Access Officer are noted. Relevant conditions are recommended to be added to the decision notice in the event of an approval.
Highways Officer No objection. The application has been reviewed by the Highway Authority who are satisfied that the proposal would not discernibly exacerbate congestion or parking stress, and would not raise any measurable highway safety concerns, in accordance with relevant planning policies. The Highways Officer recommends inclusion of conditions and informatives relating to the provision of electric vehicle charging points; the reinstatement of the public footway and construction of the new crossover; and maintenance of pedestrian visibility splays in relation to the proposed crossover.	The comments from the Highways Officer are noted and the relevant conditions are recommended to be added to the decision notice in the event of an approval.
Trees Officer Upon initial review, further clarification was requested on the extent of pruning to the scheduled Oak tree, the methodology of excavations within the root protection area	The comments from the Trees Officer are noted. The conditions are recommended to be added

(RPA) of the scheduled Oak tree and the extent of proposed hardscaping within the RPA of the scheduled Oak tree. Upon receipt of amended plans reducing the extent of works within the RPA of the scheduled Oak tree, clarification on the methodology of excavations, and confirmation that consent for tree pruning would be applied for at a later date, the Council's Trees Officer confirmed that they do not object to the application subject to conditions ensuring the protection of retained trees on site. Whilst separate tree consent would be sought for tree pruning, the Trees Officer was satisfied that an acceptable level of pruning could be agreed that would maintain the tree health.	to the decision notice in the event of an approval.
Urban Design Officer No objection to the overall landscaping scheme. However, several recommended improvements have been identified. Recommended that the proposed 1.8m boundary fence located directly at the base of the protected Oak Tree, as well as some hardstanding, be shifted further away from the tree trunk. Also identified minor changes to the proposed landscaping species and recommended the south-east garden remain a complete green asset instead of introducing the new car parking pad.	The applicant provided an amended landscaping plan re-siting the proposed boundary fence and hardstanding from around protected Oak Tree and updated landscaping with hedging proposed. Whilst the recommendation to retain the south-east garden as fully green is noted, it is also recognised that the existing driveway would be replaced with green landscaping on site. Therefore, on-balance the proposed car parking is considered acceptable.

7 Planning Assessment

Principle of Development

- 7.1 Policy DMH 1: Safeguarding Existing Housing of the Hillingdon Local Plan: Part 2 (2020) requires proposals to avoid the net loss of housing. The proposal is for the replacement of the existing dwelling with a new dwelling and is therefore in accordance with Policy DMH 1.

- 7.2 Policy DMH 2 of the Hillingdon Local Plan: Part 2 - Development Management Policies (2020) adds that the Council will require the provision of a mix of housing units of varied sizes in schemes of residential development to reflect the Council's latest information on housing need. The current information on housing need indicates a substantial borough-wide requirement for larger affordable and private market units, particularly 3-bedroom properties, as identified in the Strategic Housing Market Assessment 2016.
- 7.3 Whilst an existing family sized dwelling (defined in the London Plan 2021 as a three-bedroom or more unit) would be demolished, it would be replaced by a two storey, five-bedroom dwelling. The proposed development would comprise a spacious 5-bedroom dwelling. The proposal would therefore not result in a net loss of family sized housing, in accordance with Policies DMH 1 and DMH 2 of the Hillingdon Local Plan: Part 2 – Development Management Policies (2020). Notwithstanding the above, there are other planning considerations that need to be considered which are discussed in the remainder of this committee report including the design amenity, parking and highway safety.
- 7.4 Policy DMHD 2 of the Hillingdon Local Plan: Part Two (2020) is clear that outbuildings should only be used for a purpose incidental to the enjoyment of the main dwelling house. The existing and proposed plans demonstrate that the garage on site would be retained as existing. Whilst it is noted that it would not be possible to park a car in the garage (the associated crossover to the site is proposed to be extinguished and footway reinstated), the garage is proposed to remain. A condition is recommended to require the outbuilding to only be used for a purpose incidental to the enjoyment of the main dwellinghouse. This would prevent the outbuilding from being used for primary living accommodation such as a bedroom, living room or kitchen.
- 7.5 Overall, the principle of the proposed development is accepted and complies with the relevant planning policies. These policies can be read in full in the Committee Report Part 3 - Policy Appendix.

Design / Impact on the Character and Appearance of the Area

- 7.6 Policy D3 of the London Plan (2021) require development proposals to be of high quality and to enhance the local context by delivering buildings and spaces that positively respond to local distinctiveness. Policy BE1 of the Hillingdon Local Plan Part 1 – Strategic Policies (2012), and policy DMHB 11 of the Hillingdon Local Plan Part 2 – Development Management Policies (2020) in summary seeks 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 respect local character. Chapter 12 of the National Planning Policy Framework 2024 (NPPF) also supports these aims.

- 7.7 Brookdene Drive is a T-shaped cul-de-sac consisting primarily of large two-storey detached dwellinghouses with a variety of attached and detached garages and outbuildings. The road features reasonably uniform front building lines. The site frontages of the existing properties are typically characterised with low level boundary treatment with a mixture of hard and soft landscaping with space for off-street parking. The corner sites 1, 2 and 35 Brookdene Drive all consist of taller 1.8m-2m fences/walls either set-back from the adopted highway or on the site frontage boundary.
- 7.8 The residential properties along Brookdene Drive vary in age, materials, scale, height and design. Gable-roof forms and brick materiality form the predominant appearance of the streetscape, although the area is not located within a Conservation Area or an Area of Special Local Character.
- 7.9 At present, the application site is characterised by a two-storey gable-roofed dwelling located on a corner site. The eastern frontage is landscaped and open while the northern-most frontage is walled off albeit with the boundary wall setback from the legal property boundary. The application site also contains a single storey garage towards the northern end of the garden.
- 7.10 The proposed detached dwelling would also be two-storeys. However, it would be larger in overall size and would have a crown roof. During the application, amended drawings were sought to reduce the overall height of the roof. The amended roof design involved lowering the height of the ridgeline of the roof, so that it would now be more reflective of the height of the existing dwelling and the wider prevailing character. The eaves of the roof would be approximately 300 mm higher than the existing eaves and the crown roof marginally higher than the existing main ridgeline. The dwelling would sit on top of the existing dwelling footprint but would be larger to the south, east and north.
- 7.11 The siting of the proposed dwelling is acceptable. The dwelling would be centred on the existing dwelling footprint, minimising the change in environment. It would be set-in a minimum of 1.2m from the shared site boundary with 34 Brookdene Drive to the south. This is a reasonable set-in for the suburban environment, maintaining an acceptable level of spaciousness along the shared boundary. The proposed front building line along the eastern frontage would extend forward of the front building line of 34 Brookdene Drive by approximately 800mm which is not excessive and would not appear obtrusive or harmfully bulky. The proposed front building line along the northern frontage would still be well-setback from the site boundary. In the absence of a contiguous building line along this frontage, this is considered acceptable.
- 7.12 This proposal is greater in height, bulk and scale than the existing dwelling to be demolished. However, it would be similar in bulk to other two-storey dwellings on the street including Nos. 11, 15 and 17 Brookdene Drive and the two-storey form would still sit comfortably in the street scene. The revisions that have also been

sought during the assessment have reduced the overall height/bulk of the development so that it now appears more sympathetic within its immediate setting and the wider street scene.

