

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

Case Officer: Alan Corcoran	24843/APP/2024/2316
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Date Application Valid:	27-08-24	Statutory / Agreed Determination Deadline:	31-10-2025
Application Type:	Full	Ward:	Yiewsley

Applicant: **Bellway Homes Limited**

Site Address: **Comag, Tavistock Road, Yiewsley**
Proposal: *Variation of Conditions 2 (Approved Plans) and 3 (Approved Documents) of planning permission reference 24843/APP/2022/2403, dated 11-06-2024 for the 'Erection of building comprising residential dwellings (Use Class C3), ranging from two to seven storeys together with associated accesses, car parking, cycle parking and hard and soft landscaping' (description amended via s96a application 24843/APP/2024/1586).' Amendments include ground floor community hub replaced with residents' lounge and ancillary space; removal of separating wall between blocks B and C; replacing 6 x 3-bedroom 5-person residential units with 6 x 3-bedroom 4-person residential units; construction of a 6-storey rear extension; installation of external staircase from the roof terrace to level 6; replacement of glazed balcony balustrades with metal balustrades; replacement of metal panels with brick panels; reconfiguration of green roof; lobby areas to Blocks B and C rearranged; cycle store layouts amended; cycle store enclosure amended from brickwork to hit and miss brickwork; balcony and window positions amended; and lift overruns and roof vents amended."*

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

Reason Reported: **Required under Part 8 of the Planning Scheme of Delegation (associated Planning Application being referred to Committee)**



Summary of Recommendation:

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

Deed of Variation Heads of Terms:

The application to which this proposal seeks to amend was presented to the Planning Committee on 18-05-23. The Heads of Terms agreed by the Planning Committee are set out in para 7.57. The proposal would result in an amendment to the affordable housing contribution. Subsequently there would no longer be a justified requirement for a health contribution. These amendments are reflected in the proposed Heads of Terms for the Deed of Variation required to amend the obligations secured within the original s106 legal agreement associated within the parent consent.

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

A) That the Council 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) Removal of the £20,000 Travel Plan Bond
- ii) Affordable Housing Contribution of £800,000
- iii) Removal of the £33,518 Health Contribution

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

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

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

'The applicant has failed to provide measures to mitigate the impacts of the development through enhancements to the highways necessary as a consequence of demands created by the proposed development. The proposal therefore conflicts with the Town and Country Planning (General Permitted Development) (England) Order 2015, policies DME1 7, of the Hillingdon Local Plan: Part 2 - Development Management Policies (2020), the

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Council's Planning Obligations SPD and the Hillingdon Local Plan: Part 1 - Strategic Policies (November 2012), the London Plan (2021) and the NPPF.'

1 Executive Summary

- 1.1 The Council granted planning permission on 11-06-2024 under planning application reference 24843/APP/2022/2403 for the '*Erection of building comprising 105 residential dwellings (Use Class C3) and 99sq.m (GIA) Community Hub (flexible Use Class E/F.1/F.2), ranging from two to seven storeys together with associated accesses, car parking, cycle parking and hard and soft landscaping (REVISED PLANS 23.11.22).*' Amendments include ground floor community hub replaced with residents.' The Council determined that the proposal was acceptable on balance, subject to conditions and a legal agreement to secure the affordable housing provision and relevant financial contributions.
- 1.2 The Applicant has applied to vary this 2024 consent under Section 73 of the Town and Country Planning Act 1990 (as amended). Many of the changes are to ensure compliance with the latest Fire Safety Regulations. The application seeks permission for the following amendments to the previously approved scheme:
- 1.3
- Ground floor community hub replaced with residents' lounge and ancillary space;
 - Removal of the separating wall between Blocks B and C to allow the corridor to be extended to enable two means of escape;
 - Replacing 6 x 3-bedroom 5-person residential units with 6 x 3-bedroom 4-person residential units;
 - Rear building line extension by 900mm for a length of 15m (units B14 and B15 and above);
 - Installation of external staircase from the roof terrace to level 6;
 - Replacement of glazed balcony balustrades along Tavistock and Winnock Road with metal balustrades;
 - Replacement of metal panels with brick panels;
 - Reconfiguration of green roof layout;
 - Lobby areas to Blocks B and C rearranged to provide direct access from the car park to the building cores;
 - Cycle store layouts amended;
 - Cycle store enclosure amended from brickwork to hit and miss brickwork to improve the car park ventilation strategy;
 - Balcony and window positions amended to reflect other scheme alterations;
 - Lift overruns and roof vents amended to reflect detailed design.
- 1.4 Most notably, the submitted Section 73 application seeks to amend the affordable housing contribution which was secured as part of the parent permission. The previously approved application (ref. 24843/APP/2022/2403) secured 23% Affordable Housing by habitable room, with 61% being proposed as London Affordable Rent (LAR) and 39% as Shared Ownership (approximately 60/40 split). The is to be replaced by an offsite in-lieu financial contribution of £800,000.
- 1.5 The site forms part of the Local Plan site allocation policy SA38, which is allocated for residential use. Site allocation 38 is subdivided into three parts. Site A is the

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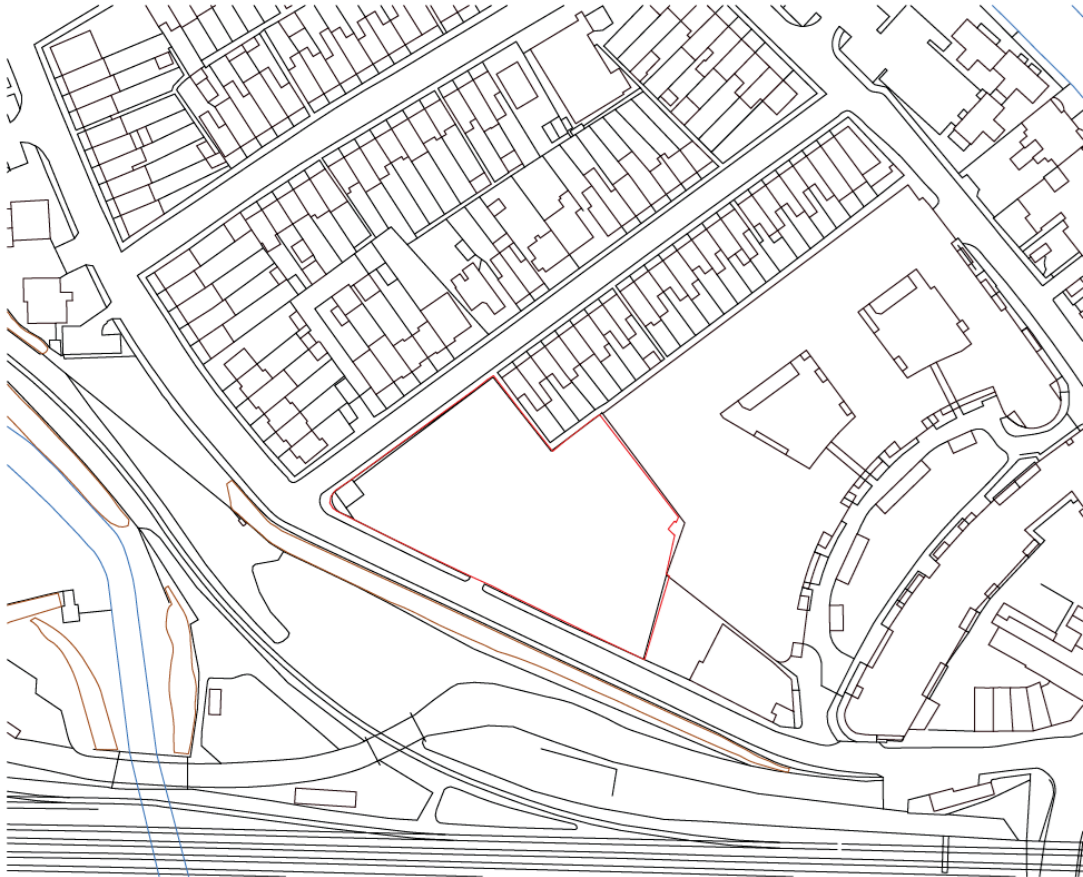
former Padcroft Works site and has been fully redeveloped to a point where the buildings are now occupied. Site B is the application site, and Site C, the former Tavistock Works, has consent for an eight-storey residential block.

- 1.6 Subject to the applicant entering into a deed of variation to amend the affordable housing schedule within the existing s106 legal agreement to and subsequent conditions set out in Appendix 2, the application is recommended for approval.

2 The Site and Locality

- 2.1 The application site extends to approximately 0.34 ha and is located on the north side of Tavistock Road to the west of the Grand Union Canal. The site is bound to the north by Winnock Road; to the north-east by the Former Padcroft Works Site; and to the south-west by Tavistock Road.
- 2.2 The site previously accommodated a part two-storey and part three-storey warehouse building (Use Class B8) with ancillary offices. The site was vacated in December 2017. Surrounding the site was an area of hardstanding which accommodated car parking for 80 vehicles.
- 2.3 The site is located within the Yiewsley and West Drayton Town Centre boundary, however, it is not designated as primary or secondary shopping frontage. The site is situated amongst an established residential area including terrace properties on Winnock Road, residential apartments on Bentinck Road and the High Street.
- 2.4 The Council's GIS identifies the site as formerly contaminated land. The site is located within the Heathrow Opportunity Area as identified in the London Plan (2021), the Hayes/ West Drayton Corridor as specified in the Strategic Policies of the Hillingdon Local Plan Part 1 (2012), the Colne Valley Archaeological Priority Zone and the Hillingdon Air Quality Management Area. The eastern part of the site is within the Yiewsley and West Drayton Air Quality Focus Area. The site has a Public Transport Accessibility Level (PTAL) of 3.

