

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

Case Officer: Michael Briginshaw	2370/APP/2023/1727
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Date Application Valid:	15.06.2023	Statutory / Agreed Determination Deadline:	30.09.2025
Application Type:	Full	Ward:	Yiewsley

Applicant: **Habourside Investments Ltd & WM Morrison Supermarkets PLC**

Site Address: **Morrisons Supermarket, 41-67 High Street**

Proposal: **Phased demolition of the existing buildings and the redevelopment of the site for a replacement foodstore (Class E), 158 residential units (Class C3), car parking, servicing and access arrangements and associated works.**

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

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



Summary of Recommendation:

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

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

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

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

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

- i. Affordable Housing: To secure on-site affordable housing, to include a provision of 10% Shared Ownership tenure (measured by habitable room). The obligation shall include an Early and Late-Stage Viability Review mechanism.
- ii. Air Quality Mitigation Contribution: Financial contribution equal to £60,789.
- iii. Canal & River Trust Contribution: Financial contribution equal to £70,000.
- iv. Carbon Offset Contribution: A carbon offsetting contribution, based on £95 per tonne over a period of 30 years, to be calculated through the submission of an updated Energy Strategy.
- v. Highway Improvement Works Contribution: Financial contribution equal to £49,500.
- vi. Car Club: Provision on site of 2 no. car club parking spaces.
- vii. Employment and Construction Training Scheme: An Employment/Construction Training Scheme secured in accordance with the Council's Planning Obligations SPD.
- viii. Residential Parking Permit Restrictions: Residential Parking Permits restriction (excluding Blue Badge holders).
- ix. Residential Travel Plan: A full Residential Travel Plan to be approved in writing by the Local Planning Authority.
- x. Retail Travel Plan: A full Retail Travel Plan to be approved in writing by the Local Planning Authority.
- xi. HUDU Health Contribution: Financial contribution equal to £29,898.
- xii. Project Management and Monitoring Fee: A Project Management and Monitoring Fee, equalling 5% of the total financial contributions to be paid under this agreement.

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

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

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

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

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

1 Executive Summary

1.1 This application seeks permission for the phased demolition of the existing buildings and the redevelopment of the site for a replacement foodstore (Class E) (1,672m²), and 158 residential flats (Class C3). This would comprise 74 no. 1 bed flats (46.8%), 66 no. 2 bed flats (41.8%), and 18 no. 3 bed flats (11.4%), including 10% of units (based on habitable rooms) as shared ownership affordable housing. A total of 88 no. car parking spaces are proposed to be split between residents and customers, alongside servicing and access arrangements, and landscaping works to create communal and private amenity space, alongside some play space.

1.2 The proposed reduction in the floorspace of the Morrisons retail unit has previously been accepted under previous applications and there is no reason to conclude otherwise under the current application. There are no objections to the loss of the existing building which has little or no architectural merit and the provision of additional residential flats on sustainably located brownfield land within the Yiewsley and West Drayton Town Centre is supported. The retail unit will generate jobs on a site which has remained vacant for a number of years and the new residents of the development will provide further business for local

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traders and support the vitality and viability of the town centre. This weighs significantly in favour of the development in the planning balance.

- 1.3 The proposal for 11.4% family housing (3-bedroom units) is less than would be expected for such a scheme. However, in this regard it is recognised that there are some clear site constraints for the proposal, which includes the town centre location. In this circumstance, any request for an increase to the number of family units, which would therein result in an overall reduction of units, would compromise viability and potentially jeopardise the delivery of the scheme. On balance, the unit mix as proposed is accepted but the lack of family housing does not weigh in favour of the application.
- 1.4 The scheme has been subject to viability testing by the Council's third-party consultants and the Greater London Authority. Following such assessment, it has been concluded that the scheme generates a deficit but is within the range of deliverability when accounting for growth within the market. Despite this, the developer has made a 10% shared ownership affordable housing offer. This offer increases the deficit generated by the scheme and reduces its viability and deliverability. It is therefore concluded that this offer would represent the maximum viable affordable housing provision deliverable. In the event of an approval, it is recommended that the 10% shared ownership affordable housing offer is secured by legal agreement and includes Early and Late-Stage Viability Review mechanisms as defined by Policy H5 of the London Plan (2021).
- 1.5 Other matters which are considered to be planning policy conflicts include the location of a tall building on a site not identified as suitable for a tall building in the development plan, the failure to meet urban greening factor requirements, and the delivery of a shortfall in amenity space provision, play space provision, and open space provision.
- 1.6 Planning obligations are proposed to secure affordable housing provisions, an air quality contribution, Canal & River Trust contribution, carbon offset contribution, highways improvement works contribution, car club provisions, employment strategy and construction training, parking permit restrictions, travel plans, and a HUDU health contribution. A project management and monitoring fee would also be secured to manage and monitor the planning obligations.
- 1.7 Subject to the planning conditions and obligations recommended, the proposed development is considered acceptable with respect to design, heritage, residential amenity, environmental issues, transport, and sustainability.
- 1.8 Section 38(6) of the Planning and Compulsory Purchase Act 2004 states that planning applications should be determined in accordance with the development plan unless material considerations indicate otherwise. For the reasons outlined above and within the main body of the report, the application is considered to broadly comply with the Development Plan. Where there are minor conflicts with the Development Plan, there are considered to be sufficient mitigating factors and benefits which outweigh such conflicts. Accordingly, the application is recommended for approval, subject to Stage 2 referral to the Mayor of London,

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securing the planning conditions set out in Appendix 1 and a Section 106 legal agreement.

2 The Site and Locality



Figure 1: Location Plan (application site edged red)

- 2.1 The application site is outlined in red in Figure 1 and comprises a 0.52 hectare piece of land occupied by a large two storey building with a mansard roof, formerly used as a Morrisons supermarket at ground floor level with ancillary offices at first floor level. The site fronts the western side of High Street, Yiewsley, immediately to the north of the High Road's southern junction with St Stephen's Road. There is surface level parking and a service area to the rear of the building, accessed from St Stephen's Road. This area also provides ramped access to the single level basement car parking area beneath the store. There are a number of stairwells that provide direct access to the High Road from the basement and a walkway also provides access from the store entrance to the rear parking area along the northern elevation of the building.
- 2.2 The northern and eastern boundaries of the site comprise predominantly 3 storey retail parade buildings, with retail units on the ground floor and predominantly residential use above and to the south of the site is located a recently completed residential development, beyond which the High Street crosses the Grand Union Canal. To the rear of this development, the Grand Union Canal and its towpath immediately adjoin the opposite side of St Stephen's Road, separated by a narrow strip of hedging abutting the site's rear (western) boundary is St Matthews Primary School, also accessed via St Stephen's Road.



Figure 2: Street View Image of the Application Property

- 2.3 The site is located within the 'Primary Shopping Area' of the Yiewsley/West Drayton Town Centre as designated by the Hillingdon Local Plan: Part Two - Development Management Policies (January 2020). The site is designated as part of the Heathrow Opportunity Area as part of the London Plan (2021), identified as a significant location for development capacity. Other designations at the site include air safeguarding height restrictions, the Canals and Rivers Trust Zone, potentially contaminated land, the Hillingdon Air Quality Management Area (AQMA) and the West Drayton/Yiewsley Air Quality Focus Area (AQFA). Transport for London's WebCAT planning tool also identifies the site as moderately accessible with a Public Transport Accessibility Level (PTAL) rating of 3.

3 Proposal

- 3.1 This application seeks permission for the phased demolition of the existing Morrisons Supermarket buildings and the redevelopment of the site for a replacement foodstore (Class E), 158 residential units (Class C3), car parking, servicing and access arrangements and associated works. Please see Figure 3 for the elevation of the proposal as seen from the High Street.



Figure 3. Proposed High Street View (sourced from drawing ref. 2-200 Rev. K)

- 3.2 The proposal would demolish 5,480m² Gross Internal Area (GIA) of Class E floorspace and would replace it with 4,024m² GIA of Class E floorspace (including 1,672m² of foodstore floorspace), plus 13,101m² GIA residential floorspace (totalling 17,125m² GIA). The development comprises a range of storey heights, ranging from 8 stories down to part 7, 6, 5 and 4 stories. There are two main forms of massing proposed. One is located on the High Street to the front (comprising the retail space as well as Cores A and B) and one is located on St. Stephen's Road to the rear (comprising Core C). First floor amenity decks are proposed in between these blocks, as well as to the rear of Core C. All residential units are served by balconies as part of the amenity space strategy. Please see Figure 4 for a proposed site plan.



Figure 4. Proposed Site Plan indicating amenity space and storey heights (sourced from drawing ref. 2-100 Rev. E)

- 3.3 The retail space would be located on a ground floor level and mezzanine level and the residential units would be located on the first floor and above. Pedestrian access to the retail space would be taken from the eastern elevation, from the High Street. Pedestrian access to the residential units would be via the northern and southern Cores A and B, taken from the High Street, and via Core C taken from St. Stephen's Road. Please see Figure 5 for a proposed ground floor plan.



Figure 5. Proposed Ground Floor Plan (sourced from drawing ref. 2-101 Rev. S)

- 3.4 The retail space would be serviced via a yard space accessed off St. Stephen's Road to the rear. Customer and residential car parking spaces are also accessed from St. Stephen's Road. The number of parking spaces on site is proposed to reduce from the existing 114no. spaces to 88no. car parking spaces, including 64 no. car parking spaces (plus 4 no. motorcycle spaces) allocated for use by customers and 24 no. car parking spaces (including 2 no. car club spaces, and 4 no. accessible spaces) allocated for use by residents.
- 3.5 During the course of the application, amendments were agreed and submitted as part of a revised proposal. Additional stair cores were proposed to each residential core in accordance with fire safety requirements for tall residential buildings. The energy strategy was amended and agreed that the development would be served by PV panels and a communal heating system. Following viability testing, it was also agreed that the development would provide 10% of

the habitable rooms as shared ownership affordable housing, equating to 13 units (or 42 habitable rooms).

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

4 Relevant Planning History

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

- 4.2 Application reference 2370/APP/2018/2793 was granted consent on 21 August 2019 for the demolition of the existing buildings and the redevelopment of the site to provide a part 4 to part 8 storey building comprising a replacement Class A1 1,643sq.m (GIA) food store, 144 residential units, basement car parking and associated works. The consent expired on the 21 August 2022. Although this planning permission was not implemented, it is highlighted that this permission is a material planning consideration.

- 4.3 Application reference 2370/APP/2019/2880 sought planning permission to vary planning permission reference 2370/APP/2018/2793 in order to allow the removal of the lower basement car park level and reconfiguration of the upper-level basement car park layout. This involved a reduction in the number of car parking spaces for the residential units from 101 to 23 spaces and additional off-site highway improvement works on St Stephen's Road. The application was refused for two reasons, as stated below:

“1. The proposed reduction of on-site car parking for future residential occupiers fails to address the needs of future occupiers. Due to the sites only moderate public transport accessibility, there is a heavy reliance on the private car to provide access to jobs, schools, services etc. The proposed development would lead to future residents and visitor vehicles being displaced onto the surrounding local and strategic road network. The Council's evidence shows that this displacement of vehicles would lead to further congestion on the highway network resulting in an unacceptable impact on highway and pedestrian safety, particularly when combined with the cumulative impacts of future housing developments in the vicinity of the site, coming forward with similarly low on-site parking ratios, leading to a severe residual cumulative impacts on the road network and resultant impacts on highway and pedestrian safety. The proposal is therefore contrary to Policies DMT 1 and DMT 2 of the Hillingdon Local Plan: Part Two - Development Management Policies (January 2020), Policy 6.3 of the London Plan (March 2016), Policy T4 of the draft London Plan (Intend to Publish Version 2019), para 105, 106 and 109 of the NPPF (January 2019), Mayors Transport Strategy 2018 and TfL Travel Plan Guidance (2013).

2. The applicant at this stage has failed to provide a Deed of Variation that would secure the contributions previously agreed and now required for this scheme. In the absence of the Deed of Variation the proposal is considered to be contrary

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to Policy DMCI 7 of the Hillingdon Local Plan: Part 2 - Development Management Policies (January 2020), the London Borough of Hillingdon Supplementary Planning Document on Planning Obligations (2014), Policy 8.2 of the London Plan (March 2016), Policy DF1 of the Draft London Plan (Intend to Publish Version 2019) and para 54, 56 and 57 of the NPPF (January 2019)."

- 4.4 The decision to refuse this application was appealed and allowed as the Appeal Inspector concluded:

"44. I therefore conclude on this main issue that the proposed variation of the parking arrangements would not unacceptably harm the safety or convenience of users of the highway network in the vicinity of the site including pedestrians, or the quality of life of existing residents or future occupiers of the development. Accordingly, I find no conflict with Policies DMT 1 or DMT 2 of the Local Plan or Policy 6.3 of the LP. Nor do I find conflict with Policy T4 of the ITPLP to which I give significant weight. These policies require, amongst other things, that the transport needs of development are met, that transport impacts are addressed in a sustainable manner and that development does not contribute to the deterioration of air quality, noise, local amenity or safety."

- 4.5 As such, it was concluded that a scheme on this site that delivers 1,643m² of food store floorspace and 144 residential flats, alongside 23 residential parking spaces was acceptable. For comparison, the current application seeks permission for 1,672m² food store floorspace, 158 residential flats, alongside 24 residential car parking spaces.

5 Planning Policy

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

6 Consultations and Representations

- 6.1 A total of 350 no. letters were sent to neighbouring properties, a site notice was displayed to the front of the site and an advert was posted in the local paper. The neighbour consultation process expired on 27 March 2024 and a total of three comments in support and 9 comments against the proposal were received from neighbouring residents.
- 6.2 Representations received in response to public consultation are summarised in Table 1 (below). Consultee responses received are summarised in Table 2 (below). Full copies of the responses have also separately been made available to Members.

Table 1: Summary of Representations Received

Representations	Summary of Issues Raised	Planning Officer Response
A total of 9 comments in objection to the development were received from neighbouring residents.	1. The development will cause highways safety issues.	Noted. Please refer to the <i>Transport</i> section starting paragraph 7.126 of this report.
	2. The proposal is overdevelopment.	Noted. Please refer to the <i>Density</i> section starting paragraph 7.11 of this report.
	3. The design is unacceptable and will impact on privacy, light and the wind environment.	Noted. Please refer to the sections of this report starting at paragraphs 7.32 (<i>Tall Building</i>), 7.42 (<i>Impact on the Character and Appearance of the Area</i>), 7.49 (<i>Residential Quality</i>) and 7.87 (<i>Residential Amenity</i>).
	4. The development will cause noise disturbance.	Noted. Please refer to the <i>Noise</i> section starting paragraph 7.98 of this report.
	5. The development should deliver community uses and affordable housing instead.	Noted. Please refer to the <i>Land Use Principles</i> and <i>Affordable Housing</i> sections of this report starting at paragraphs 7.1, 7.7 and 7.22. More specifically, the proposed retail and residential uses are acceptable in land use terms. It is also advised that following amendment to the proposal, the development would deliver some affordable housing.
	6. The development will increase pressure on infrastructure.	Noted. Whilst the development would increase pressure on infrastructure, any permission granted would ensure that acceptable

		details are secured by condition to avoid significant harm. The proposal is also liable to the Community Infrastructure Levy and Section 106 obligations which contribute to the maintenance and improvement of infrastructure.
A total of three comments in support of the development were received from neighbouring residents.	1. The existing building is an eyesore and attracts anti-social behaviour.	All comments in support are noted and taken into consideration as part of the assessment of this application.
	2. Bringing back Morrisons will vitalise the high street and housing is needed.	
	3. Residents miss Morrisons.	