- 7.13 Planning permission was granted in 2016 at 17 Brookdene Drive for a replacement dwelling (ref. 68427/APP/2016/1717). The subject proposal at 35 Brookdene Drive would not be dissimilar in scale to this approval. The scale would be mitigated by the deep rear garden which would prevent the site from appearing overdeveloped or cramped.
- 7.14 It is also worth noting that the site abuts Saxon Court which is a large three storey property to the north-west along Brookdene Drive and its junction with Watford Road. This adjacent site received planning permission in 2007 for the demolition of 36 Brookdene Drive and the erection of the flatted building for 14 apartments (ref. 62535/APP2007/2726). In the context of this neighbouring building, the replacement dwelling would appear modest in scale, bulk and would be sympathetic in design. It is noted that the properties along Brookdene Drive have evolved with both extensions and replacement buildings creating a varied appearance along the street.
- 7.15 The dwelling would be taller than the height of the adjacent property at No. 34 due to the increased height and differences in underlying ground levels. The new dwelling would have eaves approximately 30cm higher than the existing dwelling to be demolished and 1.2m higher than No.34. It would have a maximum ridge height marginally higher than the existing dwelling and approximately 500mm higher than No.34. However, it is worth noting that the overall ridge height has been reduced by 600mm through the amendments received, to better visually integrate with the appearance of the street scene. Figure 8 depicts the existing dwelling (in blue) with the proposed dwelling overlaid, to demonstrate the height differences between the existing and proposed replacement dwelling.
- 7.16 The dwelling would remain two-storeys in height with an approximate 5.6m eaves height and an approximate 7.5m roof height. Taken into account the amendments to the height within the immediate street context, the proposed two-storey dwelling would not be considered unreasonably tall or dominant to the appearance and character of the area. The impact on the residential amenities of No.34 is discussed in paragraphs 7.26-7.38 of this report.
- 7.17 Large crown roofs are generally resisted by the planning department. However, there are several examples of crown roofs in the area including at 15, 17 and 36 (Saxon Court) Brookdene Drive and 12, 7-13 and 15-25 Watford Road. In this context, the proposed crown roof would integrate acceptably with the established character and appearance of the area and would not appear visually incongruous or harmful. Although the proposed crown roof has increased in size because of the reduction in height, in combination with this reduced height, the overall scale ensures it is not considered harmfully large. The lowered ridgeline reduces the visual dominance of the roof and brings it more in-keeping with previously

approved roof forms along Brookdene Drive. Aligning the ridgeline more closely with the height of the existing building and the prevailing local pattern ensures the proposal would integrate acceptably with the surrounding homes.

- 7.18 The elevations provided indicate that the dwelling would be visually unassuming in appearance and would not be incongruous or overly dominant within the streetscape. The proposed materials of brick, render and roof tile are characteristically evident throughout Brookdene Drive and would not appear out of place. A details condition is also recommended to ensure the finer detail of the proposed materials are sympathetic to the appearance of the area.

Landscaping

- 7.19 In terms of landscaping, the applicant has provided a detailed landscaping plan that is considered would complement the visual landscaped appearance of the site and streetscape (see figure 9). The proposal includes shifting the northernmost garden boundary treatment closer to the site boundary.

Figure 9: Proposed Landscaping Plan (please note – larger version of plan can be found in the Committee Plan Pack)



- 7.20 While representations have raised concerns about potential impacts on the openness of the streetscene and the symmetry with No. 2 Brookdene Drive, it is not uncommon in the immediate area to have boundary treatments positioned along street-facing site boundaries. This element of the proposal would therefore not result in undue harm to the character of the streetscape sufficient to warrant refusal. The surrounding area contains a mix of open and enclosed street-facing

boundaries, including hedging, soft landscaping, and brick walls. In this context, the proposal to incorporate a fence line softened with a front hedge would help integrate the scheme into the local character.

- 7.21 The use of privet hedging, to be planted at 80–100 cm and capable of reaching 2m in height, would provide screening for the private amenity space from passing traffic and residents while creating a visual buffer of green landscaping that would be a more aesthetically pleasing frontage than a solid fence or unbroken brick wall. Comparable arrangements exist nearby: 1 Brookdene Drive features a tall hedge, Saxon Court combines hedging with railings, and 18 Brookdene Drive also uses a hedge as its street-facing boundary treatment. All of these are located in the immediate vicinity of the site and contribute positively to the local streetscene. Within the parking area, lower-level planting of evergreen berberis, generally maintained at around 500 mm, is proposed to ensure it does not interfere with visibility splays while still contributing to the site's overall landscaping quality. A condition requires pedestrian visibility splays.

Figure 10: Saxon Court, 36 Brookdene Drive (left) and 1 Brookdene Drive (right) boundary treatment frontages



- 7.22 It is not unreasonable that this corner site would include higher boundary treatment on this 'secondary' frontage. This would ensure that the outdoor amenity space is adequately private and is like the current site circumstances (albeit re-sited to increase the area of private garden space). This is evident at 1 Brookdene Drive, as well as the nearby corner sites at 31 Carew Road and 1 Foxfield Close (shown in Figures 11 and 12 below). As such, the proposal would not be out of keeping with a typical pattern of development on corner sites in the area.

Figure 11: Established boundary treatment at nearby 31 Carew Road



Figure 12: Established boundary treatment at nearby 1 Foxfield Close street frontage.



- 7.23 The proposal to move the boundary treatment closer to the legal site boundary would enhance the applicant's private enjoyment of their property. Along the frontage, high-quality hedging is proposed which, although it would reduce the site's openness, would create a visually green and softly landscaped frontage in

keeping with other examples in the street scene and surrounding area. This planting would also help to soften the visual impact of the proposed fencing, which is considered an acceptable and necessary measure to protect the privacy of the proposed rear garden.

- 7.24 Overall, the design and appearance of the proposed development would sit comfortably within the streetscape and would not unduly harm the character and appearance of the street scene. The proposed massing and layout are comparable to other two-storey dwellings in the area and a good sense of spaciousness and views around the development would be retained. The landscaping scheme would enhance the visual landscape quality of the site and acceptably offset the loss of openness on the site frontage.
- 7.25 It is considered that the proposed development would comply with the overarching aims of Policy BE1 of the Hillingdon Local Plan: Part One - Strategic Policies (2012), Policies DMHB 11 and DMHB 12 of the Hillingdon Local Plan: Part 2 - Development Management Policies (2020), Policy D3 of the London Plan (2021) and the National Planning Policy Framework (2024).