Figure 1: Location Plan (application site edged red)



Images of the Application Site



Junction of Winnock Road and Tavistock Road

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Tavistock Road looking south



View from Winnock Road

3 Proposal

- 3.1 The proposal seeks to vary via Section 73 of the TCPA (1990) Conditions 2 (Approved Plans) and 3 (Approved Documents) of planning permission reference 24843/APP/2022/2403, dated 11-06-2024.
- 3.2 24843/APP/2022/2403 granted permission for the 'Erection of building comprising 105 residential dwellings (Use Class C3) and 99sq.m (GIA) Community Hub (flexible Use Class E/F.1/F.2), ranging from two to seven storeys together with

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associated accesses, car parking, cycle parking and hard and soft landscaping (REVISED PLANS 23.11.22).'

- 3.3 The Applicant has applied to vary this 2024 consent. Many of the changes are to ensure compliance with the latest Fire Safety Regulations. The application seeks permission for the following amendments to the previously approved scheme:
- 3.4 - Ground floor community hub replaced with residents' lounge and ancillary space;
- 3.5 The non-residential floorspace on the ground floor would be removed and replaced with a residential lounge and associated ancillary space for residents. This would be achieved with minimal changes to the ground floor level elevation.
- 3.6 - Removal of the separating wall between Blocks B and C to allow the corridor to be extended to enable two means of escape;
- 3.7 This comprises a change to the residential common corridors to allow escape in more than one direction on every floor. This is achieved removing the party wall separating Blocks B and C, creating one common corridor served by two means of escape. This also allows the future residents of both Blocks B and C access to the top roof terrace and will also allow a direct access to these blocks from the ground floor car parking.
- 3.8 - Replacing 6 x 3-bedroom 5-person residential units with 6 x 3-bedroom 4-person residential units;
- 3.9 This above proposed common corridor re-arrangement can be accommodated by a minor alteration to the mix of approved accommodation. This amendment would comprise replacing a total of six three-bedroom five-person units with six three-bedroom four-person units. This amendment does not lead to a reduction in family homes across the scheme.
- 3.10 - Rear building line extension by 900mm for a length of 15m (units B14 and B15 and above);
- 3.11 The residential unit layouts are proposed to be adjusted by means of a 900mm deep, six-storey rear extension that would have a length of 15m. All units and internal layouts would continue to meet the relevant standards. The proposed amendments do not result in any material increase in residential floorspace with the extension to the building line required to accommodate the extended length of the corridor, which forms part of the common area of the building.
- 3.12 - Installation of external staircase from the roof terrace to level 6 and replacement of glazed balcony balustrades along Tavistock and Winnock Road with metal balustrades;
- 3.13 An external escape stair has also been proposed to grant an alternative escape route from the top roof terrace. This stair would connect the top roof terrace at Level 7 to the residential corridor on the level below and would be set back from

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the main elevations on both Tavistock and Winnock Road, limiting any additional impact on neighbouring residential amenity.

- 3.14 - Replacement of metal panels with brick panels;
- 3.15 The metal panels set between some paired windows are proposed to be replaced with brick panels. The Applicant states that this would 'improve the fire performance of the building fabric.'
- 3.16 - Reconfiguration of green roof layout;
- 3.17 The layout of the roof is proposed to be amended to reflect the fire strategy requirements and include a new footpath connecting to the proposed external staircase and the removal of extract vents. The green roof has been reconfigured to reflect the new layout. There has been no loss of green roof due to the proposed amendments. Neither the Urban Greening Factor or the SUDS strategy would change as a result of the reconfiguration of the roof layout of the building.
- 3.18 - Lobby areas to Blocks B and C rearranged to provide direct access from the car park to the building cores;
- 3.19 - Cycle store layouts amended;
- 3.20 - Cycle store enclosure amended from brickwork to hit and miss brickwork to improve the car park ventilation strategy;
- 3.21 Minor adjustments have been proposed to the cycle store layout, and the enclosure of the store would be hit-and-miss brickwork (as opposed to railings) in response to comments from officers. The Applicant has stated that this 'ensures that the car park area can be ventilated naturally.'
- 3.22 - Balcony and window positions amended to reflect other scheme alterations;
- 3.33 The approved glazed balcony balustrades on Tavistock and Winnock Road are proposed to be replaced with laser-cut metal balustrades. The Applicant states that this is necessary to 'improve their fire performance'.
- 3.34 - Lift overruns and roof vents amended to reflect detailed design. There are no concerns raised with the minor amendments proposed.
- 3.35 The proposal would replace the on-site affordable housing contribution secured as part of planning consent reference 24843/APP/2022/2403 of 14 London Affordable Rent units comprising of 7 x 1 bed, 1 x 2 bed and 3 x 3 bed units and 8 Shared Ownership units comprising of 2 x 1 bed, 2 x 2 bed and 4 x 3 bed units to an offsite in lieu contribution of £800,000.

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

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Approved Ground Floor Plan



Proposed Ground Floor Plan

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Approved First Floor Plan



Proposed First Floor Plan

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Approved Second Floor Plan



Proposed Second Floor Plan

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Approved Third Floor Plan



Proposed Third Floor Plan



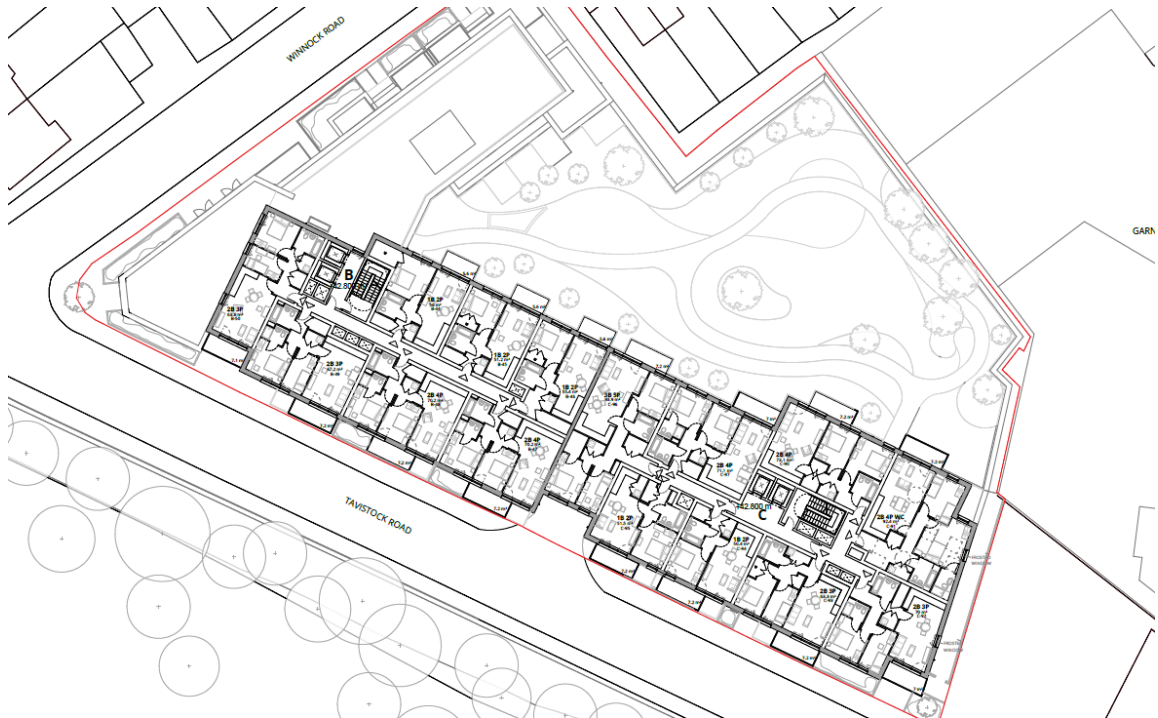
Approved Fourth Floor Plan



Proposed Fourth Floor Plan

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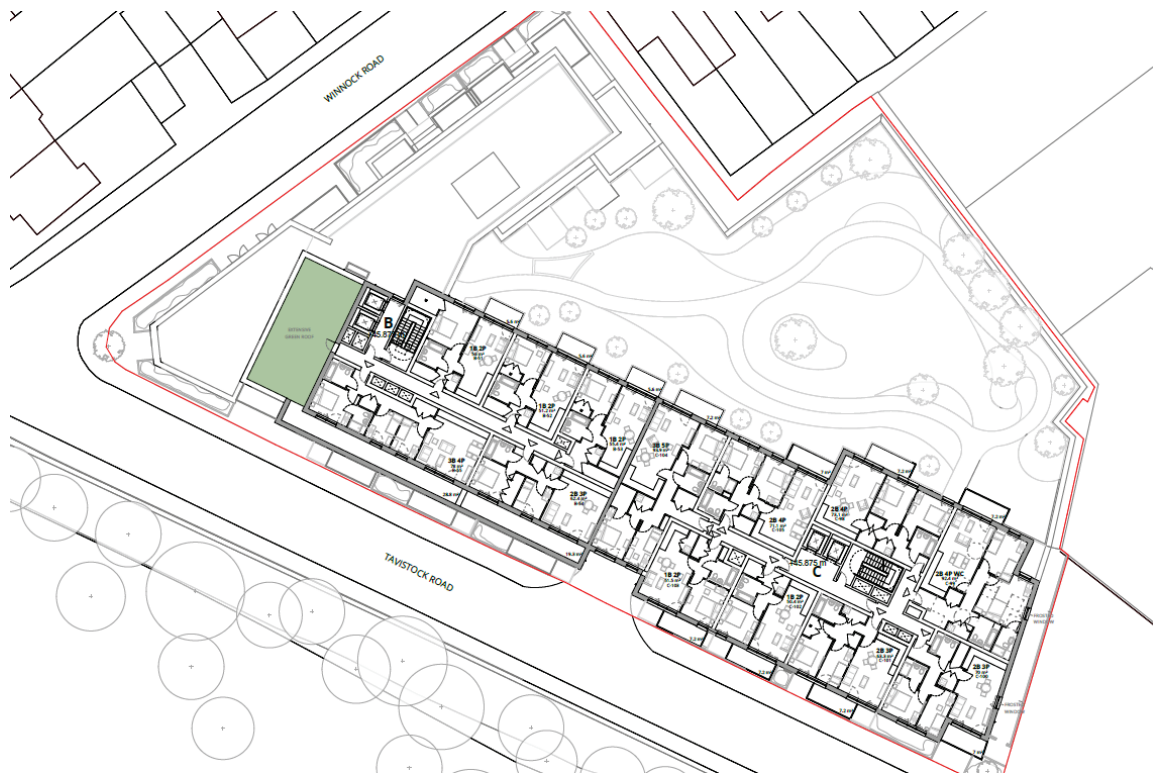
Approved Fifth Floor Plan