Table 2: Summary of Consultee Responses

Consultee and Summary of Comments	Planning Officer Response
External Consultation	
<p>National Air Traffic Services:</p> <p>The proposed development has been examined from a technical safeguarding aspect and does not conflict with our safeguarding criteria. Accordingly, NATS (En Route) Public Limited Company ("NERL") has no safeguarding objection to the proposal.</p>	The NATS comments are noted.
<p>Thames Water:</p> <p>Waste Comments</p> <p>The proposed development is located within 15 metres of a strategic sewer. Thames Water requests that a condition secures the submission of a piling method statement.</p> <p>As required by Building Regulations part H paragraph 2.36, Thames Water requests that</p>	<p>The Thames Water comments are noted.</p> <p>A Piling Method Statement is proposed to be secured by Condition 20.</p> <p>The final details of the drainage strategy and verification are proposed to</p>

<p>the Applicant should incorporate within their proposal, protection to the property to prevent sewage flooding, by installing a positive pumped device (or equivalent reflecting technological advances), on the assumption that the sewerage network may surcharge to ground level during storm conditions.</p> <p>With regard to surface water drainage, Thames Water would advise that if the developer follows the sequential approach to the disposal of surface water we would have no objection. Management of surface water from new developments should follow Policy SI 13 Sustainable drainage of the London Plan 2021. Where the developer proposes to discharge to a public sewer, prior approval from Thames Water Developer Services will be required.</p> <p>We would expect the developer to demonstrate what measures will be undertaken to minimise groundwater discharges into the public sewer. Groundwater discharges typically result from construction site dewatering, deep excavations, basement infiltration, borehole installation, testing and site remediation. Any discharge made without a permit is deemed illegal and may result in prosecution under the provisions of the Water Industry Act 1991. Should the Local Planning Authority be minded to approve the planning application, Thames Water would request an informative is attached to any planning permission.</p> <p>Thames Water would recommend that petrol / oil interceptors be fitted in all car parking/washing/repair facilities. Failure to enforce the effective use of petrol / oil interceptors could result in oil-polluted discharges entering local watercourses.</p> <p>Thames Water would advise that with regard to the wastewater network and sewage treatment works infrastructure capacity, we would not have any objection to the above planning application, based on the information provided.</p>	<p>be secured via Conditions 27 and 28.</p> <p>Informative 7 is also to be added to any decision for approval in accordance with the Thames Water comments.</p>
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<p>Heathrow Airport Safeguarding:</p> <p>The proposed development has been examined from an aerodrome safeguarding perspective and could conflict with safeguarding criteria unless any permission granted is subject to a planning condition for a Bird Hazard Management Plan.</p>	<p>The Heathrow Airport Safeguarding comments are noted. Please refer to Condition 26 and informative 8.</p>
<p>London Underground/DLR Infrastructure Protection:</p> <p>No comment.</p>	<p>Noted.</p>
<p>Greater London Archaeological Advisory Service (GLAAS):</p> <p>The proposal is unlikely to have a significant effect on heritage assets of archaeological interest.</p>	<p>The GLAAS comments are noted.</p>
<p>Canal & River Trust: Suitably worded conditions and a legal agreement are necessary to address comments made below.</p> <p><u>Increased use of the towpath:</u></p> <p>The proposals would result in increased usage of the access and towpath and the benefit to potential future occupiers is recognised in the submitted Planning and Transport Statements.</p> <p>The towpath has been upgraded and the pedestrian and cyclists' access to the Grand Union Canal at the point to the east where St Stephens Road starts to run parallel with the Canal has been built with other funding. However, the "works to improve the existing formal pedestrian access where St Stephen's Road bends away from the canal in a northeast direction" would still be required as part of any S106 obligation. The addition of wayfinding to and along the canal and biodiversity improvements to the existing hedge should also be included.</p> <p>The proposals to install a raised table across St Stephens Road, to assist with crossing to</p>	<p>The Canal & River Trust comments are noted.</p> <p>In relation to the proposed elevation to St Stephens Road, the Applicant has responded to similar matters raised by the Council's urban design officer. The Applicant has updated the proposed elevation drawing (2-200 Rev. K). This has resulted in some amendments to the elevation including the provision of enhanced landscaping to St. Stephen's Road.</p> <p>A Canal & River Trust contribution is proposed to be secured by S106 Head of Term (iii).</p> <p>Details of external lighting is proposed to be secured via the landscaping scheme Condition 23.</p>

<p>the access point and calming traffic, would also still be beneficial, though it is noted these works do not form part of the “Canal & River Trust contribution”.</p> <p><u>Impact on the character and appearance of the waterway:</u></p> <p>The site is located to the north of the Grand Union canal and set back from the towpath (across St Stephens Road) and the set back and existing landscaping will aid in reducing the impact of the proposed development.</p> <p>However, it is disappointing to note that the ground floor elevation facing St Stephen’s Road has been amended from the previously approved scheme. This elevation faces the canal and has changed from largely residential (and therefore open and active) to almost exclusively ‘back of house’ elements comprising bin and bike storage, plant rooms and substations, and vehicular access points, all of which are ‘closed’ and provide no value to the streetscape. The elevation to the canal boundary would now primarily consist of a two-storey wall which would be largely blank but for louvred panels and the tall gates to the service yard.</p> <p>As above, it is recognised that there is a fairly dense strip of planting between the towpath and St Stephen’s Road which forms a visual buffer and will conceal much of the lower section of the building, especially in the summer. With the exception of this, there are improvements to the approved scheme, the breaking of the mass, by reducing the scheme to two separate blocks, and the articulated roof form of the western block are welcomed, and the landscaped amenity block, with views onto the canal, will undoubtedly be welcomed by the residents. Nevertheless, it would be preferable if, where possible, amendments could be made to the scheme to improve the appearance and add interest and vitality to the ground floor elevation facing onto St Stephen’s Road.</p>	<p>Demolition, Construction and Environmental Management Plan details are proposed to be secured via Condition 18.</p> <p>The final drainage strategy is to be secured via Conditions 27 and 28.</p>
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<p><u>Impact on the biodiversity of the waterway corridor:</u></p> <p>Any external lighting should be angled downwards, and light directed into the site, and it should not provide flood lighting to the canal corridor to show consideration for bats and other nocturnal species. The details of any external lighting could be addressed by condition.</p> <p>Potential contamination of the waterway and ground water during any demolition, remediation and construction works from wind blow, seepage or spillage at the site should be avoided and details of pollution prevention measures provided. Works should also be carried out at appropriate times to avoid adverse impacts to nesting birds / bats etc. This could be addressed by the submission of a Construction and Environmental Management Plan which could be required by condition.</p> <p><u>Drainage</u></p> <p>The drainage methods of new developments can have significant impacts on the structural integrity, water quality and the biodiversity of waterways. The submission indicates that a Sustainable urban drainage system is proposed which incorporates green roofs with any surface water runoff being disposed through infiltration into ground at or close to source. This should be addressed by condition.</p> <p><u>The impact on the structural integrity of the canal:</u></p> <p>With any development close to the waterway there is the potential for adverse impacts on the infrastructure of the canal in terms of stability, drainage pollution, etc. The proposed development would be in close proximity to the canal and the applicant is advised to review the Canal & River Trust “Code of Practice for Works affecting the</p>	
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Canal & River Trust” with particular regard to any potential vibration impacts and ensure that any necessary consents are obtained and that the works comply with the Code.	
Ministry of Defence: The proposed development would be considered to have no detrimental impact on the operation or capability of a defence site or asset. The MOD has no objection to the development proposed.	The Ministry of Defence comments are noted.
London Fire Brigade (LFB): LFB has been consulted and have confirmed that they have no observations to make.	The LFB comments are noted. It is noted that the development should accord with the relevant Building Regulation requirements. Fire safety matters are also to be addressed through Condition 34.
Greater London Authority (GLA) (Stage 1): Strategic issues summary Land use principles: The principle of a mixed use of retail and residential mixed-use development on this town centre site in the Heathrow Opportunity Area is supported in accordance with London Plan Policies SD1, SD6 and SD7. Affordable housing: The applicant is currently proposing no affordable housing, and this is wholly unacceptable. GLA officers are robustly interrogating the viability assessment with a view to increasing the amount of affordable housing. Affordability and eligibility criteria and early and late-stage reviews should be secured. Urban design: The tall building proposals are not fully compliant with London Plan Policy D9. Additional work is required in relation to the functional impacts, inclusion of basement	The GLA's Stage 1 comments are noted. Please refer to Paragraph 7.22 for consideration of affordable housing. Following amendments to the scheme, 10% of the units proposed are to be delivered as shared ownership affordable units. Please refer to the sections of this report starting at paragraph numbers 7.32 (<i>Tall Building</i>) and 7.42

<p>parking, public realm and play space, residential quality and elevation design.</p> <p>Transport: The applicant should provide further justification in relation to the level of car parking, and improvements are also required in relation to cycle parking provision. Additional information and clarification is required in relation to healthy streets, vehicular access strategy, transport network impacts, delivery servicing, construction logistics and the travel plan.</p> <p>Further information is also required in relation to inclusive design, and sustainable development.</p>	<p><i>(Impact on Character and Appearance of the Area)</i> for consideration of design matters.</p> <p>Please refer to the section starting at paragraph 7.126 for consideration of transport matters.</p> <p>Regarding inclusive design, the number of M4(3) units has been increased from 15 to 16, equating to 10.1% of all units. This resolves the GLA's comments regarding inclusive design.</p>
<p>Transport for London (TfL) (Dated August 2023):</p> <p>To summarise:</p> <ol style="list-style-type: none"> 1. An Active Travel Zone Assessment (ATZ) assessment should be submitted to inform further discussions with the Highway Authority about intended mitigation. 2. A contribution towards bus service enhancements should be secured from this development. 3. A reduction in the quantum of retail parking at this site is required. 4. Amendments to the cycle parking provision at this site is required. These amendments should be carried out prior to the determination of this application. 5. A CMP, Parking Design and Management Plan Travel Plan and Delivery and Servicing Plan should be secured through the appropriate mechanism. <p>Transport for London (TfL) (Dated January 2025):</p> <p>Due to additional demand being placed on the bus stops in proximity to the site, enhancements to the bus stops and their</p>	<p>The TfL comments are noted.</p> <p>Each point is addressed in turn:</p> <p>1 & 2. It has been agreed with the Applicant Team that a £49,500 contribution is made towards local highways improvement works, including bus stop enhancements as requested by TfL. This also resolves the comments made by TfL dated January 2025.</p> <p>3. Given that the retail floorspace is reducing and the basement parking provision is also reducing, the number of retail parking spaces is provided on a like-for-like basis. Car parking is also required to facilitate the retail use which is for weekly food shops in the main. The number of parking spaces complies with local plan standards and is accepted by the Highways Authority.</p>

<p>waiting environment would be appropriate and in line with Policy T3. The following improvements to Bus Stop A and Bus Stop B could be made:</p> <ul style="list-style-type: none"> • The carriageway within the bus stop cage should be resurfaced. • Raising of the kerb height to meet standards to enable deployment of the mobility ramp and easier access for other passengers. • It should be ensured that the lighting around the bus stop waiting area is of good quality. • Bus cage markings should be remarked. • For Bus Stop A and B, repainting of the yellow bus stop markings on the carriageway. 	<p>4. As confirmed by the Highways Authority, an acceptable quantity of cycle parking for retail and residential is proposed. The final detail of this parking is proposed to be secured by Condition 23.</p> <p>5. A construction management plan is proposed to be secured by Condition 18, a parking design and management plan is to be secured by Condition 32, Travel Plans are to be secured under S106 heads of terms (ix) and (x), and a delivery and servicing plan is to be secured by Condition 33.</p>
<p>Health and Safety Executive (HSE):</p> <p>Following a review of the information provided in the planning application, HSE is content with the fire safety design as set out in the project description, to the extent it affects land use planning considerations. However, HSE has identified matters that the applicant should try to address in advance of later regulatory stages.</p>	<p>The HSE comments are noted and have been passed onto the Applicant Team to address at later regulatory stages, should permission be granted.</p>
<p>Hillingdon Friends of the Earth:</p> <p>The sustainability features of the proposal should exceed minimum requirements, including circular economy, whole life carbon, carbon emissions, ventilation, drainage, sustainable transport, landscaping and ecology.</p>	<p>The Hillingdon Friends of the Earth comments are noted. The development has been assessed against the Development Plan and a balanced planning decision is required to be made, weighing up all relevant material planning considerations.</p>
<p>Internal Consultation</p>	
<p>Planning Policy Officer:</p> <p>Housing Mix:</p> <p>It is noted that the applicant states that the proposal would supply 17% [family sized</p>	<p>The Planning Policy Officer comments are noted.</p> <p>Matters relating to the principle of development and housing mix are</p>

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PART 1 – Members, Public & Press

<p>units] when calculating the scheme by habitable rooms within the planning statement. However, this is not considered to be an accurate representation of the proposal in this regard, and it is considered that the site would only provide 11.4% family units. When considering the previously approved scheme there is also a drop in the number of family sized units (3 bedrooms or more). It should be noted that the previous proposal was approved prior to the adoption of the Local Plan: Part 2 (2020) and London Plan (2021), where both of these development plans include policies encouraging a higher proportion of family units within schemes.</p> <p>Policy H10 of the London Plan sets out that schemes should generally consist of a range of unit sizes. In addition, paragraph A.6 of Policy H10 of the London Plan recognises that “the nature and location of the site, with a higher proportion of one and two bed units generally more appropriate in locations which are closer to a town centre or station or with higher public transport access and connectivity”. The site is located within the Yiewsley/West Drayton town centre and approximately 300m from the Crossrail station. The site has a PTAL rating of 3. The applicant should therefore revise the proposal to ensure that the proposal provides a minimum of 15% family units to ensure that the proposal is able to conform with the development plans and the housing mix.</p> <p>Affordable Housing:</p> <p>The Local Plan Part 2 policy DMH7 and London Plan policy H5, sets out that subject to viability and if appropriate in all circumstances, a minimum of 35% of all new homes on sites of 10 or more units should be delivered as affordable housing, with the tenure split 70% Social/Affordable Rent and 30% Intermediate as set out in Policy H2: Affordable Housing of the Local Plan Part 1. The applicant has submitted a viability assessment stating that they are unable to provide any affordable housing or any off-site</p>	<p>addressed in the sections starting at paragraph numbers 7.1 to 7.22 of this report.</p> <p>It should also be noted that following amendment to the scheme, 10% of units are proposed to be provided as shared ownership affordable housing.</p>
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<p>contributions towards affordable housing. Given this, it is considered necessary that the viability assessment is tested by a third-party consultant.</p>	
<p>Urban Design Officer (Dated August 2023):</p> <p>The principle of re-developing this site for a mixed retail and residential scheme has been established by the granting of previous permissions.</p> <p>This application seeks to increase the building height by one storey, delivering a tall building. This density is above the recommended density for the context as set out in Local Plan Policy DMHB 17 and outside of areas identified for a tall buildings in accordance with Local Plan Policy DMHB 10. Accordingly, the density, height and massing are a concern.</p> <p>Scrutiny of the layout and elevational design show that many of the benefits of the previously approved scheme have been lost or design quality reduced, where it is expected that the design quality should be improved.</p> <p>Lastly, the landscape design needs a comprehensive review.</p> <p>Urban Design Officer (Dated January 2025):</p> <p>In previous Urban Design comments, the reduced design quality from the original scheme was outlined. During negotiations with the applicant some of the changes were understood and accepted. However, concerns remain about the raised finished floor level (FFL) as this necessitates ramps to the supermarket impacting the street frontage and ramps to the Core B affecting the entrance design. These latest updates are minimal, confined to changes to the bathrooms and cores.</p> <p>Additionally, comments were raised regarding the quality of the Amenity decks and</p>	<p>The Urban Design Officer comments are noted.</p> <p>Matters relating to design are addressed in the sections starting at paragraph numbers 7.32 to 7.49 of this report.</p> <p>The final design details of the materials and landscape scheme are proposed to be secured by Conditions 21, 22, 23 and 24. These conditions should resolve the concerns raised by the Urban Design Officer, including the quality of amenity space, greening and ramp details.</p> <p>More specifically, it should be noted that density standards are only intended as a guide and density guidance has largely been superseded by the design-led approach taken by Policy D3 in the latest London Plan (2021).</p> <p>The design-led approach requires consideration of design options to determine the most appropriate form of development that responds to a site's context and capacity for growth and existing and planned supporting infrastructure.</p> <p>The policy then goes on to highlight the relevant considerations which would</p>

<p>streetscape along St Stephens Road. These spaces should be high quality as there is a shortfall of 15% of the outdoor open space required.</p> <p>Further, it was requested that the applicant increase the greening along St Stephens Road as the trees shown along the south side of the proposed buildings do not have sufficient space to reach maturity.</p> <p>Lastly, more detail is needed on the 'Potential new path onto the canal', which is showing the ramp. Clarification is needed on the impact on the green canal edge planting and remaining width of the existing after the proposed ramp is installed.</p> <p>Urban Design Officer (Dated June 2025):</p> <p>Conditions are required to secure further detail on materials and the final landscape scheme.</p>	<p>contribute to defining an appropriate density such as site context, amenity considerations etc. These aspects of the proposal are considered in detail within the relevant sections of this report, but it is concluded that overall, the cumulative impacts of the proposal do not suggest that the scheme is of such a density that it is completely inappropriate in terms of the character and amenity of the local area.</p>
<p>Access Officer:</p> <p>This development proposal for a replacement food store and 158 residential units has been reviewed with reference to London plan policy D1, D5, D7, D12, S4 and T6.1. The following comments are provided:</p> <ol style="list-style-type: none"> 1. A convenient drop off point should be provided for door-to-door transport services such as Dial a Ride, taxis, and hospital transport. An area should be provided for the residential and retail element of the proposal. 2. Details of the height clearance within the basement carpark should be provided to ensure access is possible for high sided vehicles. A minimum height clearance of 2.9m should be achieved. 3. An accessible parking bay should be allocated to every M4(3) wheelchair accessible/adaptable unit. 	<p>The Access Officer comments are noted.</p> <p>Each point is addressed in turn:</p> <ol style="list-style-type: none"> 1. The Applicant Team have responded by stating that there is not sufficient space for a site located within the town centre. Whilst this reasoning cannot be wholly accepted, it is accepted on balance provided that other highways improvement works are to be secured as part of the agreed planning obligations. 2. The basement car park is existing and as such is accepted. 3. A total of 16 no. M4(3) wheelchair accessible units are proposed alongside 4