Residential Amenity

- 7.26 Policy DHMB 11 of the Hillingdon Local Plan Part 2 (2020) states that development proposals should not adversely impact on the amenity, daylight and sunlight of adjacent properties and open space. An assessment of the potential impact on neighbouring residential amenity is discussed as follows.
- 7.27 It is considered there would be no undue harm to the residential amenities of No. 34 Brookdene Drive adjacent to the south of the site. The new dwelling has been designed to ensure that the proposed two-storey depth would not intrude into the 45-degree line from the closest first-floor rear elevation window of No.34. Therefore, the proposal would not have any undue impact on loss of sunlight and daylight to habitable rooms. The proposed two storey element would extend 3.6 metres beyond the rear elevation of No. 34 with a set-back between 1.3-1.4 metres from the shared boundary (to the rear side of the dwelling) and 2.6 metres from the flank wall of 34 Brookdene Drive. This is considered a sufficient set-back and depth to not adversely affect outlook from this neighbouring property, or to appear overbearing. The single storey rear element would have a commensurate depth to the existing conservatory proposed for demolition.
- 7.28 Whilst representations received have queried the accuracy of the submitted drawings with respect to showing the 45-degree BRE line from the nearest first floor rear elevation window of 34 Brookdene Drive, planning officers are satisfied this is accurately presented. This is based on the site visit and clarification was also provided by the applicant who confirmed the plans' accuracy. Figures 13 and 14 below provide an image of the siting of the nearest windows at 34 Brookdene

Drive in relation to the existing dwelling and the proposed first floor plan depicting the 45-degree line.

Figure 13: Aerial imagery of the nearest first-floor rear elevation window at No. 34 Brookdene Drive.

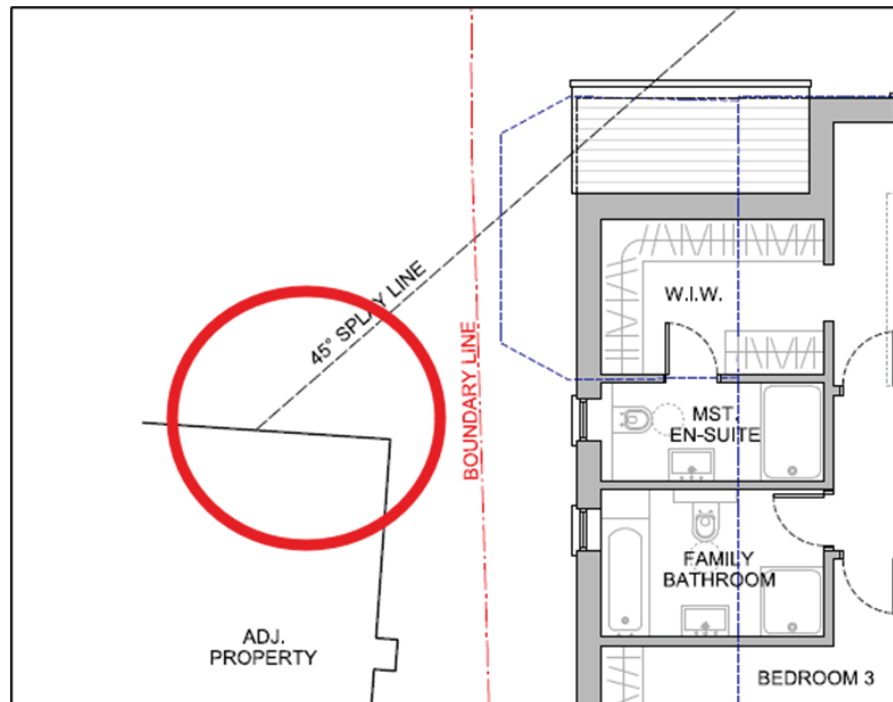


7.29 It can be seen from aerial imagery (Figure 13) and the proposed plan below (Figure 14) that the footprint of the neighbour is accurately depicted for the purpose of this assessment. The plan (Figure 14) shows in a dotted blue line the existing conservatory which extends in proximity to the common boundary. This is evident on the aerial above that the existing conservatory maintains a minimal gap with the neighbour along the boundary. When measured, the proposed two-storey element would be set-in approximately 2.6m from the flank wall of the neighbouring property at 34 Brookdene Drive. The two-storey element would project approximately 3.6m beyond the rear building line of this neighbour. However, as can be seen from the plan, it would not breach the 45-degree line taken from the centre of the first-floor window that serves this neighbour's habitable accommodation.

7.30 Given the set-in from the shared boundary, the existing conservatory, and that the nearest windows pass the 45-degree testing, Officers are satisfied that the impact on daylight and sunlight to habitable room windows would be acceptable. The outlook from the neighbours' glazed double doors and first-floor windows would

be maintained to the rear garden. As the proposed dwelling would also be set-in between 1.3 and 1.4 metres from the common boundary with No. 34 Brookdene Drive, it would maintain a level of openness between both plots and not lead to an undue sense of enclosure to the adjoining residents.

Figure 14: Confirmation the dwelling passes '45-degree test'. The blue line indicates the footprint of the dwelling, including the conservatory.



- 7.31 The amendments to the height of the dwelling (reduced by 600mm) would ensure that the dwelling would align more closely to the existing height. Further, the first floor would still be located at minimum approximately 1.2m away from the shared boundary (to the front) which increases to 1.3/1.4m to the rear given the nature of the plots. The set-back from the side shared boundary would ensure that visual gaps are maintained between both properties. This would ensure that the proposed dwelling would not lead to a sense of enclosure to the nearest neighbour.
- 7.32 The site is located almost directly due north of 34 Brookdene Drive and therefore would introduce minimal, if any, additional shading over the neighbouring site and would not unduly harm the sunlight and daylight access of No.34 Brookdene Drive.
- 7.33 Four new obscured windows and an obscured glazed door are proposed in the south side elevation facing 34 Brookdene Drive. The obscure glazing would ensure no harmful overlooking over this neighbouring property is generated by the proposed dwelling, ensuring no undue harm to privacy. To ensure the obscure

glazing is sufficient to prevent overlooking, it is recommended the obscurity level is secured by adding a condition to the decision notice (Condition 5).

- 7.34 In summary, while the proposal introduces a larger dwelling on the site compared to the existing dwelling to be replaced, the development would not unduly harm the residential amenities of 34 Brookdene Drive. It would not lead to an unacceptable reduction in daylight or sunlight, nor lead to a sense of enclosure or loss of privacy.
- 7.35 In respect to 1-14 Saxon Court (to the north-west) it is considered there would be no undue harm to the residential amenities of these adjacent flats. The proposed dwelling would be set on a similar building footprint to the existing building and therefore setback over 25m from the closest side elevation of Saxon Court, which is noted to be blank with no outlook or windows. Due to this generous separation distance, there would be no undue harm on the residential amenity of 1-14 Saxon Court.
- 7.36 It is considered that there would be no undue harm to the residential amenities of properties opposite the road, across Brookdene Drive to the north and east. The proposed dwelling would be set on a similar building footprint to the existing building and would be well separated from opposing properties by the highway. Due to the intervening highway providing sufficient separation, there would be no undue harm on the residential amenity of these properties.
- 7.37 Representations have raised concern with the potential use of the existing outbuilding/garage as an independent unit of accommodation or primary habitable living space. These concerns raise potential adverse noise and disturbance effects on neighbouring properties with regards to unreasonable comings and goings from the site. Whilst planning permission would be required to use the outbuilding as an independent dwelling or for an ancillary use, a condition has been recommended to prevent these uses (Condition 15).
- 7.38 Having regard to the above, it is considered that the proposed development would not unduly impact on the living conditions of neighbouring occupiers. It would therefore comply with Policy DMHB 11 of the Hillingdon Local Plan: Part 2 - Development Management Policies (2020).