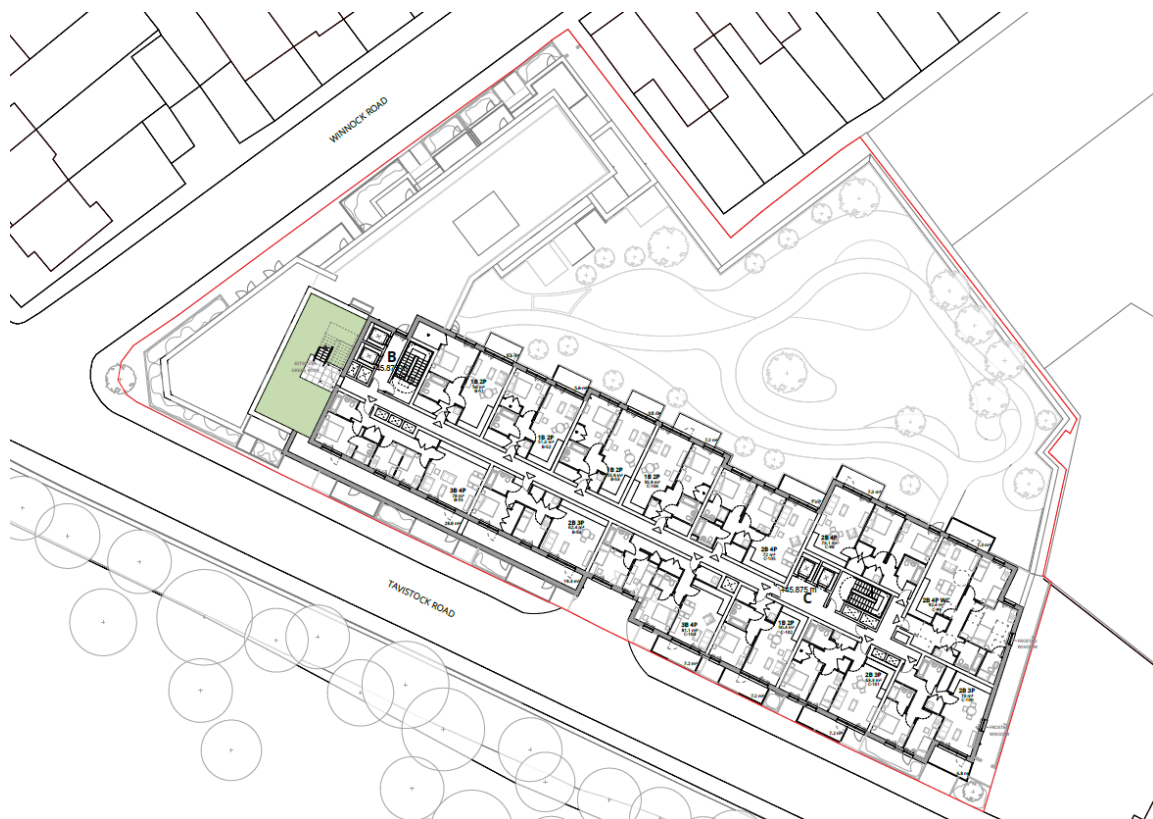
Proposed Fifth Floor Plan

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Approved Sixth Floor Plan



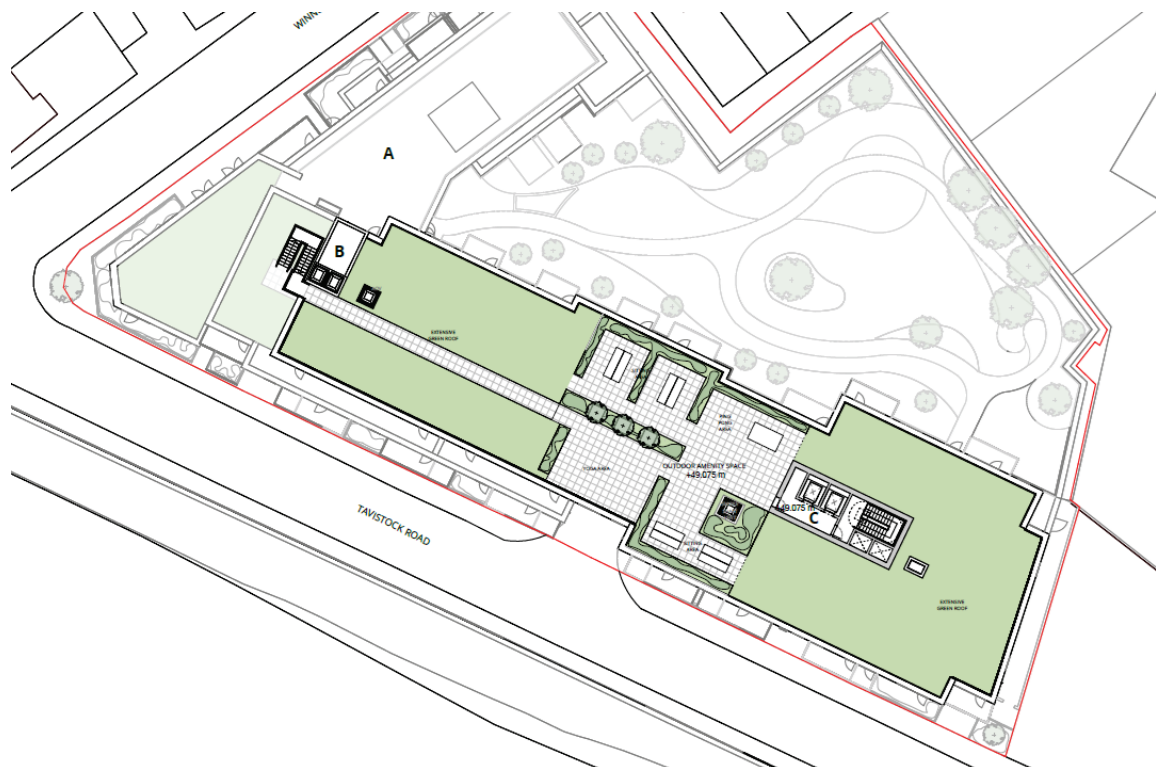
Proposed Sixth Floor Plan

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Approved Seventh Floor Plan



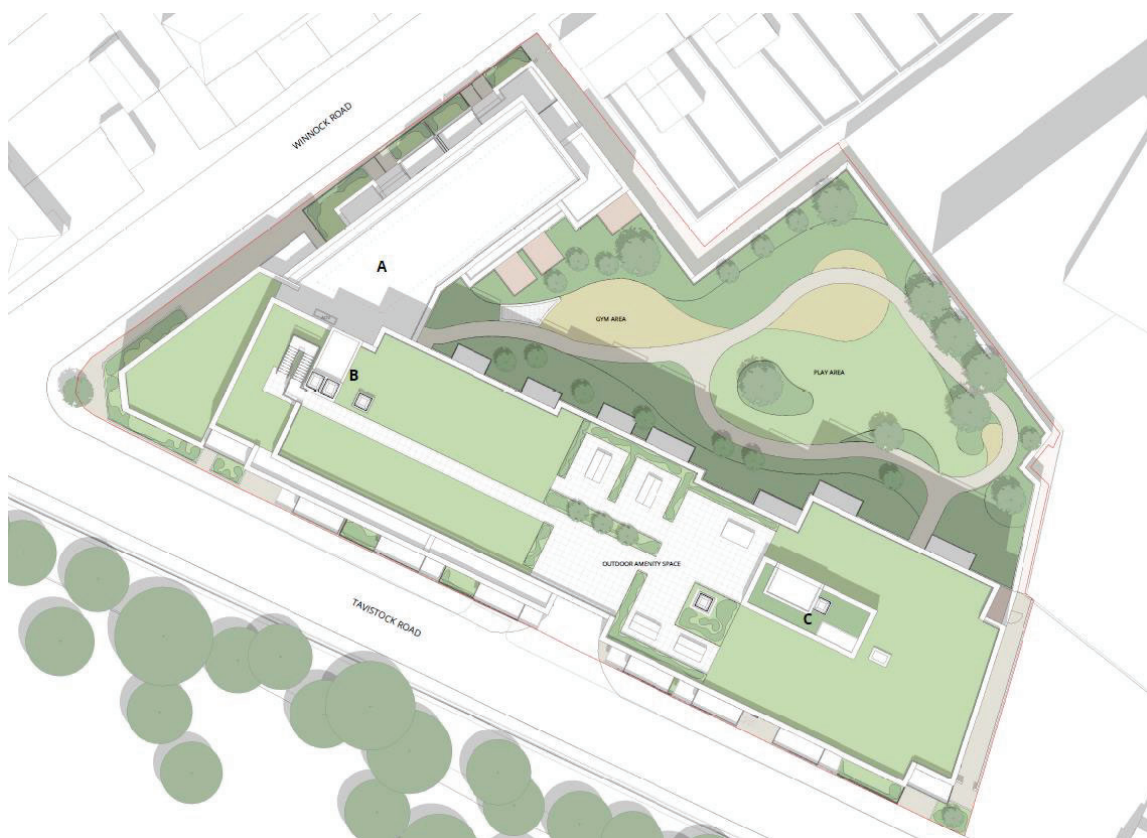
Proposed Seventh Floor Plan

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Approved Roof Plan



Proposed Roof Plan

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4 Relevant Planning History

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

5 Planning Policy

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

6 Consultations and Representations

- 6.1 The Council sent 785 consultation letters to neighbouring properties on 03-10-24. The Council displayed a site notice and advertised the proposal in the press on 16-10-24. The consultation period expired on 06-11-24.
- 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
3 objections were received and raised the following concerns	1. Traffic, parking stress, highway safety	The amendments do not impact the number of trips, access or parking. This comment relates to the impact of the development which already benefits from planning consent.
	2. Daylight Sunlight Impacts to surrounding properties	This is discussed in para 7.16 to 7.13
	3. Loss of Privacy / overlooking	This is discussed in para 7.16 to 7.13
	4. Noise disturbance including during construction	A Construction Management Plan condition is recommended to be imposed and will ensure that the impacts of construction including noise, dust and congestion

		are managed appropriately.
	5. Anti-social behaviour	The proposed changes to the consented development would not give rise to an increase in anti-social behaviour

Table 2: Summary of Consultee Responses

Consultee and Summary of Comments	Planning Officer Response
NATS (National Air Traffic Safeguarding) No Objection	Noted
Historic England No objection	Noted
Health and Safety Executive External wall system. Section 7 (External Fire Spread) of the Planning Fire Safety Strategy document identifies that the external wall system (including balconies, roof terraces and podiums) should achieve European classification of A2-s1,d0 or better (Table 16), however, it is unclear from the application information that the external wall system will meet this requirement. HSE, therefore, requires confirmation that the proposed external wall system(s) will achieve European classification of A2-s1,d0 or better. It is advised that when presenting fire safety information for HSE assessment, specific details relating to the actual proposals of the development need to be provided, not generalisations of what 'should' be achieved, in order for HSE to conduct a full assessment.	Noted and the Fire Safety condition that was attached to the parent permission has been retained to ensure all fire safety details are secured in accordance with Policy D12 of the London Plan
Heathrow Safeguarding No objection, subject to a condition regarding the Submission of a Bird Hazard Management Plan and informative regarding a Bird Hazard Management Plan and use of cranes.	Noted, however the scheme has not significantly changed since the parent permission and the BHMP was discharged under planning ref

	24843/APP/2025/675 . The Cranes condition is retained
Network Rail No objection	 Noted
Transport for London (TfL) Further clarity is needed on what the white boxes cycle store a/b and c are. It appears that they would block the proposed cycle parking from being accessed.	The cycle storage design remains the same as the parent permission. The Local Highway Authority have been consulted and raise no objection.
Glass No objection	 Noted
Urban Design	
The proposed 1 st to 5 th floor extension would reduce the green space. The internal spaces could be re-configured rather than the building line extended. Climbing plants should be used to screen the external staircase on the 6 th floor. Further information relating to the balustrades and brick work is required.	Noted. A condition pertaining to the submission of materials is to be added to the decision notice. The level of green space to be reduced is insignificant.
Local Highway Authority There are no highway objections to this proposal	 Noted
Waste Strategy There are no objections to this proposal	 Noted
Noise No objection	 Noted
Access Officer Any amendments to the approved plans should preserve the accessible housing condition attached to the original consent. The amendments should	Accessibility is discussed in paragraphs 7.34 to 7.36

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require all housing units to meet the requirements of London Plan Policy D7 and its requirement for all new housing to meet the prescribed standards set out in M4(2) to the Building Regulations 2010 (2015 edition).	
Planning Policy No objection subject to the agreement to the advice of the third-party viability consultants review.	Noted
Contaminated Land No objection subject to the submission of the verification reports post permission.	Noted and condition 23 to be amended and attached to the decision notice.

7 Planning Assessment

Principle of Development