<p>4. It is noted that 15 M4(3) units have been included on the floor plans however apart from 2 units, they are all 1B2P units. As a large number of wheelchair users would have a companion, a live-in assistant, or may simply require an additional room to store disability related equipment, the number of 2B3P M4(3) units should be increased to 10.</p> <p>5. 10% of Affordable Housing units would be required to satisfy the design standards for an M4(3) Wheelchair Accessible unit.</p> <p>6. The affordable units should be suitable for 'day one occupation' by a wheelchair user. These units should be designed and fitted as per the prescribed standards for a Wheelchair Accessible M4(3) unit, as set out in ADM 2015.</p> <p>7. All remaining units must be designed to the standards for Category 2 M4(2) Accessible and Adaptable dwellings, as set out in Approved Document M 2015.</p> <p>8. Details of the materials palette should be provided with reference to paver types intended for use within the public realm. A methodology statement is required to ensure that all materials could be installed in accordance with the tolerances set out in BS8300:2018.</p> <p>9. Details should be required on the accessible play equipment for disabled children, including those with a sensory impairment, or complex multiple disabilities. Provisions could include outdoor sound tubes, colour and lighting canopies, and other play equipment that could stimulate the olfactory senses. Inclusive play is a key requirement of any new residential development. A comprehensive Design & Access Statement should support any future planning application, demonstrating how the principles of inclusive design have informed the design from the inception stage.</p>	<p>no. accessible parking spaces. The policy requirement is for 3% of dwellings be provided with an accessible parking space, equal to 4.74 spaces (rounded to either 4 or 5). Given the accessible town centre location of the site, the number of accessible parking spaces is accepted. Whilst the allocation of a space to each M4(3) unit would be preferred, it is not a planning policy requirement.</p> <p>4. Should the number of 2B3P M4(3) units be increased to 10, the number of overall M4(3) units would reduce from 16 to 8 units. On balance, the M4(3) mix of units is accepted as proposed.</p> <p>5. One of the M4(3) 1B2P flats are proposed as an affordable shared ownership unit. This is considered to satisfy this point.</p> <p>6. Whilst the timing of delivery is not strictly a planning policy requirement, the flats are to be secured as M4(3) units through Condition 9. This is considered to be sufficient.</p> <p>7. The delivery of M4(2) is to be secured through Condition 9.</p> <p>8. The materials details are to be secured through Condition 21.</p>
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	<p>9. This detail is to be secured through Conditions 23 (Landscape Scheme) and 24 (Play Area Details).</p> <p>Matters relating to accessibility are also addressed in paragraphs 7.74 to 7.77 of this report.</p>
<p>Highways Officer:</p> <p>Considering that the ratio of residential car parking spaces proposed is in accordance with the London Plan standard and only marginally less than the number proposed under planning application ref: 2370/APP/2019/2880 and upheld at appealed application ref. 2370/APP/2019/2880, the number of residential car parking spaces proposed can be accepted.</p> <p>The number of car parking spaces proposed for the supermarket is above the number permitted in the London Plan but would be in accordance with the Local Plan and the number allowed at appeal. Taking all considerations into account, the number of car parking spaces proposed for the supermarket can also be accepted.</p> <p>Subject to the above and planning conditions, there are no highway objections to this proposal.</p>	<p>The Highways Officer comments are noted.</p> <p>Matters relating to transport are addressed in the section starting at paragraph 7.126 of this report.</p>
<p>Air Quality Officer:</p> <p>The proposed 158 residential flats (Use Class C3 residential development) is anticipated to generate 79 daily residential vehicle trips per day for car drivers. The Morrisons proposal includes a 1,672.1 sqm GIA foodstore with an associated trip generation of 383,250 trips per year.</p> <p>The proposed development is within the West Drayton/Yiewsley Focus Area. The proposed development is not air quality neutral and is not air quality positive, as required by the LBH</p>	<p>The Air Quality Officer comments are noted.</p> <p>Please see S106 Head of Term (ii) for confirmation that £60,789 fee is proposed to be secured via a Section 106 legal agreement.</p> <p>Please also refer to Conditions 15 and 36.</p>

<p>Local Action Plan. Therefore, the total emissions associated with these activities need to be mitigated.</p> <p>The level of mitigation required to the proposed development for traffic emissions is £936,984. Flat rate deductions have been applied to account for the Travel Plan, the sustainable transport measures and the viability challenges of the scheme. Once all deductions were applied, the remaining value of mitigation due is £60,789. This fee should be secured by S106 legal agreement and paid to Hillingdon Council to mitigate the impact of the development and deliver the local air quality action plan.</p>	
<p>Flooding and Drainage Specialist:</p> <ol style="list-style-type: none"> 1. The application does not comply with the hierarchy of drainage set out in the London Plan Policy SI 13. The applicant has not considered the use of rainwater harvesting features, such as blue roofs and/or water butts, in alignment with the Drainage Hierarchy of the London Plan Policy SI 13. 2. The Drainage Strategy Plan does not illustrate the position of the green roofs on site. 3. The Drainage Strategy Plan does not illustrate the routes overland flow will take in events that exceed the 1 in 100-year (plus 40% climate change) event. This information is required in alignment with S9 of Defra's Non-Statutory Technical Standards for Sustainable Drainage. 4. The full site area (5,200m²) has not been used in the calculations. 5. The applicant has not provided the bespoke maintenance tasks and frequencies associated with the proposed vortex flow control device. 6. It is unclear whether the area of the basement will change from existing, and not 	<p>The Flooding and Drainage Specialist comments are noted.</p> <p>Matters relating to flood and water management are addressed in the sections starting at paragraphs 7.116 (<i>Flood Risk</i>) and 7.118 (<i>Drainage</i>) of this report.</p> <p>As the issues raised are a matter of detail rather than a fundamental issue, Conditions 27 and 28 are proposed to resolve the matters raised.</p>

<p>enough information has been provided on the proposed method of drainage for the basement.</p> <p>To address the above, please can the applicant submit information which:</p> <ol style="list-style-type: none"> 1. Demonstrates that the applicant has considered the use of rainwater harvesting features, such as blue roofs and/or water butts, in alignment with the Drainage Hierarchy of the London Plan Policy SI 13. 2. Illustrates the position of the green roofs and any rainwater harvesting features on site within an updated Drainage Strategy Plan. 3. Illustrates the routes that overland flow will take in events that exceed the 1 in 100-year (plus 40% climate change) event, in alignment with S9 of Defra's Non-Statutory Technical Standards for Sustainable Drainage. 4. Demonstrates that the full site area (5,200m²) has been used in the calculations. 5. Outlines the bespoke maintenance tasks and frequencies associated with the proposed vortex flow control device and any additional rainwater harvesting features. 6. Clarifies whether the area of the basement will change from existing and provides further information on the proposed method of drainage for the basement. 	
<p>Noise Specialist:</p> <p>Sufficient information has been provided by the Applicant to make a recommendation with respect to noise. It is recommended that no objection is made on noise grounds subject to the inclusion of suitable conditions which should be met based on the design information provided and considering measurement and prediction uncertainty.</p>	<p>The Noise Specialist comments are noted.</p> <p>Matters relating to noise are addressed in the section starting at paragraph 7.98 of this report.</p> <p>Please also refer to Conditions 10 and 11.</p>

<p>Waste Strategy Officer:</p> <p>The waste provisions are acceptable.</p>	<p>Noted.</p>
<p>Daylight and Sunlight Consultant:</p> <p>The Council's consultants Avison Young (AY) have commented upon the submitted Neighbouring Daylight, Sunlight and Overshadowing Report prepared by Consil in support of the Applicants' proposals for the site. AY raised the following matters in respect of the technical analysis appended to Consil's report:</p> <ul style="list-style-type: none"> • Union Wharf, Bentick Road – AY agrees with the conclusions presented in the report. For annual probable sunlight hours (APSH), the north-facing rooms are not pertinent for inclusion in the assessment. • Betjeman Court, Bentick Road - AY agreed with the conclusions. For the ASPH assessment, the north-facing rooms are not pertinent for inclusion in the assessment. • St Matthew Church of England Primary School, High Street – AY agrees to Consil's approach to assessing the two classrooms facing the Site and agree to the conclusions. • St Matthew Vicarage, 93 High Street – AY generally agreed with the vertical skyline component (VSC). AY agree with the no sky line (NSL) conclusion. Regarding the APSH, AY concur with Consil's assertion that the observed losses can be justifiably attributed to the presence of the soffit located above the windows. It is reasonable to argue that the levels of sunlight retained are only marginally below the 25% threshold as recommended by the BRE guidelines. • 34-42 High Street – AY agrees to the conclusions. For the VSC however the reductions are substantial but relatively 	<p>The Daylight and Sunlight consultant comments are noted.</p> <p>As explained in Consil's daylight and sunlight report, the BRE guidance gives illuminance recommendations of 100 lux in bedrooms, 150 lux in living rooms and 200 lux in kitchens. In multi-use rooms, such as the proposed living/kitchen/dining rooms, the target value for living rooms can be used.</p> <p>The BRE Report suggests that the target value for a living room can be used for a combined living/kitchen/dining area if the kitchens are not treated as habitable spaces, as it may avoid small separate kitchens in the design.</p> <p>By reference to the submitted floor plans, the kitchens are typically located at the rear of the room, designed to be predominantly artificially lit, with the living areas adjacent to the windows to maximise the natural light.</p> <p>Consequently, it is appropriate for 150 lux to be adopted for this scheme.</p>

<p>small when compared to the previously consented schemes.</p> <ul style="list-style-type: none"> • 32 High Street – AY agree to the VSC and APSH conclusions. For the NSL, it is recommended that Consil furnish the essential floorplans to definitively verify the actual spatial layout, thereby ensuring accurate and precise understanding of the room’s configuration and its impact on daylight distribution. • 24 High Street – AY agree with the VSC and NSL conclusions. For the ASPH, the north-facing rooms are not pertinent for inclusion in the assessment. <p>Overshadowing:</p> <ul style="list-style-type: none"> • Consil refrained from providing a comprehensive explanation of the outcomes attained from the Overshadowing test. This omission is notable even though the examined area does satisfy the prescribed threshold in accordance with the BRE guidelines. <p>Internal Daylight, Sunlight and Overshadowing:</p> <ul style="list-style-type: none"> • For the Internal Daylight Results, Consil have applied a lower target of 150 lux to all Living/Kitchen/Dining rooms within the scheme. There is a degree of uncertainty regarding the precise location of the kitchen areas within the rooms due to unavailability of the floor plans. • It remains within acceptable parameters to adopt a 150 lux target should the kitchen area not be classified as a habitable space. 	<p>As confirmed by the Council's Daylight and Sunlight Consultant, there are some shortcomings in respect of daylight and sunlight considerations, but it is not considered that the extent of failures warrant a reason for refusal given the urban context of the site.</p> <p>Sunlight and daylight considerations are addressed in paragraphs 7.53 (<i>Residential Quality</i>) and paragraph 7.90 (<i>Impact on Neighbours</i>) of this report and are considered acceptable.</p>
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<ul style="list-style-type: none"> • It is customary to opt for a lower illumination value of 150 lux only when kitchen is located significantly deep within the room. • It is recommended that Consil provide an additional supplementary analysis adhering to the 200 lux criterion. Nonetheless, it is also AY's opinion that the introduction of the supplementary assessment is unlikely to yield a significant variance in outcomes. • Consil have suggested that a lower target of 150 lux is applied to Living/Kitchen/Dining rooms within the scheme however no rationale as to why they have opted this criterion is discussed. AY recommends that either commentary is provided for this or that a second set of analysis is included applying a 200 lux criteria. 	
<p>Contaminated Land Officer:</p> <p>Having considered the applicant submitted supportive information i.e. Geo-Environmental Site Appraisal & Remediation Method Statement with reference 1921629 – R03 (02) prepared by RSK Geosciences Ltd dated June 2023 taken note of sections 4 (Site Investigation Strategy & Methodology (Risk, November 2018)), 5 (Site Investigation Factual Findings), 6 (Geo-Environmental Assessment) and 7 (Remediation Method Statement), please be advised that, we have no objection to the proposed development subject to securing final details by condition.</p>	<p>The Contaminated Land Officer comments are noted.</p> <p>Condition 19 is proposed to secure the final contaminated land detail required.</p>
<p>Economic Development Officer:</p> <p>From an economic development perspective, we require the applicant to deliver a construction employment training scheme for the development during the construction phase.</p>	<p>The Economic Development Officer comments are noted.</p> <p>A construction training scheme / employment strategy is to be secured by S106 Head of Term (vii).</p>

<p>We would also expect Morrisons, the end user of the commercial facility, to deliver a local employment scheme once the construction phase is completed. We would be happy to discuss this requirement with Morrisons.</p> <p>We would expect both of these requirements to be included in the section 106 agreement for this scheme.</p>	
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7 Planning Assessment

Land Use Principles

Retail

- 7.1 Policy E9 of the London Plan (2021) supports convenience retail in town centres and Policy SD6 requires that vitality and viability is promoted in such locations, including commercial use and housing-led (mixed-use) intensification to optimise residential growth potential.
- 7.2 Policy SD7 of the London Plan (2021) states that development proposals should:
- 1) ensure that commercial floorspace relates to the size and the role and function of a town centre and its catchment
 - 2) ensure that commercial space is appropriately located having regard to Part A and B above, and is fit for purpose, with at least basic fit-out and not compromised in terms of layout, street frontage, floor to ceiling heights and servicing
 - 3) support efficient delivery and servicing in town centres including the provision of collection points for business deliveries in a way that minimises negative impacts on the environment, public realm, the safety of all road users, and the amenity of neighbouring residents
 - 4) support the diversity of town centres by providing a range of commercial unit sizes, particularly on larger-scale developments.
- 7.3 The use of the site for retail purposes is already established and consistent with the function of the Yiewsley and West Drayton Town Centre. The proposed reduction in the floorspace of the Morrisons retail unit has been accepted under previous applications and there is no reason to conclude otherwise under the current application. The size of the retail unit is considered to be fit for purpose. It is also noted that new residents will provide further support for local traders and the vitality and viability of the town centre.

Employment Use

- 7.4 Based on the information submitted, the proposed development would create up to 85 jobs on a disused site. Additionally, the Planning Statement notes an aspiration to employ locally.
- 7.5 Policy E11 of the London Plan (2021) states that development proposals should support employment, skills development, apprenticeships, and other education and training opportunities in both the construction and end-use phases, including through Section 106 obligations where appropriate. In accordance with this, the Council's Planning Obligations Supplementary Planning Document (2014) requires that developments with estimated construction costs of over £2 million and a construction period of three months or more deliver an in-kind employment and training scheme or financial contributions towards training and employment in the borough. An employment strategy and construction training scheme is proposed to be secured by a Section 106 legal agreement under Head of Term (vii).

Economy

- 7.6 Paragraph 85 of the NPPF (2024) states that significant weight should be placed on the need to support economic growth and productivity. It is agreed that there would be economic benefits arising from the proposed scheme and weight is afforded to such benefits.

Residential

- 7.7 Policy GG4 (Delivering the homes Londoners need) of the London Plan (2021) states that to create a housing market that works better for all Londoners, those involved in planning and development must:
- ensure that more homes are delivered.
 - support the delivery of the strategic target of 50 per cent of all new homes being genuinely affordable.
 - create mixed and inclusive communities, with good quality homes that meet high standards of design and provide for identified needs, including for specialist housing.
 - identify and allocate a range of sites, including small sites, to deliver housing locally, supporting skilled precision-manufacturing that can increase the rate of building, and planning for all necessary supporting infrastructure from the outset.
 - establish ambitious and achievable build-out rates at the planning stage, incentivising build-out milestones to help ensure that homes are built quickly and to reduce the likelihood of permissions being sought to sell land on at a higher value.
- 7.8 Policy H1 (Housing Growth) of the Hillingdon Local Plan: Plan 1 - Strategic Policies (2012) requires that the borough meets and exceed its minimum strategic dwelling requirement in accordance with other Local Plan policies. The Borough's target was increased as part of the London Plan (2021).

- 7.9 The proposed development would deliver a mix of units and will contribute to the delivery of housing within the borough. The NPPF encourages the effective use of land in meeting the need for homes and other uses, while safeguarding and improving the environment and ensuring safe and healthy living conditions.
- 7.10 The re-use of sustainably located brownfield land for residential flats accords with the local, regional and national planning policies. The delivery of additional residential flats within the Yiewsley and West Drayton Town Centre, which now benefits from the new Elizabeth line connection, is supported in general terms, subject to compliance with other policies in the development plan.

Density

- 7.11 Policy DMHB 17 of the Hillingdon Local Plan: Part 2 (2020) states that all new residential development should take account of the Residential Density Matrix contained in Table 5.2. Paragraph 5.67 of the Hillingdon Local Plan: Part 2 (2020) states that Hillingdon will apply the density standards set out in the London Plan in a flexible manner, according to local circumstances. Large parts of the borough, including many areas in proximity to town centres, are suburban in character and will lean heavily towards the applications of lower to mid-range density scales. Table 5.2 represents a starting point for discussions on the issue of residential density, which should ultimately be determined by a design led approach.
- 7.12 Policy D3 (Optimising Site Capacity through the Design-led Approach) of the London Plan (2021) further requires all development to make the best use of land following a design-led approach that optimises the capacity of sites, including site allocations and offers no density matrix figures. The policy further states that higher density developments should generally be promoted in locations that are well connected to jobs, services, infrastructure and amenities by public transport, walking and cycling.
- 7.13 The Yiewsley/West Drayton Town Centre is considered urban in character and has a moderate PTAL rating of 3. Table 5.2 of the Hillingdon Local Plan: Part 2 (2020) states that such a site should deliver 450-750 habitable rooms per hectare or 150-250 units per hectare. Based on a site area of 0.52 hectares, the site should deliver between 234-390 habitable rooms or 78-130 units. The proposal provides 418 habitable rooms and 158 units and therefore exceeds the density parameters attached to Policy DMHB 17.
- 7.14 It is noted that these standards are only intended as a guide and density guidance has largely been superseded by the design-led approach taken by Policy D3 in the latest London Plan (March 2021). The design-led approach requires consideration of design options to determine the most appropriate form of development that responds to a site's context and capacity for growth and existing and planned supporting infrastructure. The policy then goes on to highlight the relevant considerations which would contribute to defining an appropriate density such as site context, amenity considerations etc. These

aspects of the proposal are considered in detail within the relevant sections of this report.