Quality of Residential Accommodation (Internal and External)

- 7.39 Regarding internal accommodation, Policy D6 of the London Plan (2021) sets out the requirements for the gross internal floor area of new dwellings at a defined level of occupancy. Table 3.1 of the London Plan (2021) set outs the same gross internal area space standards set out in the technical housing standards - nationally described space standard (2015). Policy DMHB 16 of the Local Plan (2020) aligns with this policy.

- 7.40 The proposed development comprises a spacious 5-bedroom dwelling with multiple living areas and utility areas. The dwelling would meet all internal space standards of the London Plan (2021) and it is considered that all habitable rooms would have an adequate source of light and outlook. As such the proposed development complies with Policy D6 of the London Plan (2021) and Policy DMHB 16 of the Local Plan (2020).
- 7.41 With regard to external amenity space, Policy DMHB 18 of Local Plan (2020) states that all new residential development and conversions will be required to provide good quality and usable private outdoor amenity space. Amenity space should be provided in accordance with the standards set out in Table 5.3, which requires a 4-plus bedroom house to provide a minimum of 100 square metres of private genuinely usable amenity space.
- 7.42 The site would retain in excess of 300sqm of private rear garden for private external amenity space which is considered to be of a sufficient size, usability and functionality, in accordance with Policy DMHB 18 of the Hillingdon Local Plan (2020).

Highways and Parking

Access / Crossover

- 7.43 Several representations received have raised concerns that the proposed new vehicle access would impact the safe and efficient operation of Brookdene Drive due to its location and that the provision of a single carpark would create additional demand and stress on street parking in the area. The existing vehicular crossover would be removed as part of the proposal with the kerb reinstated. This is a shared crossover (with Saxon Court) so would be reduced in width as part of the reinstatement of the kerb. These works would be secured with the Council's Highways Department and the reinstatement of the works secured prior to occupation via a condition at full cost to the developer (Condition 12).
- 7.44 The Highways Officer has reviewed the proposal and confirmed that the proposed new carriageway crossing is considered acceptable in principle and should conform to the council's maximum allowable width for crossing provisions as stipulated within the council's 'Domestic Vehicle Footway Crossover' Policy (2022). Final designs would be arranged post-permission, and it should be noted that the crossing would need to be constructed to an appropriate council standard executed under S184 of the Highways Act 1980 (or suitable alternative arrangement) all at the applicant's/developer's expense. This would also apply to all works linked to the reinstatement of public footway.

Parking

- 7.45 Hillingdon Local Plan: Part 2 Policy - DMT 6 requires that new development will only be permitted where it accords with the council's adopted parking standards

unless it can be demonstrated that a deviation from the standard would not result in a deleterious impact on the surrounding road network. London Plan (2021): Policy T6.1 (Residential Parking) requires that new residential development should not exceed the maximum parking standards as set out in table 10.3.

- 7.46 The application proposes to disestablish the existing garage for car parking and provide one new onsite car parking space on the south-eastern frontage of the site. The Highways Officer is satisfied this is sufficient as the provision complies with the maximum parking provision of 1 space under the overriding regional standard of the London Plan. London Plan (2021): Policy T6.1 (Residential Parking) requires that new residential development should not exceed the maximum parking standards as set out in table 10.3. The maximum requirement for a 3-bedroom + dwelling as per the overriding regional standard demands up to 1 space. As the established double garage and parking directly in front would cease to function as a provision for car parking, the new replacement single on-plot space conforms to the standard.
- 7.47 Whilst concerns have been raised during the consultation process that the development would lead to parking pressures with the loss of the double garage. The policy requirement for a dwelling house of this size would be 1 car parking space. It is also questionable whether the existing garage is of sufficient size for two modern vehicles. Notwithstanding this, as there is a parking space re-provided, it would be in line with the policies requirements. As such, the parking provision is in accordance with Policies DMT 6 and T6.1 and is acceptable.

Cycle Parking

- 7.48 In terms of cycle parking there should be a provision of 2 secure and accessible spaces to conform to the adopted borough cycle parking standard. This quantum is to be provided within the retained 'double garage' which is considered an acceptable arrangement.

Electric Vehicle Charging Points (EVCP)

- 7.49 In line with the London Plan (2021), within the final parking quantum there is a requirement for a minimum of 20% 'active' EVCP provision with all remaining spaces being designated as 'passive' provisions. In this case, 1 'active' space should be provided in order to future proof for anticipated demand which is demonstrated on the proposed plan. This would be secured by Condition 2.

Vehicular Trip Generation

- 7.50 Policies DMT 1 and DMT 2 of the Hillingdon Local Plan Part 2 (2020) requires the council to consider whether the traffic generated by proposed developments is acceptable in terms of the local highway and junction capacity, traffic flows and conditions of general highway or pedestrian safety.

- 7.51 The Highways Officer considers there would be no discernible difference in vehicle bound activity as compared to the scale and single tenure of the existing dwelling (which will remain the same for the replacement build) hence any generated activity can therefore be readily absorbed within the local road network without notable detriment to traffic congestion and road safety. The application is in accordance with Policies DMT 1 and DMT 2.

Operational Refuse Requirements

- 7.52 Refuse collection would continue to take place via Brookdene Drive. To conform to the council's 'waste collection' maximum distance collection parameter of 10m distance from a refuse vehicle to the point of collection, arrangements should ensure that waste is positioned at a collection point within this set distance. The proposed waste storage positioning conforms to this requirement and refuse would be brought to the front boundary on collection days.

Construction Management Plan (CMP)

- 7.53 The Highways Officer considers a full and detailed CMP should be required given the constraints and sensitivities of the local road network to avoid/minimise potential detriment to the public realm. It is recommended provision of a CMP is secured by adding condition (Condition 6)

Conclusion

- 7.54 The Highways Authority have been consulted on the application and are satisfied, subject to conditions, that the proposal would not discernibly exacerbate congestion or parking stress, and would not raise any measurable highway safety concerns, in accordance with Local Plan: Part 2 Development Plan (2020) Policies DMT 1, DMT 2 and DMT 6 and Policies T4, T5 and T6 of the London Plan (2021).