- 7.1 The application is proposing minor material amendments to the previously approved consent reference 24843/APP/2022/2403. The scheme would still comprise 105 residential units. The site is allocated in Hillingdon's Local Plan Part 2 Site Allocations document under Policy SA38, and there is support for residential use at this site. The principle of residential development on the site remains acceptable, as it did when the Council approved 24843/APP/2022/2403 on 11-06-24.
- 7.2 The proposal seeks to replace the ancillary ground-floor community hub (which was approved as 'flexible Use Class E/F.1/F.2') with a residents' lounge and ancillary space. The Applicant's submission states that 'there is no demand for a small community facility in this location, and the space could be better utilised as additional amenity space for residents to enjoy.'
- 7.3 The officer's report for the previous approval (24843/APP/2022/2403) stated the following:
- 7.4 *'The proposal provides for the community space secured as part of the 2018 consent, albeit reduced from 250m² to 99m². The reduced area results from changes in the scheme's design to remove the basement and accommodate an additional residential unit. Furthermore, the location of the building away from the high street would not be the most prominent location to accommodate a sizable community hub, given the reduced level of footfall. The reduction in the size of the community space has also not been subject to any objections.'*
- 7.5 Whilst the Applicant has not submitted marketing evidence to support their claim that 'there is no demand for a small community facility in this location', converting the space to a residents' lounge and ancillary space is considered acceptable

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within the town centre location designated for new homes (Policy SA 38) and located outside of the primary and secondary shopping areas.

- 7.6 Furthermore, the Town Centre and surrounding roads accommodate community use space to serve the local community. This includes floor space on Yiewsley High Street, St Stephens Road and the West Drayton Leisure Centre which is currently under construction. Whilst the loss of the space for its original intended use is regrettable, it is not considered that a reason for refusal which would be based on the loss of this space alone would be reasonable or justifiable in the event of an appeal.

Density of Development

- 7.7 The approved development contained 105 dwellings, resulting in a density of approximately 858 habitable rooms per hectare and 308 units per hectare. Though higher than the guidance within Policy DMHB 17, the Council accepted it under the parent consent given that the design, scale, bulk, and massing of the proposal was appropriate to its context.
- 7.8 This Section 73 minor material amendment application does not seek to alter the number of homes on the site. As such 105 dwellings remains an acceptable density.
- 7.9 The proposal complies with the aims of Policy D3 of The London Plan (2021) and Policy DMHB 17 and Paragraph 5.67 of the Hillingdon Local Plan: Part 2 (2020).

Heritage & Archaeology

- 7.10 The application site is located within the Colne Valley Archaeological priority zone, and therefore Historic England (GLAAS) have been consulted but has raised no objections to the current proposals. As such, the application is considered to be acceptable in terms of archaeology.
- 7.11 The nearest heritage assets are the Grade II Listed De Burgh Arms PH and the Railway Arms PH, located approximately 140 metres southeast of the site. The application has been reviewed by the Council's Urban Design and Conservation Officer and by Historic England, who have not identified any potential impacts to heritage assets and who have not raised any heritage objections. The proposal therefore conforms with the NPPF (2024), Policy HC1 of The London Plan (2021), and Policy DMHB 2 of the Hillingdon Local Plan: Part 2 - Development Management Policies (2020).

Streetscene Impact

- 7.12 The application site forms part of site allocation SA38, which is segregated into three parcels (A, B, C). Site A relates to the Padcroft Works development, which has been built and is occupied. Site C is the former Tavistock Works, approved for redevelopment on appeal. Both developments extend to eight storeys, which is taller than the approved building.

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- 7.13 The most notable proposed alteration to the building's dimensions would be the 900mm deep, six-storey extension. This would be located to the rear of the building, towards the centre of the site, and thus, would not impact the street scene or character of the surrounding area. Nor would this be a significant or prominent alteration in the context of the quantum of development previously approved on the site. The remaining proposed external changes detailed within the 'Proposed Scheme' section would remain acceptable within the site's setting and assessed against the previously approved scheme. There would be limited changes to any views from within the surrounding streets, while the proposed balconies would afford residents with an increased level of privacy. The Council's Urban Design Officer has not objected to the proposed amendments. Previous design conditions attached to the parent consent are proposed to be retained.
- 7.14 The proposed development would accord with the aims of Policies D1, D2, D3, D8, and D9 of The London Plan (2021), Policy BE1 of the Local Plan: Part One (2012), and Policies DMHB 10, 11, and 12 of the Hillingdon Local Plan: Part Two - Development Management Policies (2020).