Housing Mix

- 7.15 The London Plan (2021) outlines in Policy H10 that schemes should generally consist of a range of unit sizes and sets out a number of factors which should be considered when determining the appropriate housing mix on a particular scheme. This includes local evidence of need. Policy DMH 2 of Hillingdon Local Plan: Part 2 (2020) requires the provision of a mix of housing units of different sizes in schemes of residential development to reflect the Council's latest information on housing need. Paragraph 4.6 outlines that there is a substantial borough-wide requirement for larger affordable and private market units, particularly three-bedroom properties.
- 7.16 In terms of factors specific to a site, Policy H10 also includes a need to consider the mix of uses in the scheme, the range of tenures in the scheme and the nature and location of the site, with a higher proportion of one and two bed units generally more appropriate in locations which are closer to a town centre or station or with higher public transport access and connectivity.
- 7.17 Family housing is defined within the glossary of the London Plan and outlines it must generally be of a size that has three or more bedrooms. It is worth noting that the Secretary of State directed changes to Policy H10, in order to address the need for new family housing, to prevent families from being forced to move outside of London. These changes are incorporated into the London Plan (2021).
- 7.18 This unit mix proposed is summarised below:
- 74 no. 1 bed flats (46.8%);
 - 66 no. 2 bed flats (41.8%); and
 - 18 no. 3 bed flats (11.4%),
- 7.19 Whilst a higher proportion of one and two bed units are generally more appropriate in locations within or close to town centres and with high public transport access, the proposed 11.4% family housing is less than would be expected for such a scheme. It is acknowledged that these sites are generally more constrained and a departure from the preferred housing mix can be justified, taking account of the requirements of Policy H10 of the London Plan (2021) and Policy DMH 2 of the Hillingdon Local Plan: Part 2 (2020).
- 7.20 In this regard it is recognised that there are some clear site constraints for the proposal, which includes the town centre location of the site. It is also acknowledged that providing more three-bedroom units would decrease the number units proposed which would then impact on the financial viability of the scheme. Following the assessment of the scheme by third party consultants and the Greater London Authority, it is concluded that the scheme as proposed would generate a deficit but would be in the range of deliverability when accounting for growth within the market. Despite this, the developer has also made a 10%

shared ownership affordable housing offer which is considered to reduce the viability of the scheme further whilst increasing the deficit.

- 7.21 Any request for an increase to the number of family units, which would therein result in an overall reduction of units, would compromise viability and potentially jeopardise the delivery of the scheme. On balance, the unit mix as proposed is accepted but the comparatively low amount of family housing does not weigh in its favour.

Affordable Housing

- 7.22 As per Policy DMH 7 of the Hillingdon Local Plan (2020) and Policies H5 and H6 of the London Plan (2021), the development will need to provide affordable housing. Policy DMH 7 states that development with a capacity to provide 10 or more units will be required to maximise the delivery of on-site affordable housing. Subject to viability, and if appropriate in all circumstances, a minimum of 35% of all new homes on sites of 10 or more units should be delivered as affordable housing, with a tenure split of 70% social/affordable rent and 30% intermediate, as set out in Policy H2 of the Hillingdon Local Plan: Part 1 (2012).
- 7.23 Where an application does not meet the requirements set out in Policy H5, Part C, of the London Plan (2021) it must follow the viability tested route. Policy H4, Part B, of the London Plan (2021) also states that affordable housing should be provided on site and only provide off-site or as a cash in lieu contribution in exceptional circumstances. This is supported by Policy DMH 7.
- 7.24 The scheme has been subject to viability testing by the Council's third-party consultants and the Greater London Authority. Following such assessment, it has been concluded that the scheme generates a deficit (due to what is understood to be an increase in construction costs) but is within the range of deliverability when accounting for growth within the market. Despite this, the developer has also made a 'without prejudice' 10% shared ownership affordable housing offer. This offer increases the deficit generated by the scheme and reduces its viability and deliverability. It is therefore concluded that this offer would represent the maximum viable affordable housing provision possible, within the agreed range of deliverability.
- 7.25 The affordable units are identified as follows:

First Floor:

A02	3B5P	4 habitable rooms
A03	3B5P	4 habitable rooms
B01	2B3P	3 habitable rooms
B02	2B4P	3 habitable rooms
B05	2B3P	3 habitable rooms
B07	2B4P	3 habitable rooms
B09	1B2P	2 habitable room

Second Floor:

A08	3B5P	4 habitable rooms
A09	3B5P	4 habitable rooms
B10	2B3P	3 habitable rooms
B13	2B3P	3 habitable rooms
B14	2B3P	3 habitable rooms
B16	2B4P	3 habitable rooms

- 7.26 In total, there are 13 affordable properties proposed, comprising 42 habitable rooms (10% of total within scheme of 418 habitable rooms).
- 7.27 In the event of an approval, it is recommended that the 10% shared ownership affordable housing offer is secured by legal agreement and includes Early and Late-Stage Viability Review mechanism as defined by Policy H5 of the London Plan (2021).

Design

- 7.28 The northern and eastern boundaries of the site comprise predominantly 3 storey retail parade buildings, with retail units on the ground floor and predominantly residential use above and to the south of the site is located a recently completed residential development, beyond which the High Street crosses the Grand Union Canal. To the rear of this development, the Grand Union Canal and its towpath immediately adjoin the opposite side of St Stephen's Road, separated by a narrow strip of hedging, abutting the site's rear (western) boundary is St Matthews Primary School, also accessed via St Stephen's Road.
- 7.29 The proposed development comprises a range of storey heights, ranging from 8 storeys down to part 7, 6, 5 and 4 storeys. There are two main forms of massing proposed. One is located on the High Street to the front (comprising the retail space as well as Cores A and B) and one is located on St. Stephen's Road to the rear (comprising Core C). First floor amenity decks are proposed in between these blocks, as well as to the rear of Core C. All residential units are served by balconies as part of the amenity space strategy.
- 7.30 The retail space would be located on the ground floor level and mezzanine level and the residential units would be located on the first floor and above. Pedestrian access to the retail space would be taken from the eastern elevation, taken from the High Street. Pedestrian access to the residential units would be via the northern and southern Cores A and B, taken from the High Street, and via Core C taken from St. Stephen's Road.
- 7.31 The retail space would be serviced via a yard space accessed off St. Stephen's Road to the rear. Customer and residential car parking spaces are also accessed from St. Stephen's Road. The number of parking spaces on site is proposed to reduce from the existing 114no. spaces to 88no. car parking spaces. This includes 64 no. car parking spaces (plus 4 no. motorcycle spaces) allocated for use by customers and 24 no. car parking spaces (including 2 no. car club spaces, and 4 no. accessible spaces) allocated for use by residents.

Tall Building

- 7.32 If the development was to be considered a tall building, it is noted that the site is not located within Uxbridge or Hayes Town Centres which are the only areas identified within Policy DMHB 10 of the Hillingdon Local Plan: Part 2 (2020) as appropriate locations for such buildings. Notwithstanding whether it is located appropriately in policy designation terms, as set out within Policy D9 of the London Plan (2021), the visual, functional, environmental and cumulative impacts are relevant considerations.
- 7.33 A podium form development is proposed with a stepped building massing with a maximum height ranging from 8 down to 4 storeys. It is accepted that the site has previously been granted planning permission for a development of similar height (up to 7 storeys) and the proposed development is one storey taller with a different massing approach. Although the principle of a building of broadly similar height has been previously accepted in this location, the consent is not extant, and policy tests need to be re-applied as per the GLA Stage 1 report received.
- 7.34 The northern and eastern boundaries of the site comprise predominantly 3 storey retail parade buildings. To the south of the site is a 4-storey flatted development. To the rear of this development, the Grand Union Canal and its towpath immediately adjoin the opposite side of St Stephen's Road. Abutting the site's rear (western) boundary is the low-rise St Matthews Primary School, also accessed via St Stephen's Road.
- 7.35 The tallest buildings within the vicinity are located circa 80m to the south-west at the Padcroft Works development, located along Bentick Road, measuring up to 8 storeys in height. Whilst the sites are separated by the Grand Union Canal, both sites are located within the Town Centre boundary and respond to the need to optimise central and accessible sites.
- 7.36 Given that the development would exceed 6 storeys and 18m in height, and would notably change the townscape skyline, it is concluded that the proposed development is a tall building for the purposes of Policy D9.
- 7.37 In locational terms, whilst the development is not located within the Uxbridge and Hayes Town Centres which are identified as suitable for tall buildings, it is located within the Yiewsley and West Drayton Town Centre where development should be optimised. As such, the site is considered an appropriate location for a sensitively and sustainably designed tall building.
- 7.38 Officers note the information submitted within the Townscape and Visual Appraisal and agree that the proposal would not be harmful in respect of townscape and visual impacts, in long and medium range views. Views of the proposed development would be relatively localised with views of development along a short stretch of the High Street, a short stretch of the Grand Union Canal and along St Stephen's Road, with only very limited glimpsed views from the

wider area including from West Drayton Station, crossing the bridges over the Grand Union Canal and at the northern end of Yiewsley Recreation Ground.

- 7.39 Several of the considerations outlined within Policy D9 are considered elsewhere within the report. Design and visual impacts are considered in the section starting at paragraph 7.42 of this report and heritage is considered in paragraphs 7.82 to 7.86. Impact on the local highway network is considered in the section starting at paragraph 7.126 of this report. Impact on amenity is considered in the sections beginning at paragraphs 7.49 (*Residential Quality*) and 7.87 (*Residential Amenity*) of this report. The consideration of airport safeguarding is addressed in paragraphs 8.1 and 8.2 of this report. Paragraphs 7.78 to 7.79 of this report addresses security, the sections starting at paragraphs 7.49 (*Residential Quality*) and 7.87 (*Residential Amenity*) considers daylight and sunlight and paragraphs 7.80 to 7.81 of this report addresses fire safety.
- 7.40 Whilst a microclimate or wind assessment has not been submitted to support the application, it is conceivable that the development can achieve acceptable conditions especially considering that a very similar form of development has already been previously approved on this site. Subject to Condition 17 which requires the submission of a detailed microclimate and wind assessment, the proposal is considered to accord with the requirements of Policy D9.
- 7.41 To conclude, the proposal meets the definition of a tall building and is considered to broadly comply with the requirements set out within Policy D9 of the London Plan (2021).

Impact on the Character and Appearance of the Area

- 7.42 Policies D3 of the London Plan (2021), BE1 of the Hillingdon Local Plan: Part 1 (2012), DMHB 11 and DMHB 12 of the Hillingdon Local Plan: Part 2 (2020) are all directly relevant to the proposal. These policies can be read in full in the Committee Report Part 3 - Policy Appendix, and in summary, seek to secure a high quality of design that enhances and contributes to the area in terms of form, scale and materials, is appropriate to the identity and context of the townscape and would improve the quality of the public realm and respect local character. These aims are also supported by the NPPF (2024) at chapter 12.
- 7.43 The proposed development comprises a range of storey heights, ranging from 8 storeys down to part 7, 6, 5 and 4 storeys. There are two main forms of massing proposed. One is located on the High Street to the front (comprising the retail space as well as Cores A and B) and one is located on St. Stephen's Road to the rear (comprising Core C). First floor amenity decks are proposed in between these blocks, as well as to the rear of Core C.
- 7.44 The massing of the building is stepped, and materials, insets and balconies are proposed to create more visual articulation. The proposed first floor podium amenity deck creates an open central space which breaks up the massing of the building and provides good daylight to the space.

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- 7.45 The ground floor of the High Street is activated by the proposed retail space and whilst St Stephen's Road is proposed to be more service oriented, providing access to the car park and retail unit back-of-house, tree planting is proposed to soften this elevation.
- 7.46 Following discussion with the Applicant Team and submission of amendments, the Council's Urban Design Officer has raised some concern with a proposal which necessitates ramps to provide access to the cores. Whilst the Urban Design Officer comments are noted, this matter is not considered to be fundamental to the scheme and Conditions 21 and 23 is proposed to secure sufficient high-quality detail to mitigate any such concerns.
- 7.47 The proposed path to connect to the Grand Union Canal is proposed to be secured through S106 Head of Term (iii) and is considered a positive benefit of the scheme.
- 7.48 The final detail of materials and landscape scheme are proposed to be secured by Conditions 21 and 23 to ensure the delivery of high-quality development.

Residential Quality

- 7.49 Policy DMHB 16 of the Hillingdon Local Plan: Part 2 (2020) states that all housing development should have an adequate provision of internal space in order to provide an appropriate living environment.
- 7.50 Policy D6 of the London Plan (2021) states that housing development should be of high-quality design and provide adequately sized rooms. Table 3.1 of requires the following:
- One storey 1-bed 1 person unit: minimum 39 square metres Gross Internal Area (GIA) with a bathroom (or 37 square metres with shower room);
 - One storey 1-bed 2 person unit: minimum 50 square metres GIA;
 - One storey 2-bed 3 person unit: minimum 61 square metres GIA;
 - One storey 2-bed 4 person unit: minimum 70 square metres GIA;
 - One storey 3-bed 4 person unit: minimum 74 square metres GIA; and
 - One storey 3-bed 5 person unit: minimum 86 square metres GIA.
- 7.51 The proposal comprises the following detailed housing mix:
- 9 x 1B1P units
 - 65 x 1B2P units
 - 34 x 2B3P units
 - 32 x 2B4P units
 - 18 x 3B5P units
- 7.52 Based on the plans submitted, all units proposed meet the minimum internal floorspace standards. The Council's Urban Design Officer notes that the internal configuration is largely a double stacked arrangement with central corridor. This method of internal layout delivers long corridors with no natural light, and a lower percentage of dual aspect units. However, the orientation of the site results in the large majority of units having an east or west outlook, with very few units with

a single north facing aspect which to some degree overcomes the issues with this type of internal configuration.

- 7.53 A Daylight and Sunlight Assessment has been submitted and independently assessed by the Council's third-party consultants who have confirmed that the internal light provisions are within the parameters of acceptability, especially given the urban context of the scheme.
- 7.54 Given the above considerations, the proposed residential flats are considered to provide a sufficient level of quality of accommodation.

Amenity Space

- 7.55 Policy DMHB 18 of the Local Plan: Part Two (2020) requires new developments to provide good quality and usable private outdoor amenity space in accordance with the standards set out in Table 5.3. In summary, each unit type should provide at least the following levels of amenity space:
- 1 bedroom units: 20m²
 - 2 bedroom units: 25m²
 - 3 bedroom units and larger: 30m²
- 7.56 There are two main forms of massing proposed. One is located on the High Street to the front (comprising the retail space as well as Cores A and B) and one is located on St. Stephen's Road to the rear (comprising Core C). First floor amenity decks are proposed in between these blocks, as well as to the rear of Core C. All proposed residential units are served by balconies as part of the amenity space strategy.
- 7.57 The proposed development would provide 158 residential units, comprising 74 no. 1 bed flats (46.8%), 66 no. 2 bed flats (41.8%), and 18 no. 3 bed flats (11.4%). This would require the following amenity space provision:
- 74 x 1 bedroom units: 1,480m²
 - 66 x 2 bedroom units: 1,650m²
 - 18 x 3 bedroom units: 540m²
 - Total: 3,670m²
- 7.58 The proposed amenity space provisions are summarised as follows:
- Private amenity space: 1,047.5m²
 - Communal amenity space: 2,050.5m²
 - Total combined amenity space: 3,098m²
- 7.59 The proposed development would fall short of the required amenity space required by policy by 572m². It is, however, noted that many of the proposed units exceed the minimum floorspace requirements, equal to 236.2m². This additional internal space contributes to a better standard of internal amenity and does somewhat offset the shortfall in outdoor amenity space provisions. Taking this into account, the total shortfall would equal 335.8m² and weighs against the scheme in the planning balance.

- 7.60 Whilst the development would fall short of the amenity space provisions required by planning policy, it is noted that the proposal would contribute positively to the vitality of the Yiewsley and West Drayton Town Centre, contribute to meeting an identified housing need within the Borough and contribute towards the improvement of the Grand Union Canal and active travel measures. On balance, the minor conflict in respect of outdoor amenity space provision is outweighed by mitigating factors and benefits of the proposed scheme.