Noise

- 7.55 Policy D14 of the London Plan (2021) requires that proposals minimise noise pollution and Policy EM8 of the Hillingdon Local Plan: Part 1 - Strategic Policies (2012) promotes the maximum possible reduction in noise levels and seeks to ensure that noise impacts can be adequately controlled and mitigated.
- 7.56 The site would be used in an exclusively residential capacity. Therefore, in terms of the operational phase of the proposed development (occupation of the dwelling), no significant issues are raised by the proposal in respect to noise.
- 7.57 Given the built-up residential nature of the area, a Construction Management Plan would be necessary to minimise noise and other emissions caused during the construction phase as far as practicable. This would be secured by Condition 6.

- 7.58 The proposal also includes an Air Source Heat Pump (ASHP) which would provide some comfort in achieving sustainability in energy usage. A revised plan has been submitted showing an indicative location for the ASHP which would be situated within the private amenity garden along the eastern side of the property. It would be approximately 13.5m away from the common boundary with 34 Brookdene Drive.
- 7.59 Given this separation distance, Officers are satisfied that the ASHP would not lead to any adverse impact on the adjoining neighbours. Whilst satisfied with the overall positioning, a condition has been recommended which requires the finer details of the air source heat pump to be submitted prior to occupation (Condition 19). Furthermore, to safeguard the neighbours, the condition also ensures that the noise generated would be in line with industry practice and shall be 5 decibels below the lowest existing background noise measured 1 metre outside the nearest and/or most affected noise sensitive premises.

Flooding Risk/Critical Drainage Area

- 7.60 Policy DMEI 9 requires all new development to adequately manage flood risk. Policy DMEI 10 requires all new development proposals to include water efficiency measures, including the collection and reuse of rainwater and grey water.
- 7.61 The application site is not located within a Flood Zone 2 or 3 or at risk of surface flooding. It is located within a Critical Drainage Area and proposes construction of a new dwelling. A Sustainable Urban Drainage Strategy (SudS) prepared by Aval Consulting Group, has been submitted in support of the application. The strategy confirms attenuation tank/s (11.4sqm); flow control devices and permeable paving would be used as part of the development to ensure sustainable drainage occurs. While this approach is acceptable in principle, further details are required as to the dimensions, appearance and specific siting of the proposed attenuation tank/s to assess the potential impacts of its appearance. Condition 17 has been included in this recommendation to secure further details. Subject to compliance with any approved details the development would be in accordance with Policies DMEI 9 and 10.

Accessibility

- 7.62 Policy D5 of the London Plan (2021) seeks to ensure development proposals achieve the highest standards of accessible and inclusive design. Policy D7 of the London Plan (2021) requires at least ten percent of dwellings to meet Building Regulation requirement M4(3) 'wheelchair user dwellings', with all other dwellings meeting Category M4(2) 'accessible and adaptable dwellings'.
- 7.63 The Council's Access Officer has been consulted on the application and has no objection to the proposed development in terms of accessibility subject to securing conditions pertaining to ensuring step free access to the dwelling and requiring certification of compliance with M4(2) accessibility regulations prior to occupation.

of the dwelling. It is recommended these are added as Conditions 13 and 14 to ensure the development is in accordance with Policies D5 and D7.

Trees and Landscaping

- 7.64 Policy DMHB 14: Trees and Landscaping of the Hillingdon Local Plan Part Two (2020) states that all developments will be expected to retain or enhance existing landscaping, trees, biodiversity or other natural features of merit, and will be required to provide tree surveys and protection plans where proposals might affect existing trees. It also states that development proposals will be required to provide a landscape scheme that includes hard and soft landscaping appropriate to the character of the area, which supports and enhances biodiversity and amenity.
- 7.65 The site is subject to a Tree Preservation Order (TPO) and there is a scheduled Oak Tree located on the eastern boundary of the site as well as several other mature trees. Sometime prior to submission of the planning application, several mature trees have been removed from the site. The trees removed were not protected under the TPO and therefore did not require planning permission to be removed. The removal of these trees requires no further action.
- 7.66 An Arboricultural Impact Assessment, prepared by Arbol EuroConsulting, has been submitted in support of the application. The report confirms no further tree removal is proposed as part of the application. However, construction works would occur within the Root Protection Area of the scheduled Oak Tree. The report confirms the extent of proposed works and includes an arboricultural method statement to ensure these works are undertaken with due regard for the health and safety of all mature trees on the site.
- 7.67 The report also identifies facilitation pruning would be required to the scheduled Oak Tree however does not determine the extent of tree pruning required. This is because it is not determinable without detailed construction methodology. Therefore, this pruning does not form part of this planning application and separate tree works consent would be submitted in due course. It is noted that the proposed plan (24024 FP1 01.02 Rev C) includes an annotation regarding pruning works to be carried out to the protected Oak Tree. For the avoidance of doubt, Condition 11 has been added reminding the applicant that no permission has been granted for these tree pruning works. Such works would need to be secured through a tree works consent application and an informative is also included reminding the applicant of the need for a follow-up application related to any pruning works. The Council's Tree Officer agrees with this approach.
- 7.68 The Council's Tree Officer has reviewed the application and originally identified concerns with the extent of works and methodology of excavations around the scheduled Oak Tree. The applicant subsequently submitted amended plans reducing the extent of hard surfaces and fencing within the root protection area (RPA) of the Oak Tree and confirmed all excavations within the extent of the RPA would be undertaken by hand to avoid undue harm to the roots of the tree.

- 7.69 The Council's Tree Officer reviewed these amended plans and confirmed that the proposal would be acceptable, subject to conditions. This would include a requirement for all works within the RPA to be undertaken by hand as detailed within the submitted arboricultural impact assessment and an informative reminding the applicant that future consent would be required for the pruning of the Oak Tree. Therefore conditions 9, 10 and 11 and an Informative are included to ensure the development accords with Policy DMHB 14.
- 7.70 The applicant submitted a high-quality landscaping plan in support of the proposal, which is welcomed by Officers. The plan includes planting of two new specimen trees, a variety of ornamental hedging, mown grass in the rear yard and wildflower turf in the front garden. The Council's Urban Design Officer originally provided informal comments and was supportive of the high-quality of the scheme, particularly with the quantity and species being proposed. Upon full review of the scheme, the Officer identified concerns with the extent of works proposed within the RPA of the scheduled Oak Tree (which have been amended as already discussed above) and potential improvements to the landscaping scheme.
- 7.71 The applicant subsequently provided an amended landscaping plan with updated species and reduced hardstanding within the RPA of the scheduled Oak Tree. Overall, the amended landscaping plan is considered to be of a high-quality that would improve the landscape values and quality of the site. The proposed planting has been confirmed to be of good quality by the Urban Design Officer and is extensive with landscaping proposed across the site.
- 7.72 It is recommended that Condition 8 is added to the decision notice for any grant of permission requiring the landscaping scheme to be implemented by the end of the first planting season following first occupation of the dwelling to ensure the development is in accordance with Policy DMHB 14.