Impact upon Neighbour Amenity

- 7.15 The Council considered that the approved building had been carefully designed to ensure that there would be no unacceptable loss of outlook to adjoining neighbours and that there would be minimal overlooking from windows, in particular in the direction of the rear of those properties fronting Winnock Road, the new residential units within the Padcroft Works development (Site A in the site allocation), and the neighbouring Tavistock Works site which has received consent following an appeal.
- 7.16 The approved building forms an L-shape, wrapping around the site frontage with Tavistock and Winnock Road. To the rear, at the first-floor level, is the communal amenity space, creating a separation distance between the rear-facing windows and those blocks which form Site A within the site allocation policy, looking north and east. The approved separation distance to the north is approximately 18.4 metres between the proposed development's window and the balconies of the block to the north. The approved distance between the proposed building and the windows within the block to the east is approximately 16-17 metres. Whilst the approved separation distance is less than the prescribed measurement within Policy DMHB 11, the windows and balcony located within the nearest unit in the block to the north are orientated facing the block within the same development to the east and, therefore, away from the proposed new building. The block to the east in site A features windows that would primarily provide views of the side elevation, and any views of the block to the east from within the nearest proposed units would only be available if someone were to lean out and turn their head to the east. The Council, in its previous approval, concluded that there are no concerns regarding overlooking or privacy for these blocks.
- 7.17 Turning to Winnock Road, the element of the front elevation located on Winnock Road is predominantly three to four stories in height. The approved frontage is set

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in line with the adjacent terraced properties. Although not strictly 21 m from the habitable room windows of the neighbouring dwellings, there is generally more flexibility applied to the requirement to meet this separation distance where there is a street separating the existing and proposed homes.

- 7.18 Regarding daylight and sunlight impacts, the Applicant had submitted an assessment with the original application, which was reviewed by an independent specialist appointed by the Council. The appraisal concluded that the proposed report was robust in scope. The retained values for existing neighbours were expected and consistent with the policy-led development of the site. This was further supported by a helpful comparison with the historic consent for the site, which is generally similar. The previous consent concluded that the development would not cause additional harm to those units which are within a reasonable distance of the new building within Site A. The report provided evidence of this through an alternative assessment undertaken to demonstrate the light level changes if the balconies were to be removed. Officers were satisfied with this evidence and the report's findings, which relate to the impact upon the adjacent development within Site A.
- 7.19 The Applicant submitted further information, within the original application, testing the daylight and sunlight implications against the redevelopment of site C (Tavistock Works), which was approved by an appeal inspector. This information had also been reviewed by the independent specialist appointed by the Council, who concluded that the bedrooms directly adjacent to the Appeal site would inevitably see reduced daylight values with this in situ. The assessment showed that the bedrooms closest to the Appeal scheme would meet the default targets on the third floor and above. The second bedroom, adjacent to the living area, would achieve these from the lowest level. The officer's report for the previously approved scheme concluded that 'given that they are bedrooms, they have a generally reduced requirement for light due to their mainly nighttime use. When applying flexibility, these small areas not satisfying the default targets are acceptable on balance.'
- 7.20 Regarding the proposed alterations within this Section 73 application, the Applicant submitted a supporting Letter, RE Daylight and Sunlight, prepared by eb7, dated 12.11.2024. eb7, on behalf of the Applicant, reviewed the proposed amendments and confirmed the design changes would not materially affect the results presented within the previously approved daylight and sunlight report. The development's articulation is designed to respond to the neighbouring properties at 2-8 Winnock Road, where the rear elevations currently have an open outlook over the cleared site. There is an acceptable separation distance between the proposed 900mm extension and these neighbouring properties. It would not cause any further material impacts to these neighbours beyond the effects of the consented scheme. eb7's review concluded that the latest proposals continue to respond sensitively to the surrounding context and would not lead to any additional material impacts to the neighbouring residential properties. Officers agree with the submitted technical note regarding the potential impacts of the proposed minor alterations - extension of the rear building line by 900mm and limited changes to the facades, including an alteration to the glazed balcony balustrades and

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modifications of the external building fabric - on daylight and sunlight. As per the previously approved scheme, on balance, the scheme remains acceptable in this urban town centre context.

- 7.21 It is noted that Site C otherwise known as Tavistock Works, has been subject to minor material amendment applications post the appeal decision to allow planning permission dated 21-09-22. These applications proposed minor amendments to the façades, ground floor areas, and the external amenity areas which enabled a minor uplift in the number of units proposed. It should be noted that these applications were supported by a Daylight and Sunlight review which took into consideration the approved scheme at the application site, and it was concluded that the changes to the allowed appeal scheme would not give rise to additional harm with respect of overshadowing, loss of light or outlook to the future development on Site B.
- 7.23 The proposal complies with the aims of Policy DMHB 11 of the Hillingdon Local Plan: Part 2 - Development Management Policies (2020).

Living Conditions

Internal Space Standards

- 7.24 The proposed amendment to the consented scheme would comprise replacing a total of six three-bedroom five-person units with six three-bedroom four-person units. This amendment does not lead to a reduction in family homes across the scheme. The residential unit layouts are proposed to be adjusted by means of a 900mm deep, six-storey rear extension that would have a length of 15m. All units and internal layouts would continue to meet the relevant standards. The proposed amendments do not result in any material increase in residential floorspace with the extension to the building line required to accommodate the extended length of the corridor, which forms part of the common area of the building.
- 7.25 Based on the plans submitted, all of the proposed units meet the minimum space requirements and are provided with adequate outlook from all habitable rooms and internal light levels are acceptable in the context of the comprehensive town centre redevelopment of the site allocation.
- 7.26 The proposed development remains in accordance with the aims of Policy D6 of the London Plan (2021) and Policy DMHB 16 of the Hillingdon Local Plan: Part 2 (2020).

External Amenity

- 7.27 Based on a proposal for 1 x studio, 37 x 1 beds, 51 x 2 beds and 16 x 3 bed units the development should provide 2515 m² of private amenity space. The extant parent permission secured 1,659 sqm of usable amenity space across the entire development resulting in a shortfall of 856 sqm. In assessing the amenity space provision consideration was given to the appeal decision on the neighbouring site where the inspector disregarded the Council's reason for refusal relating to lack of

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policy compliant levels of on-site amenity space and the delivery of onsite public open space despite there being concerns regarding both the quantum and quality of space to be provided. Drawing from the conclusions of this appeal decisions it was agreed that a contribution in lieu of a compliant level of on-site provision would be acceptable.

- 7.28 The proposed amendments do not alter the unit mix and there has not been a policy change which would increase or decrease the quantum of amenity space which should be provided. Furthermore, the proposal does not impact the amenity space which is to be delivered on site. As such it is reasonable to accept that the financial contribution to off-set on site provision would remain acceptable and is still required to be paid under the terms of the original s106 legal agreement.

Play Space

- 7.29 The approved development included a play space provision of 389.9 sq. m., a minor short fall of the 398.8 sq. m. requirement outlined in the GLA play space calculator. The provision would be located at podium level, hosting a large, outdoor amenity space for the enjoyment of all residents. Despite the minor shortfall, the provision included an outdoor gym and doorstep play for young children (ages: 0.5 years). The approved play space accommodates all age ranges from 0-17. The proposed amendment does not seek to alter this onsite provision.

Public Open Space

- 7.30 The development should provide 5,607 square metres of publicly accessible open space in accordance with the planning obligations SPG (2014). 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, it is considered appropriate that contributions are sought for the enhancement of existing public open space in Yiewsley. Based on the Planning Obligations Supplementary Planning Document (July 2014), the financial contribution required is £140,175 and the Applicant has agreed to pay this sum.
- 7.31 Like the external amenity space assessment, the proposal would not impact the requirement for open space to be provided. Although the size of some of the units is subject to change, it is a minor amendment which does not impact the unit mix. The parent permission secured a financial contribution of £140,170 this obligation remains within the s106 and will be required to be paid prior to commencement. The proposal accords with Policy DMCI 4 of the Hillingdon Local Plan: Part 2 (2020), Policy EM4 of the Hillingdon Local Plan: Part 1 (2012) and Policy G4 of the London Plan (2021).

Highways

- 7.32 No amendments are proposed to the quantum of car parking or cycle parking provision. Minor adjustments are proposed to the cycle store layout which have

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been reviewed and confirmed to be acceptable by the Local Highway Authority. As such in accordance with Policies T2, T4, T6 and T6.1 of The London Plan (2021) and Policies DMT 1 and DMT 2 of the Hillingdon Local Plan: Part 2 (2020) subject to the relevant conditions and contributions secured by a legal agreement as applied to the previous approval.

Security

- 7.33 The parent permission was subject to a condition pertaining to the achievement of a secure by design accreditation. This condition is to be carried forward to the new decision notice.

Accessibility

- 7.34 Following initial concerns being raised the applicant has submitted a set of revised plans which have been reviewed by the council's Access Officer. The Access Officer has requested that access be provided directly into the residential cores from the building rather than occupants having to use a walkway around the building to enter from the front lobby.
- 7.35 For buildings which extend 7 or more stories in height there is a requirement to consult with the HSE and upon doing so it is clear the Access Officers request conflicts with fire regulations. The HSE have stated in that where the development features a covered car park and the stairs serving the upper stories are single stairs (i.e. the stairs serve as the only means of escape for the part of the building) then the escape stairs should not connect to the parts of the building of a higher fire risk such as the covered car park. In this case the proposal includes a car park beneath a podium which would be an area of greater fire risk and therefore the staircases should not provide direct access into the car park.
- 7.36 Taking the points raised by the HSE on board, the provision of access directly from the car park into the entrance lobbies or near the stairwells which serve each block could compromise fire safety is acceptable on balance.

Provision of Affordable Housing

- 7.37 As the site is former industrial land, the development plan requires a residential scheme of 10 or more units to deliver 50% on site affordable housing where there is a net loss of industrial capacity, as is the case on this site. The Affordable Housing provision should comprise of the tenure split 70% Social/Affordable Rent and 30% Intermediate as set out in Policy H2: Affordable Housing of the Local Plan Part 1. Where the policy compliant level of affordable housing cannot be viably provided the applicant must demonstrate through a Financial Viability Appraisal (FVA) the level of affordable housing which it is viable for the development to deliver.
- 7.38 The applicant submitted an FVA in support of the consented application. The parent permission secured an on-site affordable housing provision of 23% by habitable room comprising of "14 London Affordable Rent units comprising of 7 x

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1 bed, 1 x 2 bed and 3 x 3 bed units and 8 Shared Ownership units comprising of 2 x 1 bed, 2 x 2 bed and 4 x 3 bed units.” This was subject to a third party review which confirmed the offer to be the maximum reasonable level of affordable housing, this level was then secured within the s106 legal agreement.