Play Space

- 7.61 Policy S4 of the London Plan (2021) states that residential development proposals should incorporate good-quality, accessible play provision for all ages. At least 10 square metres of play space should be provided per child that:
- a) provides a stimulating environment
 - b) can be accessed safely from the street by children and young people independently
 - c) forms an integral part of the surrounding neighbourhood
 - d) incorporates trees and/or other forms of greenery
 - e) is overlooked to enable passive surveillance
 - f) is not segregated by tenure
- 7.62 This is supported by the Mayor's supplementary planning guidance (SPG) 'Shaping Neighbourhoods: Play and Informal Recreation', which sets a benchmark of 10m² of useable child play space to be provided per child, with under-fives play space provided on-site as a minimum, and makes clear that play space should not be segregated by tenure.
- 7.63 Policies DMCI 5 and DMHB 19 of the Hillingdon Local Plan: Part 2 (2020) state:
- A) For all major development proposals, the Council will apply Hillingdon's child yields and the London Plan SPG; 'Providing for Children and Young Peoples Play and Informal Recreation', which specifies that 10sqm of play space should be provided for each child and an accessibility standard of 400 metres to equipped playgrounds.
 - B) In areas of deficiency, there will be a requirement for new provision to be made to meet the benchmark standards for accessibility to play provision.
 - C) The Council will resist the loss of existing play spaces unless:
 - i) a replacement play space of equivalent size and functionality is provided to meet the needs of the local population. Where this is not possible, development will only be permitted in exceptional circumstances where there are over-riding planning merits to the proposal; and
 - ii) it can be demonstrated robustly that they are no longer required and that their loss would not lead to a shortfall in overall play provision in the local area.
- 7.64 Based on the GLA Population Yield Calculator (v3.2), it is anticipated that the following numbers would be yielded from the proposed development:
- 22 no. children under the age of 5 years old;
 - 14.5 no. children aged 5 to 11 years old;
 - 3.3 no. children aged 12 to 15 years old; and
 - 1.8 no. children aged 16 to 17 years old.

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- 7.65 This yields a total of 41.5 children, requiring 415.1 square metres of play space. Based on the plans submitted, it can be identified that approximately 208 square metres of play space is proposed at first floor podium level and falls short of the requirement. It is, however, noted that the application site is located circa 400m or 9 min walk from the child play space situated at the Yiewsley Recreation Ground.
- 7.66 The shortfall of play space is considered to weigh against the scheme in the planning balance. It is, however, noted that high quality play provision can be secured by Condition 24 and that the existing provision of play space at the Yiewsley Recreation does meet some of the need generated by the proposal. The proposal would not be comply fully with Policy S4 of the London Plan (2021) and Policies DMCI 5 and DMHB 19 of the Hillingdon Local Plan: Part 2 (2020) but is accepted on balance.

Public Open Space

- 7.68 Policy G4 of the London Plan (2021) states that development proposals should create areas of publicly accessible open space, particularly in areas of deficiency, where possible.
- 7.69 Policy EM4 of the Hillingdon Local Plan: Part 1 (2012) states that the Council will safeguard, enhance and extend the network of open spaces, informal recreational and environmental opportunities that operate as carbon sinks and that meet local community needs and facilitate active lifestyles by providing spaces within walking distance of homes. Provision should be made as close as possible to the community it will serve. There will be a presumption against any net loss of open space in the Borough. The Council will identify new opportunities for open space through an Open Space Strategy. Major developments will be expected to make appropriate contributions to the delivery of new opportunities, or to the improvement and enhancements of existing facilities.
- 7.70 Policy DMCI 4 of the Hillingdon Local Plan: Part 2 (2020) states:
A) Proposals for major new residential development will be supported where they make provision for new open space, or enhancements to existing open space, which meets the needs of the occupiers of the development and contributes to the mitigation of identified deficiencies in the quantity, quality and accessibility of open space. Regard will be had to Hillingdon's local recommended standards of provision for all relevant typologies of open space.
B) The provision of major new pieces of open space should contribute positively to Hillingdon's existing networks of green spaces. In major town centre developments, new civic space may be required as an alternative to green open space.
C) Proposals for major new residential development that fail to make provision for new or enhanced open space, or which would result in open space that is inappropriate in type, quality or location, will be resisted.

- 7.71 Using a 20 square metres per person requirement (based on 2.0 ha per 1,000 people required by London Borough of Hillingdon Open Space Strategy 2011-

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2026 (July 2011)) and estimated 422 occupants (based on 2.67 average household size in Hillingdon (as of 2011 census) to reflect that they will never be full at the same time), the development should provide 8,440 square metres of publicly accessible open space.

- 7.72 The proposed plans indicate that no publicly accessible open space is to be provided. If sufficient publicly accessible open space cannot be accommodated within the site, a financial contribution is required. In the context of the proposed development, contributions were sought for the enhancement of existing public open space in Yiewsley using the methodology set out in the Planning Obligations Supplementary Planning Document (July 2014).
- 7.73 However, during discussions with the Developer it was agreed that the scheme has viability challenges and as such, in order to secure the delivery of affordable housing as part of the scheme, it has been agreed that, on balance, a contribution towards public open space enhancement can be foregone in these very specific exceptional circumstances.

Accessibility

- 7.74 Policy D5 of the London Plan (2021) states that development proposals should achieve the highest standards of accessible and inclusive design.
- 7.75 The proposed development would deliver 16 no. M4(3) units, equating to 10% of all units in accordance with policy requirements. This is considered to be the optimum number and includes a suitable mix of 1 bed and 2 bed units. The delivery of these units is secured via Condition 9.
- 7.76 A total of 6no. accessible parking bays are proposed as part of the basement for use by customers and 4no. accessible parking bay is proposed to be secured for residential use. A Parking Design and Management Plan is also to be secured via Condition 32.
- 7.77 The submission of further detail relating to inclusive design measures is also to be secured through the materials Condition 21 and landscape scheme Condition 23.

Security

- 7.78 Policy DMHB 15 of the Hillingdon Local Plan: Part 2 (2020) states that the Council will require all new development to ensure safe and attractive public and private spaces by referring to the Council's latest guidance on Secured by Design principles. This is supported by Policy D11 of the London Plan (2021).
- 7.79 A secured by design condition has been recommended to achieve appropriate accreditation. Subject to Condition 35, the proposal would accord with Policy DMHB 15 of the Hillingdon Local Plan: Part 2 (2020) and Policy D11 of the London Plan (2021).

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Fire Safety

- 7.80 Policy D12 of the London Plan (2021) states that all major development proposals should be submitted with a Fire Statement, which is an independent fire strategy, produced by a third party, suitably qualified assessor. The statement should detail how the development proposal will function in fire safety terms.
- 7.81 An amended Fire Statement has been submitted and demonstrates consideration of fire safety principles early in the development process. The London Fire Brigade and HSE have not raised any specific objections but have advised that the development should accord with Building Regulation requirements. The GLA raised that buildings with more than 18m height require second stair cores. Amendments were submitted as part of the application process to comply with this requirement. A final Fire Statement is proposed to be secured by Condition 34 and subject to this condition, the proposed would accord with the requirements of Policy D12 of the London Plan (2021).

Heritage

- 7.82 The application site is not subject to a Conservation Area designation and does not contain any heritage assets, including statutory listed buildings or locally listed buildings.
- 7.83 The closest listed buildings to the site are The De Burgh Arms Public House 170m to the south and The Railway Arms Public House 230m south (both Grade II listed), which are located either side of the railway line. It is confirmed from the views assessment that there would be no effect on the listed buildings to the south of the site due to the screening provided by intervening buildings.
- 7.84 There are a limited number of locally listed buildings on the High Street including the Former Town Hall and the Church of St Matthews. Due to the location of these elements any impacts are limited by the bend in the alignment of High Street and their separation from the site. The Townscape and Visual Appraisal (view 3) shows that the development massing steps down towards these buildings with only a very small proportion of the development appearing in the view of these buildings and are assessed as having no impact.

Archaeology

- 7.85 Policy DMHB 7 of the Hillingdon Local Plan: Part 2 (2020) states that the Council, as advised by the Greater London Archaeological Advisory Service (GLAAS), will ensure that sites of archaeological interest within or, where appropriate, outside, designated areas are not disturbed. If that cannot be avoided, satisfactory measures must be taken to mitigate the impacts.
- 7.86 The application site forms part of the Colne Valley Archaeological Priority Zone. GLAAS have been consulted and have commented that the proposal is unlikely to have a significant effect on heritage assets of archaeological interest. No

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further conditions are therefore required, and the development would accord with the requirements of Policy DMHB 7 of the Hillingdon Local Plan: Part 2 (2020).

Residential Amenity

Impact on Neighbours

- 7.87 Policy DMHB 11 of the Hillingdon Local Plan: Part 2 (2020) states that development proposals should not adversely impact on the amenity, daylight and sunlight of adjacent properties and open space.
- 7.88 The northern and eastern boundaries of the site comprise predominantly 3 storey retail parade buildings, with retail units on the ground floor and predominantly residential use above and to the south of the site is located a recently completed residential development, beyond which the High Street crosses the Grand Union Canal. To the rear of this development, the Grand Union Canal and its towpath immediately adjoin the opposite side of St Stephen's Road, separated by a narrow strip of hedging abutting the site's rear (western) boundary is St Matthews Primary School, also accessed via St Stephen's Road.
- 7.89 The nearest residential properties to the application site are the residential flats above the ground floor retail/commercial uses within the retail parade buildings opposite and immediately to the north of the site, and in the Artwood apartments building, a residential block sited on the southern side of St Stephen's Road and the Vicarage building to the north of the site.
- 7.90 A Daylight and Sunlight Assessment has been submitted and independently assessed by the Council's third-party consultants who have confirmed that the impact of the development on neighbour daylight and sunlight provisions are within the parameters of acceptability, especially given the urban context of the scheme.
- 7.91 The separation distances between the two main blocks of development (Core A&B and Core C) are measured to be at least 21m, meaning that the units that somewhat face towards each other towards the central courtyard do not significantly infringe upon each other's privacy.
- 7.92 As regards the residential flats on the opposite side of the High Street, the nearest of these would be sited some 18.9m from the proposed frontage of the new building and a number of these units also have projecting balconies at the front which are sited above the projecting ground floors of the retail units which would be sited some 16.0m from the proposed block. As such, these separation distances satisfy the minimum 15m separation distance relating to impact on outlook, although not the 21m overlooking distance, but given that this is a town centre and an across the street relationship, it is considered that an adequate separation distance would be maintained to safeguard the residential amenities of the properties opposite the site.

- 7.93 As regards the parade to the north, there are no windows in the flank elevation of the parade facing the application site and in terms of rear facing windows, the 45-degree line of sight would not be breached from any window within a 21m distance so that there would be no adverse impact upon these neighbours.
- 7.94 The Vicarage building (attached to St Matthew's School Church of England Primary School) to the northwest would be sited some 30m from the nearest corner of the proposed building and its rear garden boundary is marked by several mature trees and planting which would help to screen views of the new building.
- 7.95 St Matthew's School Church of England Primary School adjoins the application site at the rear and immediately adjoining the boundary is a playground. At its nearest point the proposed building would be 6 storeys, containing 5 flats (from first floor level to fifth level) and be set back some 11.9m from this boundary. The only windows in the side elevation facing the school would be a secondary window serving a bedroom, which would be obscure glazed, and this is secured by Condition 12. Behind the block at this point, maintaining a similar set back from the boundary would be an elevated first floor amenity area which could have boundary fencing that restricts any overlooking of the playground. Again, this would be secured by Conditions 22 and 23 and indicative planting plans show how boundary planting would further restrict views. The proposed block does increase to an 8-storey height, some 24m from the school boundary. Given the set back of these windows and balcony from the edge of the roof of the 6-storey element below, overlooking of the nearest part of the school playing ground would not be possible.
- 7.96 As regards the Art Wood Apartment building to the south, this property contains seven windows on each of the upper floors in its main St Stephen's Road elevation facing the application site. Of these windows, the windows nearest the High Street serve living rooms, with the next windows being secondary bedroom windows and to the rear of these, are windows which serve balconies/winter gardens. The only other windows to serve private accommodation are the rearmost windows which serve small kitchens with the other windows serving communal corridors. The plans submitted show that the proposed building would be separated from these living room windows by 15m. Given the town centre location of the site, this is accepted.
- 7.97 Given the above considerations, it is concluded that the scheme would not result in any significant impact to the residential amenity of surrounding residential properties, by reason of loss of lighting, dominance or loss of privacy and would maintain the safety and security of the adjoining school. The scheme is therefore considered to comply with Policy DMHB 11 of the Hillingdon Local Plan: Part 2 (2020).

Environmental Issues

Noise

- 7.98 Policy D14 of the London Plan (2021) states that development should reduce, manage and mitigate noise to improve health and quality of life. This can be done by separating noise generating uses from noise sensitive uses. Mitigation can also be secured through screening, layout, orientation, uses and materials. This is supported by Policy EM8 of the Hillingdon Local Plan: Part 1 (2012).
- 7.99 The nearest residential properties to the application site are the residential flats above the ground floor retail/commercial uses within the retail parade buildings opposite and immediately to the north of the site. Residences are also located at the Artwood apartments building, a residential block sited on the southern side of St Stephen's Road and the Vicarage building to the north of the site.
- 7.100 Conditions 7 and 8 are proposed to limit the hours of operation and servicing as follows:
- Operation:
- 06:00 to 23:00 hours, Mondays to Saturdays and
 - 10:00 to 18:00 hours on Sundays.
- Servicing:
- 0700 and 2300 hours, Monday to Saturday, and
 - 09:00 and 18:00 hours on Sundays, Public or Bank Holidays.
- 7.101 The Council's Noise Specialist has been consulted and confirms that sufficient information has been submitted regarding noise related impacts. No objection has been raised subject to securing the necessary restrictions via planning condition.
- 7.102 Conditions 7, 8, 10 and 11 are proposed to restrict the hours of operation and restrict the permissible noise levels to protect the amenity of neighbouring residents. Subject to such conditions, the development would accord with Policy EM8 of the Hillingdon Local Plan: Part 1 (2012), Policy DMHB 11 of the Hillingdon Local Plan: Part 2 (2020) and Policy D14 of the London Plan (2021).

Air Quality

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

- 7.104 The application site forms part of the declared Yiewsley/West Drayton Air Quality Focus Area and Hillingdon Air Quality Management Area. Specifically, Focus Areas are declared where existing conditions exceed the EU annual mean limit value for nitrogen dioxide (NO₂), have high human exposure and current planned measures are insufficient to resolve the poor air quality issues.
- 7.105 The Council's Air Quality Officer has confirmed that the proposed development is not air quality neutral or air quality positive, as required by its Focus Area status. It has been calculated that the air quality impact associated with traffic emissions could be mitigated through the payment of a £936,984 fee towards off-site air quality improvement works. Accounting for the existing retail use, which is to be redelivered at a reduced size, the proposed travel plan measures which will encourage more sustainable forms of transport, and the viability challenges of the scheme, a reduction in the cost has been applied to equal £60,789. As such, a contribution to mitigate against the additional 79 daily residential trips would be secured. Subject to the securement of this financial contribution towards the delivery of the Hillingdon Air Quality Local Action Plan (please refer to S106 Head of Term (ii)), alongside Conditions 15, 18 and 36, including the reduction of emissions during construction, the development would accord with Policy EM8 of the Hillingdon Local Plan: Part 1 (2012), Policy DMEI 14 of the Hillingdon Local Plan: Part 2 (2020), Policy SI 1 of the London Plan (2021) and the NPPF (2024).

Trees and Landscaping

- 7.106 Policies G1 and G5 of the London Plan (2021), DMEI 1, DMHB 11 and DMHB 14 of the Hillingdon Local Plan: Part 2 (2020) are all directly relevant to the proposed development. These policies can be read in full in the Committee Report Part 3 - Policy Appendix, and in summary, seek to safeguard existing trees and deliver high quality landscaping to enhance amenity, biodiversity and green infrastructure. These aims are also supported by the NPPF (2024) at chapter 12.
- 7.107 The proposed development requires the removal of 7no. trees of which all are either Category C (6no.) or Category U (1no.). Five of these trees are located on the southern boundary and two are located on the northern boundary. It is considered that the loss of these trees will not have a significant detrimental impact on the visual character of the local area as is provided by trees.
- 7.108 The proposal also requires the pruning of 1no. Category B tree (i.e., T8) and 11no. Category C trees (i.e., T12-T22). This pruning is accepted and is not likely to have an adverse impact on the health of these trees nor their amenity values. Tree protection measures are proposed to retain and safeguard the remaining trees. This is proposed to be secured by Condition 37.
- 7.109 The proposal includes the planting of 33no. new trees, comprising 10no. standard and 23no. smaller trees. This amounts to a net gain of 26no. trees. The location of the proposed trees is considered to positively contribute to the character of the site.

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- 7.110 The final details of hard and soft landscaping are proposed to be secured by Condition 23 to ensure that the landscape scheme to be delivered is high quality and retained in the long term. Subject to this condition, the proposal would accord with Policies DMHB 11 and DMHB 14 of the Hillingdon Local Plan: Part 2 (2020).

Urban Greening Factor

- 7.111 Policy G5 of the London Plan (2021) states that major development proposals should contribute to the greening of London and that the target score for residential development is 0.4.
- 7.112 The development reports an Urban Greening Factor score of 0.35 which falls short of the minimum target set at 0.4. This weighs against the scheme in the overall planning balance.