Biodiversity Net Gain

- 7.73 In England, Biodiversity Net Gain (BNG) is mandatory under Schedule 7A of the Town and Country Planning Act 1990 (as inserted by Schedule 14 of the Environment Act 2021). It became mandatory for small sites on 2 April 2024. Developers must deliver a BNG of at least 10%. This means a development will result in more or better-quality natural habitat than there was before development. The landowner is legally responsible for creating or enhancing the habitat and managing that habitat for at least 30 years to achieve the target condition
- 7.74 Policy 15 of the National Planning Policy Framework (2024) requires planning decisions to contribute to and enhance the natural and local environment by minimising impacts and delivering net gains for biodiversity. At the local level, Policy DME1 7 (Biodiversity Protection and Enhancement) of the Hillingdon Local Plan Part Two (2020) requires applications to be informed by appropriate ecological survey work and encourages adherence to BS 42020:2013. Where

relevant, the DEFRA biodiversity impact calculator must be used to demonstrate net gain or no net loss.

- 7.75 During the processing of this application, a BNG Assessment was requested and submitted. The assessment identified a biodiversity net loss of 29.24% (equivalent to 0.15 habitat units) against the statutory requirement for a 10% net gain. However, a net gain of 0.17 hedgerow units would be achieved.
- 7.76 The loss primarily results from the prior removal of a mature yew tree at the site frontage. Under the Environment Act 2021, habitats significantly altered or removed since 30 January 2020 must still be included in baseline calculations. The tree's condition and dimensions were taken from the submitted Arboricultural Report.
- 7.77 The applicant's BNG report confirms it is not possible to achieve the statutory 10% gain on-site. Further to this, Officers would point out the presence of the existing garage, the need to provide private garden space, and the role of proposed boundary hedging in softening the visual impact of fencing as factors limiting the on-site provision further. Given these constraints, and in accordance with statutory BNG guidance, off-site delivery via biodiversity units or statutory credits can also be acceptable in meeting the statutory requirement.
- 7.78 In this case, the required 0.2 units can be delivered off-site through purchase from a habitat bank operator or via statutory biodiversity credits. While off-site offsetting is intended as a last resort, it would ensure compliance with statutory requirements. A Biodiversity Net Gain condition has been attached which requests further information post application. This information includes a follow up Baseline Biodiversity Assessment which seeks 10% gain within the site. If this is not possible, the condition requires proof of purchase of Biodiversity Credits or Statutory Credits to meet the statutory requirement. This information would be required prior to commencement of the development through condition. Condition 20 deals specifically with these requirements.

Waste Management

- 7.79 Policy DMHB 11 Part (d) of the Hillingdon Local Plan (2020) states that development proposals should make sufficient provision for well-designed internal and external storage space for general, recycling and organic waste, with suitable access for collection. External bins should be located and screened to avoid nuisance and adverse visual impacts to occupiers and neighbours. To conform with the Council's 'waste-collection' distance parameter of 10 metres, refuse, recycling and food waste would need to be deposited kerbside on collection day.
- 7.80 The proposed plans show provision for refuse and recycling storage that would of an adequate size, accessible for collection, and be discreetly screened from the street and neighbours. An objection was received in relation to potential odour effects from the revised location of the waste bins to neighbouring occupiers.

Amended drawings have been received with the bin storage area relocated and now situated on the opposite side from the adjoining neighbour. Given its revised location, any odour effects from the residential household waste would be negligible and an accepted part of the residential environment. As such, the proposed location of the bins is considered acceptable.

Sustainability

- 7.81 Policy DMEI 2 of the Hillingdon Local Plan (2020) requires all developments to make the fullest contribution to minimising carbon dioxide emissions in accordance with the London Plan targets. Policy DMEI 10 requires development to utilise no more than 110L of water per person per day.
- 7.82 An energy statement, prepared by Wires & Wireless, has been submitted in support of the application. The statement confirms the dwelling would achieve a carbon emission reduction of 78.74% against 2021 Building Regulations and would achieve compliance against TER (Target Emission Rate), TFEE (Target Fabric Energy Efficiency) and TPER (Target Primary Energy Rate) and is therefore in accordance with Policy DMEI 2. It is recommended a condition (Condition 18) is included requiring that the development must be undertaken in accordance with the submitted energy report to ensure the development is in accordance with Policy DMEI 2.
- 7.83 A water efficiency calculation, prepared by Wires & Wireless, has been submitted in support of the application. The calculation confirms the dwelling would consume less than 110L per person per day and is therefore in accordance with Policy DMEI 10. It is worth noting that the development includes the installation of solar panels on the roof and the installation of an Air Source Heat Pump. Both these additional measures would contribute towards energy efficiency, an air quality neutral minor development and contribute towards reducing carbon emissions.

Land Contamination

- 7.84 Policy DMEI 12 of the Local Plan (2020) states that for sites identified as being at potential risk of land contamination, relevant reports should be submitted to demonstrate that there would be no harm to the health of occupants. The application site is not located on contaminated land. Therefore, a survey is not required nor are conditions pertaining to the submission of further information.

Fire Safety

- 7.85 Policy D12 of the London Plan states that all developments must achieve the highest standards of fire safety. The proposal is for a replacement dwelling that would have a street frontage. There would be unobstructed outside space on the road to accommodate fire appliances and to serve as an evacuation assembly point.

- 7.86 A fire statement has been submitted within the information to address fire safety matters. It states that the dwelling has been designed in accordance with guidelines contained in Approved Document Part B Volume 1 of the Building Regs. All internal doors forming part of the enclosure to a protected area or habitable room would be FD30 fire rates. The proposed escape and evacuation strategy would be in line with Approved Document Part B Volume 1 of the Building Regs. The fire strategy and details would be further scrutinised within a building regulations application.
- 7.87 It is considered that the design of the proposal would enable effective evacuation from the dwelling. The application is therefore considered to be in general accordance with Policy D12 of the London Plan.

8 Other Matters

Human Rights

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

Equality

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

Local Finance Considerations and CIL

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

9 Conclusion / Planning Balance

- 9.1 On balance, the proposed development would have a satisfactory impact on the character and appearance of the area and would not give rise to any undue harm to neighbouring amenities, or the local highway network. Adequate living accommodation would be provided for future residents.

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

10 Background Papers

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

APPENDICES

Planning Application

44049/APP/2025/799

Appendix 1: Recommended Conditions and Informatives

Conditions

1. HO1 Time Limit

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

REASON

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

2. HO2 Accordance with Approved Plans

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

24024 FP1 01.01 (Existing Plans, Elevations & Location Plan)

24024 FP1 01.02 Rev D (Proposed Ground and First Floor Plans)

24024 FP1 01.03 Rev A (Proposed Elevations and Proposed Section)

CWLD-DSSA-BD-2480-01 Rev B (Proposed Landscaping Arrangements)

CWLD-DSSA-BD-2480-02 Rev B (Planning & Implementation Notes)

REASON

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

3. COM5 General compliance with supporting documentation

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

Fire Strategy Statement 24024 fp1.05.01

Part G Water Efficiency Calculator produced by Wires & Wireless

Phase II Arboricultural Impact Assessment (AIA) Ref.101 958 Date 20/03/2025

Construction Phase Health and Safety Plan

Energy Statement produced by Wires and Wireless dated 17/03/2025

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

REASON

To ensure that the development complies with the objectives of Policies . Specify Hillingdon Local Plan Part 2 (2020)

4. COM7 Materials (Submission)

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

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

REASON

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

5. RES13 Obscure Glazing

The flank windows facing 34 Brookdene Drive 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 policies DMHB 11 and DMHD 1-2 of the Hillingdon Local Plan Part 2 (2020).