7.39 As stated, the most notable change proposed within the current application, aside from the fire related changes, is the reduction in affordable housing. The applicant has submitted an updated FVA which has been reviewed by the same independent viability consultant who provided advice on the parent permission. Whilst the below assumptions are not the complete list of variables within the appraisal which forms the surplus which has been identified, they are the key assumptions which are included in the agreed appraisal.

- Private Residential Values: £598.30
- Build Costs (including contingency): £235
- Professional Fees: 8%
- MCIL/CIL/S106: =£1,400,973.86
- Marketing & Sales: 2% combined
- Sales Legal: £150,000
- Finance: 7%
- Profit: 15%

7.40 Avison Young who were appointed to undertake the third-party review on behalf of the Council have provided a revised appraisal based on the above assumptions. This appraisal confirms a surplus of £487,776. Notwithstanding the value of this surplus, officers have secured a financial contribution of £800,000 in-lieu of onsite provision. Whilst the development plan advocates for on-site provision first, the applicant has stated that this would likely be in the form of a Discount Market Rent (DMR) which does not meet the definition of a genuinely affordable product. Alternative on site provision has been explored however the applicant contends that the limited number of units which would be secured, in the form of shared ownership as an example, are not attractive to registered providers. The same is said for London Living Rent units. It is considered that the financial contribution is an acceptable option given that it would secure a higher provision than the surplus identified in the appraisal and would contribute towards a genuinely affordable product.

7.41 To conclude, whilst it is regrettable that the proposal involves a reduction in the level of affordable housing provision already secured, the applicant has submitted the required supporting appraisal which has been reviewed an independent third-party consultant. The assumptions have been negotiated and agreed which has resulted in an offer being secured which is above the surplus identified (which would be the maximum reasonable that could be secured). As such the £800,000 off site contribution is considered to be policy compliant and will be secured by way of a Deed of Variation to the original s106 legal agreement. The proposal is therefore deemed to be in accordance with Policy H2 of the Local Plan - Part 1, Policy DMH 7 of the Local Plan - Part 2 and Policies H4 and H5 of the London Plan.

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Trees and Landscaping

- 7.42 The amendment would involve the minor loss of a section of the green roof on the uppermost floors. However this does not impact the UGF score significantly, nor does it impact the design intent for the development. The main landscaped areas are on the roof and the first-floor podium neither of which are subject to a loss of soft landscaping. The landscaping condition is proposed to be attached to the new decision notice.

Ecology

- 7.43 The parent consent was subject to an ecology enhancement plan condition which has been discharged under planning application reference 24843/APP/2025/670. It is proposed that this condition now be attached to the new decision notice, subject to the determination of Planning Committee, as a compliance condition.

Flooding and Drainage

- 7.44 A drainage and SUDS condition was attached to the parent permission and this yet to be discharged. As such it is proposed to be carried forward to the new decision notice.

Energy

- 7.45 An Energy Assessment was submitted with the parent consent that confirmed the policy required 35% on site carbon savings. For completeness a condition pertaining to the submission of a revised energy statement and energy monitoring details was attached to the parent consent and this condition has not been discharged. As such it is proposed to be carried forward to the new decision notice. The condition will secure the specific details to demonstrate how the on-site savings will be delivered with an appropriate monitoring mechanism.

Overheating

- 7.46 The approved energy assessment contained details of an Overheating Assessment and stated that the risk of overheating would be reduced through consideration of orientation, building massing, green scape provision, and mechanical ventilation. The assessment stated that mechanical ventilation would be required and the MVHR would be specified as per modelled mitigation option 2 within the submitted document. A ventilation rate of 20 l/s/person utilising technology to pre-cool the incoming air by up to 6 degrees Celsius would enable the development to avoid the requirement for air conditioning. In combination of the low solar transmission of the glazing to reduce internal gains all rooms achieve a 'Pass' when assessed under relevant overheating regulations. The council's Energy Officer did not raise any concerns regarding the submitted details relating to overheating as such the development is considered to accord with Policy SI 4 of the London Plan (2021).

Noise

- 7.47 The parent permission was accompanied by a noise assessment which provided details of background noise levels and noise mitigation measures. The document was reviewed and considered to be acceptable. The changes to the parent consent proposed as part of the current application are not considered to have a significant impact on the conclusions of the noise assessment and therefore the scheme as proposed is deemed to be acceptable in terms of noise.

Air Quality

- 7.48 The development is within an Air Quality Management Area (AQMA) and will affect an identified Air Quality Focus Area. Development briefs for large scale proposals, such as this, should consider how local air quality can be improved across the area of the proposal as part of an air quality positive approach. The consented development would bring more receptors and emissions into the AQMA therefore the air quality impacts, and their mitigation, are a material consideration.
- 7.49 The Council's Air Quality Officer had reviewed the original assessment, and the Council included air quality mitigation cost via the legal agreement. The £95,008 financial contribution remains part of the original s106 and will be required to be paid prior to commencement. It will also now be subject to indexation and will be until it is paid. The proposal remains compliant with Policy EM8 of the Hillingdon Local Plan: Part 1 (2012) and Policies DMEI 1 and DMEI 14 of the Hillingdon Local Plan: Part 2 (2020).

Fire Safety

- 7.50 One of the main purposes of this minor material amendment application is to bring the design up to the higher levels of fire safety regulations. The changes to the approved scheme have been designed in consultation with an appropriately qualified Fire Safety Consultant who has compiled a preliminary Fire Safety Strategy submitted in support of the application.
- 7.51 The Applicant submitted a Planning Fire Safety Strategy (Issue-01, prepared by Ashton Fire, dated 25.01.2024). The HSE has been consulted and stated (regarding external wall system) that 'Section 7 (External Fire Spread) of the Planning Fire Safety Strategy document identifies that the external wall system (including balconies, roof terraces and podiums) should achieve European classification of A2-s1,d0 or better (Table 16), however, it is unclear from the application information that the external wall system will meet this requirement. HSE, therefore, requires confirmation that the proposed external wall system(s) will achieve European classification of A2-s1,d0 or better. It is advised that when presenting fire safety information for HSE assessment, specific details relating to the actual proposals of the development need to be provided, not generalisations of what 'should' be achieved, in order for HSE to conduct a full assessment.'

- 7.52 A full fire safety strategy would be secured by condition, as per the previous approval, and this would be discharged in consultation with the London Fire Brigade and HSE.
- 7.53 Subject to the condition, the proposal would comply with Policy D12 of The London Plan (2021).

Planning Obligations

- 7.54 The Community Infrastructure Levy Regulation 2010 (Regulations issued Pursuant to the 2008 Act) and the NPPF have put three tests on the use of planning obligations into law. It is unlawful (since 6 April 2010) to request planning obligations that do not meet the following tests:
- i. necessary to make the development acceptable in planning terms
 - ii. directly related to the development, and
 - iii. fairly and reasonable related in scale and kind to the development
- 7.55 The effect of the Regulations is that the Council must apply the tests much more strictly and can only request planning obligations that are genuinely necessary and directly related to the development. Should the Council request planning obligations that do not meet the policy tests, the Council would have acted unlawfully and could be subject to a High Court challenge.
- 7.56 The parent permission 24843/APP/2022/2403 secured the following obligations within a s106 legal agreement.
- 7.57
1. A s278; Highway works needed to facilitate highway improvement works along Tavistock Road
 2. Air quality damage cost £95,008.
 3. Employment Strategy and Construction Training: Details shall be in accordance with the Council Planning Obligations SPD with the preference being for an in-kind scheme to be delivered. Securing an Employment/Training Strategy Agreement is the Council's priority. A financial contribution will only be accepted in exceptional circumstances.
 4. LBH highway improvement works comprising: - Tactile paving and dropped kerbs at 9no. locations, 5no. new benches, 5no. litter bins and 15no. street trees with a cost of £84,125
 5. Travel Plan: An amended Travel Plan shall be submitted to and approved in writing by the Local Planning Authority. The Plan will include such as matters as: targets for sustainable travel arrangements; effective measures for the ongoing monitoring of the Travel Plan; and a commitment to delivering the Travel Plan objectives. A £20,000 Travel Plan bond is also to be secured.
 6. Restriction upon future residents preventing them from obtaining an on street parking permit within the existing adjoining Parking Management Scheme and any future expanded Scheme
 7. Open space contribution £140,175
 8. Health contribution of £33,518

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9. Affordable Housing: Planning obligation for an on-site provision of 14 London Affordable Rent units comprising of 7 x 1 bed, 1 x 2 bed and 3 x 3 bed units and 8 Shared Ownership units comprising of 2 x 1 bed, 2 x 2 bed and 4 x 3 bed units. This shall include an Early and Late Stage Viability Review mechanism as defined by Policy H5 of the London Plan (2021). 23% by habitable room with 61% being London Affordable Rent (LAR) and 39% Shared Ownership.

10. Carbon off-set contribution of £202,209

11. Project management and monitoring fee: A financial contribution equal to 5% of the total cash contributions towards the management and monitoring of the resulting agreement.

7.58 The following Heads of Terms would be secured within a Deed of Variation to the original s106 Legal Agreement.

- 7.59
- Removal of the £20,000 Travel Plan Bond
 - Payment in Lieu Affordable Housing Contribution of £800,000
 - Removal of the £33,518 Health Contribution

7.60 The Travel Plan Bond is to be removed as it does not form part of the Council's Obligations SPD. The amendment to the affordable housing contribution is explained in para's 7.37 to 7.41 of this report. The health contribution is proposed to be removed as this was to account for the CIL reduction applied to the on-site affordable housing units, which are no longer proposed. All the floorspace would now be CIL liable therefore the CIL contribution, which is a higher rate than the health contribution, will now be required.