Biodiversity

- 7.113 The Environment Act 2021 has established that all planning permissions granted in England have to deliver at least 10% BNG from January 2024. Paragraph 187 of the NPPF (2024) also states that planning decisions should contribute to and enhance the natural and local environment by: d) minimising impacts on and providing net gains for biodiversity, including by establishing coherent ecological networks that are more resilient to current and future pressures. This is supported by Policy G6 of the London Plan (2021) and Policy DMEI 7 of the Hillingdon Local Plan: Part 2 (2020).
- 7.114 The Biodiversity Net Gain (BNG) Assessment submitted states that the development is anticipated to result in a BNG of +0.47 biodiversity units (+36.06%), compared with the baseline habitats present. This is largely due to the retention of trees and the proposed addition of new trees and areas of modified grassland, ground level planters and green roof habitat. The development is anticipated to result in a Gain of +0.07 hedgerow units. There were no hedgerow baseline habitats present and so there can be no percentage increase.
- 7.115 The final details of a Biodiversity Net Gain Scheme which maximises net gains in biodiversity value for the development would be secured by Condition 25. Subject to such a condition, the proposal is considered to accord with the NPPF (2024), Policy G6 of the London Plan (2021) and Policy DMEI 7 of the Hillingdon Local Plan: Part 2 (2020).

Flood Risk

- 7.116 Policy SI 12 of the London Plan (2021) requires that development proposals ensure that flood risk is minimised and mitigated. This is supported by Policy EM6 of the Hillingdon Local Plan: Part 1 (2012) and Policy DMEI 9 of the Hillingdon Local Plan: Part 2 (2020). Notably, proposals that fail to make

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appropriate provision for flood risk and surface water flooding mitigation will be refused.

- 7.117 The application site is location in Flood Zone 1, meaning that the site is at a very low risk of fluvial flooding. The proposed residential use has been established as acceptable under previous applications and there is no reason to conclude otherwise with respect to flooding. The development is considered to accord with Policy SI 12 of the London Plan (2021), Policy EM6 of the Hillingdon Local Plan: Part 1 (2012) and Policy DMEI 9 of the Hillingdon Local Plan: Part 2 (2020).

Drainage

- 7.118 Policy SI 13 of the London Plan (2021) also requires that development proposals utilise sustainable urban drainage systems (SuDS) unless there are practical reasons for not doing so and should aim to achieve greenfield run-off rates and ensure that surface water run-off is managed as close to its source as possible. This is supported by Policy EM6 of the Hillingdon Local Plan: Part 1 (2012) and Policy DMEI 10 of the Hillingdon Local Plan: Part 2 (2020).
- 7.119 The Council's Flood and Water Management consultants have advised that the information submitted is insufficient for this stage of the planning process. Officers note that the proposed drainage strategy incorporates green infrastructure and SuDS features. It is considered reasonable to assume that a sufficient and acceptable drainage strategy could be secured at the detailed design stage of the planning process. It is also noted that Thames Water have raised no objection in respect of drainage considerations.
- 7.120 Accordingly, a revised final drainage strategy is proposed to be secured by Conditions 27 and 28. Subject to such conditions, the proposed development is not considered contrary to Policy DMEI 10 of the Hillingdon Local Plan: Part 2 (2020), Policy EM6 of the Hillingdon Local Plan: Part 1 (2012), Policy SI 13 of the London Plan (2021).

Water Infrastructure

- 7.121 Policy SI 5 of the London Plan (2021) sets out water infrastructure requirements for commercial forms of development, including achieving at least the BREEAM excellent standard for the 'Wat 01' water category¹⁶⁰ or equivalent, measures to reduce water use, provide adequate wastewater infrastructure capacity and minimise the potential for misconnections between foul and surface water networks.
- 7.122 During the consultation process, Thames Water has confirmed no objection to the proposed development in respect of wastewater network and sewage treatment works. However, insufficient information has been submitted in respect of the BREEAM standards for Wat 01 credits and water metering and saving measures.

- 7.123 It is important to determine whether the submission of insufficient information needs to be resolved prior to determination or post approval via way of condition. The information requested is not of a unique nature and the information provided shows compliance with policy to the extent necessary at this stage of the process. Whilst it is accepted further information is necessary there is nothing to suggest that this would not be forthcoming. Securing the information by way of condition would satisfy the requirements of the planning policy. Subject to Conditions 16, 27 and 28, the proposed development would accord with Policy SI 5 of the London Plan (2021).

Land Contamination

- 7.124 Policy DMEI 12 of the Hillingdon Local Plan: Part 2 (2020) states that development on potentially contaminated sites shall assess conditions and demonstrate that the site can be safely remediated. Planning conditions and S106 legal agreements can be used to secure the appropriate level of detail required.
- 7.125 A phase 1 contaminated land study has been submitted for consideration and is considered sufficient and acceptable for the initial stage of the planning process. Condition 19 is proposed to secure further details of a remediation strategy. Subject to such a condition, the proposal is not considered contrary to Policy DMEI 12 of the Hillingdon Local Plan: Part 2 (2020).

Transport

- 7.126 Policies T4, T6, T6.2 of the London Plan (2021), DMT 1 and DMT 2 of the Hillingdon Local Plan: Part 2 (2020) are all directly relevant to the proposed development. These policies can be read in full in the Committee Report Part 3 - Policy Appendix, and in summary, seek to deliver development which is sustainable in transport terms and safeguards highway and pedestrian safety. These aims are also supported by the NPPF (2024) at chapter 9, including paragraph 116 of the NPPF (2024) which states that development should only be prevented or refused on highways grounds if there would be an unacceptable impact on highway safety, or the residual cumulative impacts on the road network would be severe.
- 7.127 The site is located within the Yiewsley/West Drayton Town Centre and benefits from a connection to the new Elizabeth line. According to the TfL webCAT planning tool, the site has a moderate Public Transport Accessibility Level (PTAL) rating of 3.
- 7.128 The retail space would be serviced via a yard space accessed off St. Stephen's Road to the rear. Customer and residential car parking spaces are also accessed from St. Stephen's Road. The number of parking spaces on site is proposed to reduce from the existing 114no. spaces to 88no. car parking spaces. This would include 64 no. car parking spaces (including 6 no. accessible spaces) and 4 no. motorcycle spaces allocated for use by customers and 24 no. car parking spaces

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(including 2 no. car club spaces, and 4 no. accessible spaces) allocated for use by residents.

Proposed Mixed-Use

- 7.129 This application seeks permission for a replacement food store at a reduced size to the existing food store, alongside 158 flats. The core hours of retail use are proposed to be secured by Condition 7 as 06:00 to 23:00 hours, Mondays to Saturdays and 10:00 to 18:00 hours on Sundays. The site would employ circa 85no. staff.

Car Parking

- 7.130 As noted above, the number of car parking spaces on site is proposed to reduce from 114no. spaces to 88no. car parking spaces. The 114 no. spaces for the existing retail space equates to 0.03 spaces per square metre and the proposed 64 no. spaces would equate to 0.04 spaces per square metre. As the retail car parking is provided on a like-for-like basis, it is accepted.
- 7.131 Policy T6.1 of the London Plan (2021) states that Outer London sites with a PTAL rating of 3 should not exceed a maximum of:
- 0.75 car parking spaces per 1 to 2 bed dwelling; and
 - 1 car parking space per 3+ bed dwelling.
- 7.132 This requires a maximum of 123 car parking spaces. A total of 22 no. car parking spaces for residents are proposed, alongside two car club spaces to total 24 no. spaces. Taking into account the very similar car parking ratio allowed at appeal previously on this site, the proposed number of car parking spaces is accepted.

Disabled Person Car Parking

- 7.133 For retail, Policy T6.5, Table 10.6, of the London Plan (2021) states that 6% of all car parking spaces should be provided as designated disabled persons parking bays and 4% should be provided as enlarged parking bays which are capable of being converted to disabled persons parking. This would require the provision of 3.84no. disabled persons parking bays and 2.56no. enlarged parking bays.
- 7.134 For residential, Policy T6.1 of the London Plan (2021) requires 3% of dwellings to be provided for disabled persons from the outset, with capacity to provide an additional 7%. This would require the provision of 4.74no. disabled persons parking bays from the outset and 11no. additional disabled persons parking bays should they be required.
- 7.135 The development proposes 6no. disabled persons parking bays and 2 no. enlarged spaces for retail purposes and 4no. disabled persons parking bays for residential use. The provision of additional disabled persons parking bays for residential use would come at the expense of other standard car parking spaces, the detail of which is proposed to be secured by a Parking Design and

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Management Plan (Condition 32). It is concluded the accessible parking proposal would not be strictly policy compliant, but it is within the parameters of what was allowed at appeal under planning application ref. 2370/APP/2019/2880. The site's PTAL rating of 3 and location within the town centre means that it is accessible and on-site provisions can be outweighed by the benefits of its location. On balance, the parking provision is accepted and the details, alongside a Parking Design and Management Plan are to be secured by Conditions 23 and 32.

Electric Vehicle Charging Points (EVCPs)

- 7.136 Policy T6 of the London Plan (2021) states that new developments with car parking should make provision for electric vehicles or other Ultra-Low Emission vehicles. Policy T6.1 requires the provision of 20% of spaces with active electric vehicle chargers (EVCPs), with the remainder of spaces made passive.
- 7.137 To serve the residential parking spaces, a total of 5no. active EVCPs are proposed and 19no. spaces would be fitted with passive infrastructure. This is accepted and would be secured by Condition 23.
- 7.138 To serve the food store spaces, a total of 3no. active EVCPs are proposed and 13no. spaces would be fitted with passive infrastructure. This is accepted and would be secured by Condition 23.

Cycle Parking

- 7.139 The development would provide 32no. cycle parking spaces for the food store with the residential element having 176no. cycle parking spaces with space to increase this amount to 214no. in response to demand.
- 7.140 The London Plan long-stay cycle parking standard for the foodstore is one space per 175sq.m which equals 10no. spaces. The London Plan short-stay parking standard for the supermarket is one space for the first 750sq.m and one space per 300sq.m thereafter which would equal 22no. spaces in total. The 32no. supermarket cycle parking spaces proposed is therefore in accordance with this standard and is accepted.
- 7.141 The London Plan standard for the residential cycle parking would require that 209no. cycle parking spaces are provided, the initial provision of 176no. cycle parking spaces with capacity to increase this to 214no. in response to demand is accepted.

Parking Design and Management Plan

- 7.142 As noted above, passive electric vehicle charging infrastructure is proposed. The applicant has therefore committed to increasing the number of electric vehicles charging spaces over time. The detail of a parking design and management plan is proposed to be secured under Condition 32.

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Trip Generation

- 7.143 Based on the information submitted, it is estimated that the proposed residential development would generate 79 vehicle movements per day. The flats would also generate 1 arrival and 3 departures in the AM peak, and 4 arrivals and 4 departures in the PM peak.
- 7.144 The proposed food store would be smaller than the existing non-operational food store. As such, any such associated movements in the AM and PM peak are already established as acceptable.
- 7.145 Given the above considerations, the Highways Authority have confirmed no objection to the trips generated by the development, subject to securing mitigation measures.

Access

- 7.146 The former food store had two points of vehicle access, and the proposed development includes two points of access though both would be in new locations. There would be one access for deliveries/servicing and a second access shared by the food store and residential car parking. The visibility splays at these points of access are in accordance with the recommended dimension contained in Manual for Streets.

Active Travel Zone Assessment

- 7.147 An Active Travel Zone Assessment has been carried out and identified highway improvement works to encourage more sustainable forms of travel, including bus stop enhancement works as requested by TfL. The sum calculated totals £49,500 and is proposed to be secured under S106 Head of Term (v). Canal improvement works are also proposed to be secured under S106 Head of Terms (iii).

Travel Plan

- 7.148 A detailed and finalised Travel Plan is proposed to be secured through the proposed S106 legal agreement, listed under Head of Term numbers (ix) and (x).

Construction Logistics Plan and Delivery and Servicing Plan

- 7.149 Having regard to comments received from TfL and the Highway Authority, a Construction Logistics Plan and Delivery and Servicing Plan are proposed to be secured under Conditions 18 and 33 respectively.

Transport Conclusion

- 7.150 Subject to the necessary planning conditions and obligations, the proposed development would not be considered to prejudice conditions on the local

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highways network, in accordance with Policies DMT 1, DMT 2, DMT 5 and DMT 6 of the Hillingdon Local Plan: Part 2 (2020) and Policies T4 and T7 of the London Plan (2021).

Sustainable Development

Whole-Life Carbon Cycle

- 7.151 Policy SI 2, Part F, of the London Plan (2021) states that development proposals referable to the Mayor should calculate whole life-cycle carbon emissions through a nationally recognised Whole Life-Cycle Carbon Assessment and demonstrate actions taken to reduce life-cycle carbon emissions.
- 7.152 The applicant has submitted a Whole Life-Cycle Carbon (WLC) assessment as required. Condition 39 would secure the submission of a post-construction assessment to report on the development's actual WLC emissions. Subject to such a condition, the proposal would accord with Policy SI 2, Part F, of the London Plan (2021).

CO2 Emissions

- 7.153 Policy SI 2 of the London Plan (2021) and DMEI 2 of the Hillingdon Local Plan: Part 2 (2020) are relevant to the development proposed. These policies can be read in full in the Committee Report Part 3 - Policy Appendix, and in summary, seek to secure major development proposals as net zero-carbon by reducing greenhouse gas emissions in operation and minimising energy demand in accordance with the energy hierarchy. These aims are also supported by the NPPF (2024) at chapter 14.
- 7.154 Following extensive discussion with the GLA, it has been agreed that the development will deliver solar panels to serve the total development and a communal heating system to serve the residential flats. However, an updated Energy Statement has not been submitted to reflect this.
- 7.155 Nonetheless, whilst not demonstrated through an updated Energy Statement, it is reasonable to expect that the development could achieve the zero-carbon target through a combination of on-site measures (to achieve a minimum 35% reduction) and a subsequent carbon offset contribution to achieve net zero carbon. This is proposed to be secured by Condition 30 and the corresponding S106 Head of Term (iv). An Energy Monitoring, Recording and Reporting Plan is also to be secured by Condition 31. Subject to such conditions and planning obligations, the development would accord with Policy SI 2 of the London Plan (2021).

Energy Infrastructure

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

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- 7.157 Condition 13 is proposed to secure a future connection to a district heating scheme for export of low-grade heat, should one become available, ensuring compliance with Policy SI 3 of the London Plan (2021).

Overheating

- 7.158 Policy SI 4 of the London Plan (2021) states that development should minimise adverse impacts on the urban heat island and reduce the potential for internal overheating and reliance on air conditioning systems in accordance with the cooling hierarchy.
- 7.159 Following discussion with the GLA, the overheating strategy remains to be a detailed design matter which requires further consideration. Again, it is conceivable that an acceptable level of detail can be secured and as such, this matter is proposed to be resolved by Condition 29. Subject to securing further information by condition, the proposal will comply with Policy SI 4 of the London Plan (2021).

Circular Economy

- 7.160 Policy SI 7 and Policy D6 of the London Plan (2021) require developments to be designed with adequate, flexible, and easily accessible storage space and collection systems that support, as a minimum, the separate collection of dry recyclables (at least card, paper, mixed plastics, metals, glass) and food. Policy DMHB 11 of the Hillingdon Local Plan: Part 2 (2020) supports this policy from a design perspective.
- 7.161 Specifically, Policy SI 7, Part B, of the London Plan (2021) states that referable applications should submit Circular Economy Statements to promote circular economy outcomes and aim to be net zero-waste. Policy EM11 of the Hillingdon Local Plan: Part 1 (2012) also supports these objectives.
- 7.162 A Waste Collection Strategy has been submitted for consideration. Bin storage areas are proposed in each of the Cores A, B and C. These are within a short distance of the High Street and St Stephen's Road and can be accessed appropriately. The Council's Waste Strategy Officer has raised no issues with the proposal.
- 7.163 An amended Circular Economy Statement has been submitted for consideration following comments made by the GLA. Whilst the GLA may have further comments on the information submitted, it is considered that these matters can be resolved post-committee as part of the GLA Stage 2 referral process. A post-construction circular economy monitoring report is also proposed to be secured by Condition 38. Subject to such a condition, the proposed development would accord with Policy SI 7 of the London Plan (2021).

Digital Connectivity

- 7.164 Policy SI 6 of the London Plan (2021) requires that development provides ducting space for full fibre connectivity.
- 7.165 Condition 14 is proposed and would ensure that sufficient ducting space for full fibre connectivity infrastructure is provided within the development. Subject to the recommended condition, the proposed development would accord with Policy SI 6 of the London Plan (2021).

8 Other Matters

Airport Safeguarding

- 8.1 Policy DMAV 1 of the Hillingdon Local Plan: Part 2 (2020) states that the Council will support the continued safe operation of Heathrow Airport and RAF Northolt and will consult with the airport operator on proposals in the safeguarded areas. Proposals that may be a hazard to aircraft safety will not be permitted.
- 8.2 The site is located outside of the safeguarded areas for Heathrow Airport and RAF Northolt. The National Air Traffic Services, Heathrow Airport Ltd and the Ministry of Defence have been consulted and have confirmed no safeguarding objections, subject to securing a Bird Hazard Management Plan. Condition 26 is proposed accordingly and subject to such a condition, the proposal would comply with Policy DMAV 1 of the Hillingdon Local Plan: Part 2 (2020).