6. NONSC Demolition and Construction Management Plan

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

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

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).

7. RES15 Sustainable Water Management (changed from SUDS)

The development must be implemented and retained/maintained in accordance with the SUDS Operations and Maintenance Plan contained within 'Flood Risk Assessment & Drainage Strategy, John Davies Associations, 14/01/2025, C' details for as long as the development remains in existence.

REASON

To ensure the development does not increase the risk of flooding in accordance with Policies DMEI 9 and DMEI 10 of the Hillingdon Local Plan Part 2 (2020) and Policies S12 and 13 of the London Plan (2021).

8. RES19 Landscape Plan Implementation

The approved hard and soft landscape plan CWLD-DSSA-BD-2480-01 B and planting details CWLD-DSSA-BD-2480-02 B shall be implemented prior to the end of the first planting season following occupation of the development and thereby retained in perpetuity.

Any trees or other planting which die, are removed or become seriously damaged or diseased within a period of 5 years from the completion of development, shall be replaced in the next planting season with others of similar size and species in accordance with the details approved by the Local Planning Authority.

REASON

In order to ensure a high quality landscaped environment is achieved in accordance with policy DMHB 14 of the Hillingdon Local Plan Part 2 (2020).

9. A3 Trees Retained

Trees, hedges and shrubs shown to be retained on the approved tree survey plan contained within 'Phase II Arboricultural Impact Assessment, ref: 101 958, dated 20/03/2025' shall not be damaged, uprooted, felled, lopped or topped without the prior written consent of the Local Planning Authority (LPA).

Any trees, hedges and shrubs severely damaged during construction, seriously diseased or dying shall be replaced by one of a size and species to be agreed in writing with the LPA. Where damage is less severe, a schedule of remedial works necessary to ameliorate the effect of damage by tree surgery, feeding or ground work shall be agreed in writing with the LPA.

New planting should comply with BS 3936 'Nursery Stock, Part 1, Specification for Trees

and Shrubs'. Remedial work should be carried out to BS3998 (1989) 'Recommendations for Tree Work' and BS 4428 (1989) 'Code of Practice for General Landscape Operations (Excluding Hard Surfaces)'. Such work or planting shall be completed within 8 months of the commencement of the development or such period as agreed in writing by the LPA.

REASON

The trees and other vegetation makes a valuable contribution to the amenity of the area therefore their deliberate damage or loss should be prevented and their unintentional damage or loss mitigated in order to accord with policy DMHB 14 of the Hillingdon Local Plan: Part Two (2020).

10. TL3 **Protection of Trees**

The development hereby approved shall be carried out strictly in accordance with the recommendations contained within the approved Phase II Arboricultural Impact Assessment, ref: 101 958, dated 20/03/2025.

Prior to the commencement of any site clearance or construction work, the tree protection fencing and ground protection measures identified in the report shall be retained in position until development is completed. The area within the approved protective fencing shall remain undisturbed during the course of the works and in particular in these areas:

1. There shall be no changes in ground levels;
2. No materials or plant shall be stored;
3. No buildings or temporary buildings shall be erected or stationed.
4. No materials or waste shall be burnt; and.
5. No drain runs or other trenches shall be dug or otherwise created, without the prior written consent of the Local Planning Authority.

REASON

To ensure that trees and other vegetation to be retained are not damaged during construction work and to accord with policy DMHB 14 of the Hillingdon Local Plan: Part Two (2020).

11. NONSC **No Pruning of Oak Tree (without written consent)**

Notwithstanding the details shown on 24024 FP1 01.02 Rev C (Proposed Ground and First Floor Plans), no consent is hereby granted for any pruning, lopping, topping, or removal of any part of the existing protected Oak Tree shown. Any works to this tree shall require the prior written approval of the Local Planning Authority through the submission of a separate application for consent under the relevant tree legislation.

REASON

For the avoidance of doubt, and to ensure the protection and retention of the tree in the interests of visual amenity and the character of the area, in accordance with policy DMHB14 of the Hillingdon Local Plan: Part Two (2020).

12. NONSC Redundant crossover (and reinstatement of kerb and footway)

The proposed dwelling, hereby permitted, shall not be occupied until the part of the existing shared crossover made redundant (along the northern boundary of the site) has been removed by reinstatement to full-height kerb with footway made good to the specification of the local highway authority. The works shall be carried out in accordance with details approved by the Highways Authority delivered at the developer's expense.

REASON

In the interest of public and highway safety as well as ensuring the development presents a satisfactory appearance in accordance with Policies DMT 1, DMT 2 & DMT 6 and DMHB 11 of the Hillingdon Local Plan Part 2 (2020).

13. 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).

14. NONSC Accessible Dwellings

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

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

15. RPD13 Restrictions on Outbuildings

The outbuilding hereby permitted shall be used only for domestic purposes incidental to the enjoyment of the approved dwellinghouse at 35 Brookdene Drive and shall remain within the same planning unit. The outbuilding shall at no time be used for purposes such as a living room, bedroom, kitchen or as a separate unit of accommodation.

REASON

To avoid any future undesirable fragmentation of the curtilage or the creation of a separate residential use and in the interests of protecting the amenity of adjoining residential properties in accordance with Policies DMHB 11 and DMHD 2 of the Hillingdon Local Plan -

Part Two (2020).

16. RPD5 Restrictions on Erection of Extensions and Outbuildings

Notwithstanding the provisions of the Town and Country Planning (General Permitted Development) Order 1995 (or any order revoking and re-enacting that Order with or without modification), no extension to any dwellinghouse(s) nor any garage(s), shed(s) or other outbuilding(s) shall be erected without the grant of further specific permission from the Local Planning Authority.

REASON

So that the Local Planning Authority can ensure that any such development would not result in a significant loss of residential amenity or harm to the character and appearance of the area in accordance with Policies DMHB 11 and DMHD 2 of the Hillingdon Local Plan - Part Two (2020).

17. NONSC Sustainable Urban Drainage (Details)

Notwithstanding the submitted drainage strategy (SUDS Drainage Strategy, ref: 94063 A, dated: 18 March 2025), prior to commencement (excluding demolition and site clearance) a revised SUDS that includes further details of the scale, dimensions, appearance and siting of the proposed attenuation tank/s, shall be submitted to the Local Planning Authority for approval. The development shall be carried out in accordance with the approved details.