8 Other Matters

Human Rights

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

Equality

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

Local Finance Considerations and CIL

- 8.3 The site has been subject to two prior consents as detailed in Appendix 2, the CIL liability would be relevant to the overall level of floor space proposed which is 11,232 sqm. Based on this floor space the CIL due to be paid would be:

CIL and MCIL Total = £2,503,507.78

- 8.4 Officers can confirm that £1,102,533.92 CIL was paid in association with planning consent reference 24843/APP/2018/269. Therefore, an abatement would be secured against the CIL due to be paid for this current application. The applicant will be liable to pay a total CIL contribution of £1,200,973,86.

9 Conclusion / Planning Balance

- 9.1 As noted, the site benefits from two permissions for residential redevelopment as well as forming part of a site allocation comprising of a 3-site residential led development. Site A has been built out and is occupied, consent has been granted for the delivery of the residential scheme on Site C and this application will amend the parent permission for the residential redevelopment of Site B, thus resulting in a comprehensive redevelopment which is referenced in the site allocation details. Whilst the reduction in affordable housing is regrettable, as is the change from on-site delivery to a contribution in lieu, it has been confirmed that the offer which has been made complies with the development plan in as far as it has been demonstrated that it is the maximum viable for the development. The assumptions which form part of the FVA review have been robustly tested by an independent third party procured on behalf of the Council. Finally, it is evident for most residential developments approved but not yet commenced within the last couple of years that there has been a significant change to the fire safety and building regulations. The proposed amendments would assist with complying with the higher-level fire safety and building regulations thus providing a safer residential living environment for future occupants. The proposed changes are minor material and are supported. Therefore the application is recommended for approval, subject to conditions and a deed of variation to amend the existing legal agreement associated with the parent consent.

10 Background Papers

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

APPENDICES

Planning Application

24843/APP/2024/2316

Appendix 1: Recommended Conditions and Informatives

Conditions

1. RES3 Time Limit

The development hereby permitted shall be begun before the expiration of three years from 11-06-2024 (the date of the original permission).

REASON

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

2. RES4 Accordance with Approved Plans

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

PP-11377720_CWD-RMA-XX-ZZ-DR-A-0001_P1

7943.FF.PP.1.1D

CWD-RMA-XX-ZZ-DR-A-0341_P0

CWD-RMA-XX-ZZ-DR-A-0343_P0

CWD-RMA-ZZ-00-DR-A-0201_P7

CWD-RMA-ZZ-00-DR-A-0210_P5

CWD-RMA-ZZ-01-DR-A-0101_P8

CWD-RMA-ZZ-02-DR-A-0102_P8

CWD-RMA-ZZ-03-DR-A-0103_P8

CWD-RMA-ZZ-04-DR-A-0104_P8

CWD-RMA-ZZ-05-DR-A-0105_P8

CWD-RMA-ZZ-06-DR-A-0106_P8

CWD-RMA-ZZ-07-DR-A-0107_P8

CWD-RMA-ZZ-07-DR-A-0108_P9

CWD-RMA-ZZ-00-DR-A-0200_P7

CWD-RMA-XX-ZZ-DR-A-0320_P0

CWD-RMA-ZZ-00-DR-A-0380_P1

CWD-RMA-XX-ZZ-DR-A-0342_P0

CWD-RMA-XX-ZZ-DR-A-0320_P0

CWD-RMA-ZZ-00-DR-A-0100_P10

7943.TRG.HS.2.2B

7943.FF.HS.2.1B

7943.PSD.4.0A

2202380-010

7943.GF.PP.1.0B

7943.TRG.PP.1.2G

5380 - 221130;

and shall thereafter be retained/maintained for as long as the development remains in existence.

REASON

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

3. RES5 General compliance with supporting documentation

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

2202380-03 - Ardent Car Parking Management Plan
2202380-04 - Ardent Delivery and Servicing Management Plan
Turley TVIA Viewpoints part 2
Contaminated land report
2211 Comag West Drayton_Addendum
Fire Statement Form (1)
Fire Statement Form (2)
Planning Fire Safety Strategy-Issue-01, prepared by Ashton Fire, dated 25.01.2024
Healthy Streets Transport Assessment (FINAL)_Part1
Healthy Streets Transport Assessment (FINAL)_Part2_Part1
Healthy Streets Transport Assessment (FINAL)_Part2_Part2
Utilities and Servicing Statement - FINAL_Part1
Utilities and Servicing Statement - FINAL_Part2_Part1
Utilities and Servicing Statement - FINAL_Part2_Part1
Utilities and Servicing Statement - FINAL_Part3
Mayor Brown noise and vibration assessment
BH Air quality assessment
Daylight and sunlight report part 1
Daylight and sunlight report part 1
Daylight and sunlight report part 2 / 2
Biodiversity assessment
Town visual impact assessment part 1
Turley TVIA Viewpoints part 1
Energy and Sustainability Statement
Energy and Sustainability Statement -SAP calcs
Planning Statement FV_compressed-1
Planning Statement FV_compressed- 2
Planning Statement FV_compressed-3
Planning Statement FV_compressed-4
Planning Statement FV_compressed-5
7943 UGF Calculation Rev D
S73 Updated AY FVA Appraisal 17 September 2025

Thereafter the development shall be retained/maintained in accordance with these details for

as long as the development remains in existence.

REASON

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

4. RES7 Materials (Submission)

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

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

REASON

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

5. RES9 Landscaping (car parking & refuse/cycle storage)

The development hereby permitted shall be constructed in accordance with the details approved under planning consent reference 24843/APP/2025/585.

REASON

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

6. NONSC Crane operation plan

Prior to the commencement of the development a Crane Operation Plan shall be submitted to and approved in writing by the Local Planning Authority, in consultation with Heathrow Airport Limited. The submitted plan shall include details of;

- cranes and other tall construction equipment (including the details of obstacle lighting)

The approved Crane Operation Plan (or any variation approved in writing by the Local Planning Authority) shall be implemented for the duration of the construction period.

REASON

In the interests of aircraft safety in compliance with Policy DMAV 1 of the London Borough of Hillingdon Local Plan : Part 2 - Development Management Policies (2020).

7. NONSC Construction logistics

Prior to the commencement of the development hereby approved (including demolition), a Demolition and Construction Logistics Plan (DLP/CLP) and a Demolition and Construction Management Plan (DMP/CMP) shall be submitted to, and approved in writing by, the Local Planning Authority, to minimise impacts to the local highway network, and to control noise, vibration and air pollutants generated as a result of the construction process. These documents shall be prepared in accordance with the London Freight Plan, 'The control of dust and emissions from construction and demolition' Supplementary Planning Guidance, BRE Pollution Control Guides 'Controlling particles and noise pollution from construction sites' and 'Controlling particles, vapour and noise pollution from construction sites'.

The DLP/CLP and DMP/CMP shall include details of (but shall not necessarily be limited to):

- (i) a programme of works, including hours of construction;
- (ii) the measures for traffic management and encouragement of sustainable modes of transport for workers, including prohibition of construction vehicles parking on the local highway network within the vicinity of the application site;
- (iii) the haulage routes and details of a vehicle booking system including use of a banksman (if applicable), ensuring construction deliveries are received outside peak hours;
- (iv) any closures of public routes and diversions, demonstrating how time spent closed to the public has been minimised;
- (v) the provision of secured restricted access as the sole means of entry to site for cyclists along with a secured turnstile entrance for pedestrians;
- (vi) a site plan identifying the location of the site entrance, exit, visibility zones, wheel washing, hard standing, hoarding (distinguishing between solid hoarding and other barriers such as heras and monarflex sheeting), stock piles, dust suppression, location of water supplies and location of nearest neighbouring receptors;
- (vii) the loading, unloading and storage of equipment, plant, fuel, oil, materials and chemicals;
- (viii) details of cranes and other tall construction equipment (including the details of obstacle lighting);
- (ix) the means to prevent deposition of mud on the highway and chemical and/or fuel run-off from into nearby watercourse(s);
- (x) a dust risk assessment, including means to monitor and control dust, noise and vibrations, following the published guidance by The Institute of Air Quality Management (IAQM) on how to assess impacts of emissions of dust from demolition and construction sites.
- (xi) the likely noise levels to be generated from plant and construction works and the precautions set out to eliminate or reduce noise levels where the operational risk levels illustrated within The Control of Noise at Work Regulations 2005 could be exceeded;
- (xii) confirmation that a mobile crusher will/won't be used on site and if so, a copy of the permit and intended dates of operation;
- (xiii) confirmation of all Non-Road Mobile Machinery (NRMM) to be used, or a statement confirming that NRMM will not be used. All Non-Road Mobile Machinery (NRMM) and plant to be used on site of net power between 37kW and 560 kW 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" and must be registered at <http://nrmm.london/>;

(xiv) an asbestos survey and management plan; and

(xv) the arrangement for monitoring and responding to complaints relating to demolition and construction.

and, for the avoidance of doubt:

(i) all Heavy Goods Vehicles associated with the development shall comply with the Direct Vision Standard, with a rating of 3 stars (or more).

(ii) all deliveries to the site, particularly Heavy Goods Vehicles, shall be made using vehicles which have a Class VI mirror fitted in accordance with EU directive 2007/38/EC;

The development hereby approved shall be implemented in accordance with the approved DLP/CLP and DMP/CMP.