Infrastructure

Infrastructure Assessment

- 8.3 Policy D2 of the London Plan (2021) states that an unallocated site that may cause planned infrastructure capacity to be exceeded might need to provide additional infrastructure proportionate to the development. This can only be identified through an infrastructure assessment during the planning application process.
- 8.4 An Infrastructure Impact Assessment has not been submitted for consideration as part of the application process. In respect of the impact upon infrastructure, the proposal will generate Hillingdon and Mayoral CIL contributions to fund the provision of infrastructure. A comprehensive set of planning obligations are also to be secured by a Section 106 legal agreement if recommended for approval. Accordingly, the proposal is not considered to be contrary to Policy D2 of the London Plan (2021).

Health

- 8.5 Paragraph 96 of the NPPF (2024) states that planning decisions should aim to achieve healthy, inclusive and safe places which:

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c) enable and support healthy lifestyles, especially where this would address identified local health and well-being needs.

- 8.6 Paragraph 98 of the NPPF (2024) states that planning decisions should:
b) take into account and support the delivery of local strategies to improve health, social and cultural well-being for all sections of the community.
- 8.7 Policy GG3 of the London Plan (2021) states that in order to improve Londoners' health and reduce health inequalities, those involved in planning and development must:
a) ensure that the wider determinants of health are addressed in an integrated and co-ordinated way, taking a systematic approach to improving the mental and physical health of all Londoners and reducing health inequalities.
b) assess the potential impacts of development proposals and Development Plans on the mental and physical health and wellbeing of communities, in order to mitigate any potential negative impacts, maximise potential positive impacts, and help reduce health inequalities.
c) plan for appropriate health and care infrastructure to address the needs of London's changing and growing population.
- 8.8 Policy CI1 of the Hillingdon Local Plan: Part 1 (2012) states that the Council will ensure that community and social infrastructure is provided in Hillingdon to cater for the needs of the existing community and future populations.
- 8.9 Paragraph 7.2 of the Hillingdon Local Plan: Part 2 (2020) also states that there is a particularly pressing need in the Borough for additional health care facilities to address higher than expected birth rates and an increase in the older population.
- 8.10 The floorspace occupied by affordable housing qualifies for relief from Community Infrastructure Levy. Accordingly, the HUDU Planning Contributions Model has been used to assess the health service requirements and cost impacts of that floorspace, equal to £29,898. This contribution is proposed to be secured by S106 Head of Term (xi) if recommended for approval.

Environmental Impact Assessment

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

Human Rights

- 8.12 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

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community interests, as expressed through third party interests / the Development Plan and Central Government Guidance.

Equality

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

Local Finance Considerations and CIL

Planning Obligations

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

Community Infrastructure Levy

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

- 8.19 In addition, the development represents Chargeable Development under the Hillingdon Community Infrastructure Levy, which came into effect on 1st August 2014.
- 8.20 The liability payable is as follows (subject to indexation):
Hillingdon CIL: £1,536,869.22
Mayoral CIL: £827,853.64
Total: £ 2,364,722.86
- 8.21 However, please note that this has been calculated based on the information available to the officer. The final amount will be reviewed post determination by the Council's Planning Obligations Team and set out to the liable party in line with the CIL Regulations.

9 Conclusion / Planning Balance

- 9.1 This application seeks permission for a phased demolition of the existing buildings and the redevelopment of the site for a replacement foodstore (Class E), 158 residential units (Class C3), car parking, servicing and access arrangements and associated works. Whilst the proposal is considered acceptable in land use terms; there are matters which have been identified as not strictly in accordance with planning policy requirements. This includes the unit mix which may be understood as not optimising the number of family units, the location of a tall building on a site not specifically identified as suitable for a tall building in the development plan, the shortfall in meeting the full urban greening factor provision, and the delivery of a shortfall in amenity space provision, play space provision, and open space provision.
- 9.2 However, the provision of additional residential flats on sustainably located brownfield land within the Yiewsley and West Drayton Town Centre is supported. The retail unit would generate jobs on a site which has remained vacant for several years and the new residents of the development would provide further business for local traders and support the vitality and viability of the town centre. The scheme also provides 13 homes as affordable housing in the shared ownership tenure, despite the viability challenges of the scheme. These considerations weigh significantly in favour of the development in the planning balance.
- 9.3 Subject to the planning conditions and obligations recommended, the proposed development can mitigate the planning policy conflicts identified. Accordingly, the development is considered, on balance, to be acceptable with respect to design, heritage, residential amenity, environmental issues, transport, and sustainability.
- 9.4 Section 38(6) of the Planning and Compulsory Purchase Act 2004 states that planning applications should be determined in accordance with the development plan unless material considerations indicate otherwise. For the reasons outlined above and within the main body of the report, the application is considered to

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broadly comply with the Development Plan. Where there are minor conflicts with the Development Plan, there are considered to be sufficient mitigating factors and benefits which outweigh such conflicts. Accordingly, the application is recommended for approval, subject to securing the planning conditions set out in Appendix 1 and a Section 106 legal agreement.

10 Background Papers

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

APPENDICES

Planning Application

2370/APP/2023/1727

Appendix 1: Recommended Conditions and Informatives

Conditions

1. COM3 Time Limit

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

REASON

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

2. COM4 Accordance with Approved Plans

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

2-001 Rev. A Site Location Plan;
2-100 Rev. E Proposed Site Plan;
2-101 Rev. S Proposed Ground Floor Plan;
2-102 Rev. L Proposed Mezzanine Floor;
2-103 Rev. P Proposed First Floor Plan;
2-104 Rev. N Proposed Second and Third Floor Plan;
2-105 Rev. M Proposed Fourth Floor Plan;
2-106 Rev. L Proposed Fifth and Sixth Floor Plan;
2-107 Rev. L Proposed Seventh Floor Plan;
2-110 Rev. G Proposed Basement Floor Plan;
2-115 Rev. G Proposed Roof Plan;
1109-ENP-XX-00-DR-L-90301 Rev. P09 General Arrangement;
1109-ENP-XX-00-DR-L-90302 Rev. P08 General Arrangement;
2-200 Rev. K Proposed Street Elevations;
2-201 Rev. K Proposed Rear Elevations; and
2-300 Rev. C Proposed Sections.

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

REASON

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

3. COM5 General compliance with supporting documentation

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

2-401 Rev. B Accommodation Schedule;
 Proposed Affordable Housing Accommodation Plans;
 Design and Access Statement & Tall Building Assessment (Dated May 2023);
 Design and Access Statement Addendum (Dated November 2024);
 Utilities Statement (Dated June 2023);
 180315-PD-21b Arboricultural Report (Dated June 2023);
 180315-PD-29 Arboricultural Report CAVAT Assessment (Dated January 2025);
 180315-ED-02 Biodiversity Net Gain Assessment (Dated April 2025);
 180315-ED-01 Preliminary Ecological Appraisal (Dated March 2025);
 Whole Life Carbon Report Issue 2 (Dated April 2025);
 Circular Economy Statement (Dated April 2025);
 Flood Risk Assessment and Drainage Strategy Rev. B (Dated July 2023);
 BB-FST-15141-BC-01-B Planning Gateway One Fire Statement (Dated 3rd December 2024);
 BB-LPFS-15141-BC-02 London Plan Fire Statement (Dated 2nd December 2024);
 Geo-environmental Site Appraisal & Remediation Method Statement (Dated June 2023);
 PMcL/3377d3/May 2023 Transport Assessment;
 Written Scheme of Investigation for an Archaeological Evaluation (Dated December 2020);
 Archaeological Evaluation (Dated January 2022);
 Archaeological Desk Based Assessment (Dated July 2018);
 Noise Assessment (Dated 21 February 2023); and
 Daylight and Sunlight Report (Dated May 2023).

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

REASON

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

4. NONSC Restriction of Use

The ground floor and mezzanine level commercial premises hereby approved shall only be used for Class E(a) retail purposes as defined within the Town and Country Planning (Use Classes) Order 1987 (as amended).

REASON

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

5. NONSC Restrict Enlargement of Use Class E Buildings

Notwithstanding the provisions of Part 7, Schedule 2 of the Town and Country Planning (General Permitted Development) Order 2015 (or any order revoking and re-enacting that

Order with or without modification), the buildings shall not be extended.

REASON

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

6. NONSC Restrict Addition of Internal Floorspace

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

REASON

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

7. NONSC Operation Hours

The ground floor retail premises shall only be open to the public between the following hours:-

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

REASON

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

8. NONSC Servicing Hours

There shall be no loading or unloading of vehicles, including the collection of waste from the site outside of the hours of:-

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

REASON

To safeguard the residential amenity of the occupiers of adjoining and nearby properties in

accordance with Policy DMHB 11 of the Hillingdon Local Plan: Part 2 (2020).

9. NONSC M4(2) and M4(3) Accessible Units

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

REASON

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

10. NONSC Noise (Plant Noise Mitigation)

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

REASON

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

11. NONSC Noise (Sound Insulation of Building)

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

REASON

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

12. RES13 Obscure Glazing

The windows facing north-west towards St Matthew's School Church of England Primary School located within units C01, C08, C18, C28, and C38 shall be glazed with permanently obscured glass to at least scale 4 on the Pilkington scale and be non-opening below a height

of 1.8 metres taken from internal finished floor level for so long as the development remains in existence.

REASON

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

13. NONSC Connection to Future District Heating Network

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

REASON

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

14. NONSC Digital Connectivity Infrastructure

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

REASON

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

15. NONSC Non-Road Mobile Machinery

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

REASON

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

16. NONSC Use of Water

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

litres for external water consumption). Measures shall include smart metering, water saving and recycling measures, including retrofitting, to help to achieve lower water consumption rates and to maximise future-proofing.

REASON

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

17. NONSC Microclimate and Wind Report

Prior to commencement of development (excluding demolition and site clearance), a Microclimate and Wind Report shall be submitted to and approved in writing by the Local Planning Authority. The report shall detail mitigation measures where appropriate.

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

REASON

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

18. NONSC Demolition, Construction and Environmental Management Plan

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

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

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

- i. The phasing of the works;
- ii. The hours of work;
- iii. On-site plant and equipment;
- iv. Measures to mitigate noise and vibration;
- v. Measures to mitigate impact on air quality;

- vi. Waste management;
- vii. Site transportation and traffic management, including:
 - a. HGV Routing enforcement;
 - b. Signage;
 - c. Vehicle types and sizes;
 - d. Hours of arrivals and departures of staff and deliveries (avoiding peaks);
 - e. Frequency of visits;
 - f. Parking of site operative vehicles;
 - g. On-site loading/unloading and wheel washing arrangements
 - h. Use of an onsite banksman (if applicable)
 - i. Use of consolidation centres to reduce HGV movements.
 - j. Achieve FORS Gold standard and 5* Direct Vision Standard.
 - k. Encourage use of active travel.
- viii. The arrangement for monitoring and responding to complaints relating to demolition and construction;
- ix. Details of cranes and other tall construction equipment (including the details of obstacle lighting);
- x. Environmental Management Plan containing details of pollution prevention measures to avoid potential contamination of the waterway (Grand Union Canal Site of Importance for Nature Conservation) and ground water from wind blow, seepage or spillage at the site during demolition, remediation and construction works. Works hours should also be carried out at appropriate times to avoid adverse impacts to nesting birds/bats.

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

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

REASON

To safeguard the amenity of surrounding areas and to ensure that the construction works include appropriate efficiency and sustainability measures so as not to compromise the safe and efficient operation of the local highway network and local air quality, in accordance with Policies DMT 1, DMT 2 and DMEI 14 of the Hillingdon Local Plan: Part 2 (2020) and Policies D14, SI 1, T4 and T7 of the London Plan (2021). To ensure that construction work and construction equipment on the site and adjoining land does not obstruct air traffic movements or otherwise impede the effective operation of air traffic navigation transmitter/receiver systems, in accordance with Policy DMAV 1 of the Hillingdon Local Plan: Part 2 (2020). To ensure that the development mitigates impact on the Grand Union Canal Site of Importance for Nature Conservation, in accordance with Policy DMEI 7 of the Hillingdon Local Plan: Part 2 (2020).

19. NONSC Contaminated Land

(i) The development hereby permitted (excluding demolition, site clearance and supplementary ground investigation works e.g. beneath demolished buildings) shall not commence until a scheme to address unacceptable contamination, in accordance with the Environment Agency's guidance "Land contamination risk management" (LCRM), has been submitted to and approved by the Local Planning Authority (LPA). All works which form part of an approved remediation scheme shall be completed before any part of the development is occupied or brought into use unless the Local Planning Authority dispenses with any such requirement specifically and in writing. The scheme shall include the following measures unless the LPA dispenses with any such requirement specifically and in writing:

a) A detailed remediation strategy, to also include how completion of the remedial works will be verified, along with the details of a watching brief to address undiscovered contamination, shall be agreed in writing with the LPA. No deviation shall be made from this scheme without the express agreement of the LPA prior to its implementation.

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

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

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

REASON

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

20. NONSC Piling Method Statement

No piling shall take place until a Piling Method Statement (detailing the depth and type of piling to be undertaken and the methodology by which such piling will be carried out,

including measures to prevent and minimise the potential for damage to subsurface sewerage infrastructure, and the programme for the works) has been submitted to and approved in writing by the Local Planning Authority in consultation with Thames Water.

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

REASON

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

21. NONSC Materials

Notwithstanding the plans submitted and prior to commencement of the development above ground level, details and samples of materials shall be submitted to and approved in writing by the Local Planning Authority. This shall include:

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

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

REASON

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

22. NONSC Privacy Screens / Boundary Treatment of Raised Amenity Area

Prior to commencement of works above ground level, details of privacy screens and boundary treatment to protect the amenity of future occupiers and existing neighbours shall be submitted to and approved in writing by the Local Planning Authority. This shall include details of privacy screens, boundary treatment or defensible space required to protect the amenity of units located around the first floor level podium amenity space between Blocks A

& B to Block C and the St Mathews Church of England Primacy School.

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

REASON

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

23. COM9 Landscape Scheme

Notwithstanding the approved plans, prior to commencement of works above ground level, a landscape scheme shall be submitted to and approved in writing by the Local Planning Authority, in consultation with relevant stakeholders (including the Canal & River Trust). The scheme shall include:-

1. Details of Soft Landscaping

1.a Planting plans (at not less than a scale of 1:100) with at least 33 no. new trees to be planted, including pollution absorbing species

1.b Written specification of planting and cultivation works to be undertaken,

1.c Schedule of plants giving species, plant sizes, and proposed numbers/densities where appropriate

2. Details of Hard Landscaping

2.a Refuse Storage

2.b Cycle Storage (showing provision for 32 no. spaces for use by retail customers and staff and 176 no. spaces for residential use, including access provisions, in accordance with London Cycling Design Standards)

2.c Full details of the means of enclosure and boundary treatments, including product details with materials and finish

2.d Car Parking Layouts:

- 64 no. car parking spaces (including 6 no. accessible spaces) and 4 no. motorcycle spaces allocated for use by customers and 24 no. car parking spaces (including 2 no. car club spaces, and 4 no. accessible spaces) allocated for use by residents.

- 5 no. residential car parking spaces are served by active charging infrastructure and 19 no. residential car parking spaces served by passive electric vehicle charging infrastructure;

- 3 no. retail car parking spaces are served by active charging infrastructure and 13 no. retail car parking spaces served by passive electric vehicle charging infrastructure;

2.e Hard Surfacing Materials (including the external areas and amenity areas which would be accessible to older and disabled people, including wheelchair users)

2.f External Lighting (External lighting should be angled downwards, and light directed into the site, and it should not provide flood lighting to the canal corridor to show consideration for bats and other nocturnal species).

2.g Other structures (including the access gate(s), play space and the exercise & trim trail space, alongside accessible and inclusive equipment provisions (i.e. sensory impairment and complex multiple disabilities)).

3. Details of Landscape Maintenance

3.a Landscape Maintenance Schedule for a minimum period of 5 years.

3.b Proposals for the replacement of any tree, shrub, or area of surfing/seeding within the landscaping scheme which dies or in the opinion of the Local Planning Authority becomes seriously damaged or diseased.

4. Schedule for Implementation

5. Other

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

5.b Proposed finishing levels or contours (including internal and external levels, noting that there may be scope to reduce the extent and/or location of the external ramps)

6. Confirmation of the final Urban Greening Factor score

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

REASON

To ensure that the proposed development will preserve and enhance the visual amenities of the locality and provide adequate facilities in compliance with Policies DMHB 11, DMHB 12, DMHB 14, DMT 2, DMT 6 and DMEI 1 of the Hillingdon Local Plan: Part 2 (2020) and Policies G1, G5, T5, T6, T6.2 and T7 of the London Plan (2021).

24. NONSC Play Area Details

Prior to commencement of above ground works, details of the play area for children shall be submitted to and approved in writing by the Local Planning Authority. This should include details of accessible play equipment for disabled children, including those with a sensory impairment, or complex multiple disabilities. Thereafter, the play areas shall be provided prior to the occupation of any unit within the development and maintained for this purpose.

REASON

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

25. NONSC Biodiversity Net Gain

Prior to commencement of above ground works, 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 including the site watercourse units; and

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

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

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

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

The 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).