REASON

To ensure sustainable drainage occurs in accordance with Policy DMEI 10 of the Hillingdon Local Plan - Part Two (2020).

18. NONSC Compliance with Energy Strategy

The development hereby approved shall be carried out strictly in accordance with the recommendations contained within the approved report Energy Statement, Wires and Wireless, 17.03.2025.

REASON

To ensure the development is sustainable and minimises its carbon emissions in accordance with Policy DMEI 2 of the Hillingdon Local Plan - Part Two (2020).

19. NONSC Air Source Heat Pump (Details and Noise Limitations)

Prior to the installation of the Air Source Heat Pump (ASHP), further details of the design, scale and external appearance of the ASHP to be installed on site shall be submitted to and approved in writing by the Local Planning Authority. The submitted details shall include a technical specification demonstrating compliance with the noise criteria set out below.

For the lifetime of the development hereby permitted, the rating level of noise cause by the operation of the air source heat pump shall be lower than the lowest existing background

noise level by at least 5dBA measured 1 metre outside the nearest and/or most affected noise sensitive premises, determined in accordance with the procedures set out in British Standard latest version of BS 4142: Methods for rating and assessing industrial and commercial sound.

The ASHP shall be installed in accordance with the approved details prior to first occupation of the dwelling and shall thereafter be retained and maintained in good working order for the lifetime of the development.

REASON

To safeguard the amenity of neighbouring occupiers from noise and disturbance, and to ensure the equipment is appropriately sited in the interests of visual amenity, in accordance with Policy DMHB11 of the Hillingdon Local Plan Part 2 (2020).

20. NONSC Biodiversity Net Gain (Details)

No development shall take place on any part of the site until a Biodiversity Gain Plan for the site, demonstrating compliance with the 10% biodiversity net gain requirement in accordance with the Environment Act 2021, has been submitted to and approved in writing by the Local Planning Authority. The Biodiversity Gain Plan should include:

- i. Baseline Biodiversity Assessment: Using the latest Defra Biodiversity Metric, a report of the site's pre-development biodiversity value; and
- ii. On-Site Enhancement and 30-year Habitat Management Plan (HMP) detailing measures to achieve BNG on-site, including species protection, habitat creation, and ongoing management strategies to maintain gains for a minimum of 30 years. The HMP should, as a minimum, include:
 - a) Description and evaluation of the features to be managed.
 - b) Aims, objectives and targets for management.
 - c) Description of the management operations necessary to achieving aims and objectives.
 - d) Prescriptions for management actions.
 - e) Preparation of a works schedule, including an annual works schedule.
 - f) Details of the monitoring needed to measure the effectiveness of management.
 - g) Details of the timetable for each element of the monitoring programme.
 - h) Details of the persons responsible for the implementation and monitoring.
 - i) Report to the Council routinely regarding the state of the Biodiversity Net Gain requirements for development in years 1 (post-completion), 3, 5, 10, 20, and 30, with biodiversity reconciliation calculations at each stage; or

Where a biodiversity net gain of 10% is not achievable on site, in addition to the Baseline Biodiversity Assessment (i), the following shall be included in the BGP:

- iii. Off-Site Biodiversity Credits or Statutory Credits: Where on-site measures do not achieve the 10% net gain, confirmation of the purchase of off-site biodiversity credits or statutory

credits must be provided, including a receipt or proof of transaction as part of the Plan.

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

REASON

To ensure the development delivers a Biodiversity Net Gain and secures the protection and effective management of the remaining habitat on site in accordance with 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)

21. 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 facing No 34 Brookdene Drive.

REASON

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

22. RES23 Visibility Splays - Pedestrian

The access for the proposed car parking shall be provided with those parts of 2.4m x 2.4m pedestrian visibility splays which can be accommodated within the site in both directions and shall be maintained free of all obstacles to the visibility above the height of 0.6m above the level of the adjoining highway.

REASON

In the interests of highway and pedestrian safety in accordance with policy DMT 2 of the Hillingdon Local Plan Part 2 (2020).

23. NONSC Solar Panels

The solar panels hereby approved shall not protrude more than 0.2 metres beyond the plane of the roof slope. The solar panels shall be removed as soon as reasonably practicable when no longer needed.

REASON

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

Informatives

1.

The proposed carriageway crossover is considered acceptable in principle and should conform to the council's maximum allowable width for crossing provisions as stipulated within the council's 'Domestic Vehicle Footway Crossover' Policy (2022). Final designs would be arranged post-permission, and it should be noted that the crossing would need to be constructed to an appropriate council standard executed under S184 of the Highways Act 1980 (or suitable alternative arrangement) all at the applicant's/developer's expense. This would also apply to all works linked to the reinstatement of public footway fronting the double garage which would also be incorporated within this process at full cost to the developer.

2.

Within the application site there is a tree that is subject to a Tree Preservation Order (TPO). You are advised that no tree that is the subject of a TPO may be pruned, lopped, topped, felled or uprooted without the consent of the Local Planning Authority.

No tree pruning is approved under this planning permission as the submitted arboricultural impact assessment cannot quantify the extent of tree pruning due to requiring details of detailed construction methodology. Therefore, a further application for separate tree works consent would be required once the detailed construction methodology is known.

Please contact the Trees and Landscapes Officer, Residents Services, 3N/02, Civic Centre, Uxbridge, UB8 1UW for further advice.

3. I47 Damage to Verge - For Council Roads:

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

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

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

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

4. I15 Control of Environmental Nuisance from Construction Work

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

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

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

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

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

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

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

The above forms can be found on the planning portal at:

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. 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.

8. 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).

Appendix 2: Relevant Planning History

44049/PRC/2024/218 35 Brookdene Drive Northwood

Demolition of existing dwelling and construction of replacement dwelling with associated works

Decision: 22-01-2025 Objection

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:

DMH 1	Safeguarding Existing Housing
DMEI 2	Reducing Carbon Emissions
DMEI 7	Biodiversity Protection and Enhancement
DMEI 9	Management of Flood Risk
DMEI 10	Water Management, Efficiency and Quality
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
DMHD 2	Outbuildings
DMT 1	Managing Transport Impacts
DMT 2	Highways Impacts
DMT 6	Vehicle Parking
LPP D1	(2021) London's form, character and capacity for growth
LPP D3	(2021) Optimising site capacity through the design-led approach
LPP D4	(2021) Delivering good design
LPP D5	(2021) Inclusive design

LPP D6	(2021) Housing quality and standards
LPP D7	(2021) Accessible housing
LPP SI2	(2021) Minimising greenhouse gas emissions
LPP T4	(2021) Assessing and mitigating transport impacts
LPP T5	(2021) Cycling
LPP T6	(2021) Car parking
LPP T6.1	(2021) Residential parking
NPPF11 -24	NPPF11 2024 - Making effective use of land
NPPF12 -24	NPPF12 2024 - Achieving well-designed places
NPPF2 -24	NPPF2 2024 - Achieving sustainable development
NPPF9 -24	NPPF9 2024 - Promoting sustainable transport