26. NONSC Bird Hazard Management Plan

Prior to commencement of development above ground level, a Bird Hazard Management Plan (BHMP) shall be submitted to and approved in writing by the Local Planning Authority in consultation with the Ministry of Defence (MOD). The Bird Hazard Management Plan should contain, but not be limited to:

- a. An assessment of the various bird species found in the vicinity of the site, to include

species data and numbers:

- b. Details of layout of the solar panels, and roof proofing measures designed to prevent access to, and successful breeding by, large gulls, Feral Pigeons and any other identified problematic species on the roof spaces and on, under or around the PV panels; and
- c. Schedule for inspection of the roof spaces by a suitably qualified individual (to include details of roof access), details of the methods used to disturb/disperse birds, and a method statement for recording the results of the disturbance/dispersal activity.

The development shall be carried out and managed strictly in accordance with the details agreed and there shall be no variation without the express written consent of the Local Planning Authority in consultation with MOD.

REASON

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

27. NONSC Sustainable Drainage Scheme Details

Prior to commencement of groundworks (excluding site investigations and demolition), a final detailed drainage design shall be submitted to and approved in writing by the Local Planning Authority (in consultation with the Canal and River Trust). This shall include drawings and supporting calculations. A detailed management plan confirming routine maintenance tasks for all drainage components must also be submitted to demonstrate how the drainage system is to be maintained for the lifetime of the development.

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

REASON

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

28. NONSC Sustainable Drainage Scheme Verification

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

REASON

To ensure that surface water run off is controlled and to ensure the development does not increase flood risk, in compliance with Policy EM6 of the Hillingdon Local Plan: Part 1 (2012), Policy DME1 9 and DME1 10 of the Hillingdon Local Plan: Part 2 (2020), Policy SI 12 and SI 13 of the London Plan (2021), the National Planning Policy Framework (2024), and Planning Practice Guidance (Flood Risk and Coastal Change March 2014).

29. NONSC Overheating

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

- 1) reduce the amount of heat entering a building through orientation, shading, high albedo materials, fenestration, insulation and the provision of green infrastructure;
- 2) minimise internal heat generation through energy efficient design;
- 3) manage the heat within the building through exposed internal thermal mass and high ceilings;
- 4) provide passive ventilation;
- 5) provide mechanical ventilation; and
- 6) provide active cooling systems.

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

REASON

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

30. NONSC GLA Energy

Prior to commencement of above ground works, an updated Energy Statement shall be submitted to and approved in writing by the Local Planning Authority. The updated Energy Statement shall:-

- Provide a centralised LTHW served by ASHP and site wide heat network strategy for the residential elements as a minimum;
- Demonstrate that the heat loads that are connected to the heat network are maximised;
- Reconsider the wall U-Value and submit example wall build-ups;
- Model more units in order for the sample to be more representative;

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

REASON

To ensure the development's onsite carbon savings from regulated energy demand is

achieved in perpetuity (i.e. annually over 30years) in accordance with the Policy SI2 of the London Plan (2021).

31. NONSC Energy Monitoring, Recording and Reporting

Prior to first occupation of the development, a detailed energy monitoring, recording and reporting plan shall be submitted to and approved in writing by the Local Planning Authority. The plan shall accord with the requirements of the London Plan (policy SI2) and the GLA Energy Assessment Guidance (June 2022 or as amended) and demonstrate that the development will maximise savings in CO2 emissions (achieving at least 35% on-site) from the regulated energy load in accordance with the approved energy strategy.

The development must proceed in accordance with the approved details.

REASON

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

32. NONSC Parking Design and Management Plan

Prior to the first occupation of the development, a Parking Design and Management Plan shall be submitted to and approved in writing by the Local Planning Authority. This shall detail car parking provision, indicating how the car parking will be designed and managed, with reference to Transport for London guidance on parking management and parking design. This should ensure that parking spaces are allocated appropriately, are leased and are not sold. It should also identify future provisions for electric vehicle charging points and disabled persons parking should a review identify that additional provision is required.

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

REASON

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

33. NONSC Delivery, Servicing and Waste Management Plan

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

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

REASON

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

34. NONSC Fire Statement

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

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

REASON

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

35. NONSC Secured by Design

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

REASON

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

36. NONSC Low Emission Strategy

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

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

- ii) Install EV fast charging points to promote the use of zero emission vehicles to serve the residential area;
- iii) Demonstration of favouring clean fleets for super store deliveries in Morrisons' contractual arrangements; and
- iv) Demonstration of last mile approach for delivery services to reduce emissions to the maximum possible extent.

The measures in the agreed scheme shall be maintained throughout the life of the development.

REASON

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

37. COM10 Tree to be retained

Trees, hedges and shrubs shown to be retained on the approved plans shall not be damaged, uprooted, felled, lopped or topped without the prior written consent of the Local Planning Authority.

If any retained tree, hedge or shrub is removed or severely damaged during construction, or is found to be seriously diseased or dying another tree, hedge or shrub shall be planted at the same place or, if planting in the same place would leave the new tree, hedge or shrub susceptible to disease, then the planting should be in a position to be first agreed in writing with the Local Planning Authority and shall be of a size and species to be agreed in writing by the Local Planning Authority and shall be planted in the first planting season following the completion of the development or the occupation of the buildings, whichever is the earlier. Where damage is less severe, a schedule of remedial works necessary to ameliorate the effect of damage by tree surgery, feeding or groundwork shall be agreed in writing with the Local Planning Authority.

New planting should comply with BS 3936 (1992) 'Nursery Stock, Part 1, Specification for Trees and Shrubs' Remedial work should be carried out to BS BS 3998:2010 'Tree work - Recommendations' and BS 4428 (1989) 'Code of Practice for General Landscape Operations (Excluding Hard Surfaces)'. The agreed work shall be completed in the first planting season following the completion of the development or the occupation of the buildings, whichever is the earlier.

REASON

To ensure that the trees and other vegetation continue to make a valuable contribution to the amenity of the area in accordance with Policy DMHB 14 of the Hillingdon Local Plan Part 2 (2020) and to comply with Section 197 of the Town and Country Planning Act 1990.

38. NONSC Circular Economy Monitoring Report

Within 3 months of first occupation of the development, a post-construction monitoring report should be completed in line with the Greater London Authority's (GLA) Circular Economy Statement Guidance.

The post-construction monitoring report shall be submitted to the GLA, currently via email at: circulareconomystatements@london.gov.uk, along with any supporting evidence as per the guidance.

Confirmation of submission to the GLA shall be submitted to, and approved in writing by, the Local Planning Authority, prior to first occupation of the development.

REASON

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

39. NONSC Whole Life-Cycle Carbon Assessment

Within 3 months of first occupation of the development, the post-construction tab of the Greater London Authority's (GLA) Whole Life-Cycle Carbon Assessment template should be completed in line with the GLA's Whole Life-Cycle Carbon Assessment Guidance.

The post-construction assessment should be submitted to the GLA at: ZeroCarbonPlanning@london.gov.uk, along with any supporting evidence as per the guidance.

Confirmation of submission to the GLA shall be submitted to, and approved in writing by, the Local Planning Authority, prior to first occupation of the development.

REASON

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

Informatives

1. I52 Compulsory Informative (1)

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

2. 170 LBH worked applicant in a positive & proactive (Granting)

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

3. 172 Section 106 Agreement

Section 106 Agreement Informative:

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

4. 173 Community Infrastructure Levy (CIL) (Granting Consent)

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

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

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

5.

Equality Act 2010 Informative:

The Equality Act 2010 seeks to protect people accessing goods, facilities and services from discrimination on the basis of a 'protected characteristic', which includes those with a disability. As part of the Act, service providers are obliged to improve access to and within the structure of their building, particularly in situations where reasonable adjustment can be

incorporated with relative ease. The Act states that service providers should think ahead to take steps to address barriers that impede disabled people.

6. 115 Control of Environmental Nuisance from Construction Work

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.

7.

Thames Water Informative:

A Groundwater Risk Management Permit from Thames Water will be required for discharging groundwater into a public sewer. Any discharge made without a permit is deemed illegal and may result in prosecution under the provisions of the Water Industry Act 1991. Thames Water expect the developer to demonstrate what measures he will undertake to minimise groundwater discharges into the public sewer.

Permit enquiries should be directed to Thames Water's Risk Management Team by telephoning 020 3577 9483 or by emailing trade.effluent@thameswater.co.uk . Application forms should be completed online via thameswater.co.uk. Please refer to the Wholesale; Business customers; Groundwater discharges section.

Please note that Thames Water recommends that petrol / oil interceptors be fitted in all car

parking/washing/repair facilities. Failure to enforce the effective use of petrol / oil interceptors could result in oil-polluted discharges entering local watercourses.

Please note that with respect to the sewage network, Thames Water requests that protection to the property to prevent sewage flooding should be incorporated, by installing a positive pumped device (or equivalent reflecting technological advances), on the assumption that the sewerage network may surcharge to ground level during storm conditions.

8.

Heathrow Airport Safeguarding Informative:

Bird Hazard Management Plan:

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

The breeding season for gulls typically runs from March to June. The owner/occupier must obtain the appropriate licences where applicable from Natural England before the removal of nests and eggs.

Cranes:

Given the nature of the proposed development it is possible that a crane may be required during its construction. We would, therefore, draw the applicant's attention to the requirement within the British Standard Code of Practice for the safe use of Cranes, for crane operators to consult the aerodrome before erecting a crane in close proximity to an aerodrome. This is explained further in Advice Note 4, 'Cranes and Other Construction Issues' (available at <http://www.aoa.org.uk/policy-safeguarding.htm>)

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

9.

Canal & River Trust Informative:

1) The applicant/developer is advised to contact the Works Engineering Team on 0303 040 4040 in order to ensure that any necessary consents are obtained and that the works comply with the Canal & River Trust "Code of Practice for Works affecting the Canal & River Trust".

2) The applicant is advised that any surface water discharge to the waterway will require prior consent from the Canal & River Trust. As the Trust is not a land drainage authority, such discharges are not granted as of right-where they are granted, they will usually be subject to completion of a commercial agreement. Please contact Chris Lee, Utilities Surveyor (chris.lee@canalrivertrust.org.uk).

153 Compulsory Informative (2)

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

DMAV 1	Safe Operation of Airports
DMCI 4	Open Spaces in New Development
DMCI 5	Childrens Play Area
DMCI 7	Planning Obligations and Community Infrastructure Levy
DME 2	Employment Uses Outside of Designated Sites
DMEI 1	Living Walls and Roofs and Onsite Vegetation
DMEI 10	Water Management, Efficiency and Quality
DMEI 12	Development of Land Affected by Contamination
DMEI 14	Air Quality
DMEI 2	Reducing Carbon Emissions
DMEI 7	Biodiversity Protection and Enhancement
DMEI 9	Management of Flood Risk
DMH 2	Housing Mix
DMH 7	Provision of Affordable Housing
DMHB 1	Heritage Assets
DMHB 10	High Buildings and Structures
DMHB 11	Design of New Development
DMHB 12	Streets and Public Realm
DMHB 14	Trees and Landscaping
DMHB 15	Planning for Safer Places
DMHB 16	Housing Standards

DMHB 17	Residential Density
DMHB 18	Private Outdoor Amenity Space
DMHB 19	Play Space
DMHB 2	Listed Buildings
DMHB 3	Locally Listed Buildings
DMHB 4	Conservation Areas
DMT 1	Managing Transport Impacts
DMT 2	Highways Impacts
DMT 3	Road Safeguarding
DMT 4	Public Transport
DMT 5	Pedestrians and Cyclists
DMT 6	Vehicle Parking
LPP D1	(2021) London's form, character and capacity for growth
LPP D11	(2021) Safety, security and resilience to emergency
LPP D12	(2021) Fire safety
LPP D13	(2021) Agent of change
LPP D14	(2021) Noise
LPP D3	(2021) Optimising site capacity through the design-led approach
LPP D4	(2021) Delivering good design
LPP D5	(2021) Inclusive design
LPP D6	(2021) Housing quality and standards
LPP D7	(2021) Accessible housing
LPP D8	(2021) Public realm
LPP D9	(2021) Tall buildings
LPP DF1	(2021) Delivery of the Plan and Planning Obligations
LPP E11	(2021) Skills and opportunities for all
LPP E2	(2021) Providing suitable business space
LPP E3	(2021) Affordable workspace
LPP E4	(2021) Land for industry, logistics and services to support London's economic function
LPP E7	(2021) Industrial intensification, co-location and substitution
LPP E9	(2021) Retail, markets and hot food takeaways
LPP G1	(2021) Green infrastructure
LPP G4	(2021) Open space
LPP G5	(2021) Urban greening
LPP G6	(2021) Biodiversity and access to nature

LPP G7	(2021) Trees and woodlands
LPP GG1	(2021) Building strong and inclusive communities
LPP GG2	(2021) Making the best use of land
LPP GG3	(2021) Creating a healthy city
LPP GG4	(2021) Delivering the homes Londoners needs
LPP GG5	(2021) Growing a good economy
LPP GG6	(2021) Increasing efficiency and resilience
LPP H1	(2021) Increasing housing supply
LPP H10	(2021) Housing size mix
LPP H4	(2021) Delivering affordable housing
LPP H5	(2021) Threshold approach to applications
LPP H6	(2021) Affordable housing tenure
LPP H7	(2021) Monitoring of affordable housing
LPP HC1	(2021) Heritage conservation and growth
LPP S4	(2021) Play and informal recreation
LPP SD6	(2021) Town centres and high streets
LPP SD7	(2021) Town centres: development principles and Development Plan Documents
LPP SD8	(2021) Town centre network
LPP SD9	(2021) Town centres: Local partnerships and implementation
LPP SI1	(2021) Improving air quality
LPP SI12	(2021) Flood risk management
LPP SI13	(2021) Sustainable drainage
LPP SI2	(2021) Minimising greenhouse gas emissions
LPP SI3	(2021) Energy infrastructure
LPP SI4	(2021) Managing heat risk
LPP T1	(2021) Strategic approach to transport
LPP T2	(2021) Healthy Streets
LPP T3	(2021) Transport capacity, connectivity and safeguarding
LPP T4	(2021) Assessing and mitigating transport impacts
LPP T5	(2021) Cycling
LPP T6	(2021) Car parking
LPP T6.1	(2021) Residential parking
LPP T6.2	(2021) Office parking
LPP T6.5	(2021) Non-residential disabled persons parking
LPP T7	(2021) Deliveries, servicing and construction

LPP T8	(2021) Aviation
LPP T9	(2021) Funding transport infrastructure through planning
NPPF11 -24	NPPF11 2024 - Making effective use of land
NPPF12 -24	NPPF12 2024 - Achieving well-designed places
NPPF14 -24	NPPF14 2024 - Meeting the challenge of climate change, flood and coastal change
NPPF15 -24	NPPF15 2024 - Conserving and enhancing the natural environment
NPPF16 -24	NPPF16 2024 - Conserving and enhancing the historic environment
NPPF2 -24	NPPF2 2024 - Achieving sustainable development
NPPF4 -24	NPPF4 2024 - Decision making
NPPF5 -24	NPPF5 2024 - Delivering a sufficient supply of homes
NPPF6 -24	NPPF6 2024 - Building a strong, competitive economy
NPPF7 -24	NPPF7 2024 - Ensuring the vitality of town centres
NPPF8 -24	NPPF8 2024 - Promoting healthy and safe communities
NPPF9 -24	NPPF9 2024 - Promoting sustainable transport

Appendix 2: Relevant Planning History

2370/APP/2018/2793 Morrison Supermarket 41-67 High Street Yiewsley

Demolition of the existing buildings and the redevelopment of the site to provide a part 4 to part 8 storey building comprising a replacement Class A1 1,643sq.m (GIA) foodstore, 144 residential units, basement car parking and associated works.

Decision: 30-01-2019 Approved

2370/APP/2019/2880 Morrison Supermarket 41-67 High Street Yiewsley

Minor material amendment to revise Conditions 2 (Approved Plans), 3 (Approved Documents) and 7 (Landscaping Scheme) of planning permission ref: 2370/APP/2018/2793, dated 21/8/19: Demolition of the existing buildings and the redevelopment of the site to provide a part 4 to part 8 storey building comprising a replacement Class A1 1,643sq.m (GIA) foodstore, 144 residential units, basement car parking and associated works to allow the removal of the lower basement car park level and reconfiguration of the upper level basement car park layout, involving a reduction in the number of car parking spaces for the residential units from 101 to 23 spaces and additional off-site highway improvement works on St Stephen's Road.

Decision: 17-03-2020 Refused **Appeal:** 08-10-2020 Allowed

Appendix 3: List of Relevant Planning Policies

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

Part 1 Policies:

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

Part 2 Policies:

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

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LPP E4	(2021) Land for industry, logistics and services to support London's economic function
LPP E7	(2021) Industrial intensification, co-location and substitution
LPP G1	(2021) Green infrastructure
LPP G4	(2021) Open space
LPP G5	(2021) Urban greening
LPP G6	(2021) Biodiversity and access to nature
LPP G7	(2021) Trees and woodlands
LPP GG1	(2021) Building strong and inclusive communities
LPP GG2	(2021) Making the best use of land

LPP GG3	(2021) Creating a healthy city
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NPPF4 -24	NPPF4 2024 - Decision making
NPPF5 -24	NPPF5 2024 - Delivering a sufficient supply of homes
NPPF6 -24	NPPF6 2024 - Building a strong, competitive economy
NPPF7 -24	NPPF7 2024 - Ensuring the vitality of town centres
NPPF8 -24	NPPF8 2024 - Promoting healthy and safe communities
NPPF9 -24	NPPF9 2024 - Promoting sustainable transport