REASON

To ensure that the proposed development does not interfere with the free flow of traffic and conditions of safety on the public highway, to ensure the development process does not have a significant adverse impact on the amenities of nearby residential properties, in accordance with Policies DMT 1, DMT 2, and DMEI 14 of the Hillingdon Local Plan: Development Management Policies (2020) and Policies D14, SI 1, T4, and T7 of the London Plan (2021). Also, to ensure that construction work and construction equipment on the site and adjoining land does not obstruct air traffic movements or otherwise impede the effective operation of air traffic navigation transmitter/receiver systems, in accordance with Policy DMAV 1 of the Hillingdon Local Plan: Development Management Policies (2020).

8. NONSC Servicing and delivery

Prior to the first use of the industrial floorspace hereby approved, a Delivery and Servicing Plan, including tracked vehicle movements where necessary, shall be submitted to, and approved in writing by, the Local Planning Authority.

Thereafter the development shall be carried out and maintained in full accordance with the approved details.

REASON

To encourage out of hours/off peak servicing to help mitigate the site's contribution to local congestion levels in compliance with Policy T7 of the London Plan (2021) and Policies DMT 1 and DMT 2 of the Hillingdon Local Plan: Part 2 (2020).

9. NONSC Parking management

The development hereby permitted shall be constructed in accordance with the details approved under planning consent reference 24843/APP/2025/88.

REASON

To ensure the appropriate operation of the car parking spaces in accordance with Policies DMT 1, DMT 2 and DMT 6 of the Hillingdon Local Plan: Development Management Policies (2020) and Policies T6 and T6.1 of the London Plan (2021).

10. NONSC Low emissions strategy

The development hereby permitted shall be constructed in accordance with the details approved under planning consent reference 24843/APP/2025/588.

REASON

As the application site is within an Air Quality Management Area, and to reduce the impact on air quality in accordance with policy EM8 of the Local Plan: Part 1 (November 2012), policy DMEI 14 of the London Borough of Hillingdon Local Plan (part 2), the London Borough of Hillingdon Air Quality Action Plan 2019-2023, London Plan (2021) policy SI1 and T4, and paragraphs 174(e), 186 and 188 of the National Planning Policy Framework (2021).

11. NONSC Air quality 1

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

REASON

Compliance with the London's Low Emission Zone for non-road mobile machinery as per requirements of the London Environment Strategy in accordance with Policy EM8 of the Local Plan: Part 1 (November 2012), Policy DMEI 14 of the London Borough of Hillingdon Local Plan (Part 2), the London Borough of Hillingdon Air Quality Action Plan 2019-2023, London Plan (2021) Policy SI1 and T4, and paragraphs 187 and 199 of the National Planning Policy Framework (2024).

12. NONSC External lighting

No external lighting related to the development hereby permitted shall be installed unless it is in accordance with details which have previously been submitted to and approved in writing by the Local Planning Authority. Such details shall include location, height, type and direction of light sources and intensity of illumination. Any lighting that is so installed shall not thereafter be altered.

REASON

In the interests of protecting residential amenity in accordance with Policy DMHB 11 of the Hillingdon Local Plan : Part Two - Development Management Policies.

13. NONSC Bird hazard management

The development hereby permitted shall be constructed in accordance with the details approved under planning consent reference 24843/APP/2025/675.

REASON

In the interests of aircraft safety in compliance with Policy DMAV 1 of the London Borough of Hillingdon Local Plan Part 2 - Development Management Policies (January 2020).

14. NONSC Noise

For the lifetime of the development hereby permitted the noise level shall not exceed 35 dB LAeq 16 hrs between 0700 and 2300 and 30 dB LAeq 1 hr, for any one hour period between 2300 and 0700, measured inside any room of any permitted dwelling having regard to the guidance set out in British Standard 8233: 2014 whilst achieving acceptable internal living conditions with respect to ventilation and temperature.

REASON

To safeguard the amenity of the occupants of the development in accordance with Policy EM8 of the Hillingdon Local Plan: Part One - Strategic Policies (November 2012) and Policy DMHB 11 of the Hillingdon Local Plan : Part Two - Development Management Policies (2020).

15. NONSC Energy monitoring

Prior to occupation, a detailed monitoring and reporting plan shall be submitted to and approved in writing by the Local Planning Authority. The plan shall provide full details of how the carbon savings set out in the energy strategy shall be monitored with details of how and when these will be reported to Local Authority. The submitted report shall demonstrate the carbon reduction proposals have been implemented and that the development is compliant with the savings set out in the energy strategy. Measures to remedy any shortfall in carbon savings will be required. The development must be operated in accordance with the approved plan.

REASON

To ensure the development contributes to a reduction in CO2 emissions in accordance with Policy S12 of the London Plan (2021).

16. NONSC Energy

Prior to above ground works an Energy Strategy for the development hereby approved shall be submitted to and approved in writing by the Local Planning Authority. The assessment shall set out the annual baseline regulated energy demand (kwhr) as per 2013 Building Regulations (or subsequent amendments) and associated carbon emissions (kgCO2 and

tCO2). The assessment shall then set out the measures and technology required to achieve a 100% reduction (zero carbon) in the CO2 associated with the baseline regulated energy demand; these measures must be sufficiently evidenced with corresponding details and specifications including the location of low and zero carbon technology (i.e. roof plans showing the inclusion of PV panels).

The Energy Strategy must clearly set out any shortfall (tCO2) of the zero-carbon requirement.

The development must proceed in accordance with the approved updated Energy Assessment.

REASON

To ensure that the development complies with zero-carbon targets, in accordance with Policy SI 2 of the London Plan (2021).

17. NONSC Fire Safety

Prior to above ground level works a revised Fire Safety Strategy shall be submitted to and approved in writing by the Local Planning Authority in consultation with the London Fire Brigade.

REASON

To ensure that the development meets Fire Safety Standards in accordance with Policy D12 of the draft London Plan (2021).

18. NONSC Secured by design

The buildings and car park areas 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 Hillingdon Local Plan Part 2 Policy DMHB 15 and London Plan Policy D11.

19. NONSC Fire evacuation plan

The development hereby approved shall accord with London Plan Policies D5(B5) and D12(A) to include a minimum of one fire evacuation lift per core designed to meet the technical standards set out in BS EN 81-76, BS 9991 and/or BS 9999. The required evacuation lifts shall serve all floors, including the roof garden/terrace and remain in place

for the life of the development.

REASON

To ensure the development provides reliable, convenient and dignified means of escape for all building uses in accordance with London Plan Policies D5 and D12.

20. NONSC Accessible units 2

The dwellings hereby approved shall, as a minimum standard, be constructed to meet the standards for a Category 2 M4(2) dwelling, as set out in Approved Document M to the Building Regulations (2010) 2015, and all such provisions shall remain in place for the life of the building.

REASON

To allow the Building Control body to check compliance of the development against the optional Building Regulations standards, and ensure an appropriate standard of housing, in accordance with Policy D7 of the 2021 London Plan.

21. NONSC Accessible units 3

The dwellings hereby approved shall ensure that 2 x 1 bed and 9 x 2 bed are constructed to meet the standards for a Category 3, M4(3)(2)(a) Wheelchair Adaptable Standard dwelling, as set out in Approved Document M to the Building Regulations (2010) 2015, and all such provisions shall remain in place for the life of the building.

REASON

To allow the Building Control body to check compliance of the development against the optional Building Regulations standards, and ensure an appropriate standard of housing, in accordance with Policy D7 of the 2021 London Plan.

22. NONSC Details of accessible play equipment

The development hereby permitted shall be constructed in accordance with the details approved under planning reference 24843/APP/2025/586

REASON

To ensure the development provides inclusive play for all children, including those with complex multiple disabilities, in accordance with London Plan Policy D5.

23. NONSC Contaminated land

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

(ii) Upon completion of the approved remedial works, this condition will not be discharged until a comprehensive verification report has been submitted to and approved by the LPA.

The report shall include the details of the final remediation works and their verification to show that the works for each phase have been carried out in full and in accordance with the approved methodology.

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

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.

24. NONSC Drainage

Prior to the commencement of development a detailed drainage strategy shall be submitted and approved in writing by the Local Planning Authority. The drainage plan shall include:

- Demonstrates that rainwater harvesting techniques have been included or provide a sufficient justification for their non-inclusion.
- Confirms the method of flow control from the site.
- Provides the runoff volume for the greenfield, existing, and proposed rate for the 1 in 100-year 6 hr storm event.
- Provides the model input data and flow control device information along with drainage calculations to clarify which SuDS features and volumes have been modelled.
- Provides calculations to demonstrate that the site will not flood as a result of the 1 in 30-year rainfall event, that there will be no flooding of buildings as a result of events up to and including the 1 in 100-year rainfall event, and on-site flow as a result of the 1 in 100 year event with a climate change consideration will be suitably managed (via an exceedance flow route drawing).
- Provides the name of the management company who will be in charge of the SuDS maintenance tasks.
- Provides evidence that Thames Water has approved the discharge rate into their system.

REASON

To ensure the development does not increase the risk of flooding in accordance with Policy DMEI 10 of the Hillingdon Local Plan Part 2 (2020) and Policy SI 12 of the London Plan (2021).

25. NONSC Ecological enhancement plan

The development hereby permitted shall be constructed in accordance with the details approved under planning consent reference 24843/APP/2025/670.

REASON

In order to encourage a wide diversity of wildlife on the existing semi-natural habitat of the site in accordance with Policy DMEI 7 of the Hillingdon Local Plan: Development Management Policies (2020) and Policies G5 and G6 of the London Plan (2021).

26. NONSC Non Standard Condition

The development hereby permitted shall be constructed in accordance with the details approved under planning consent reference 24843/APP/2024/2418.

REASON

To ensure the development does not increase the risk to sewerage utility infrastructure in accordance with Policy SI 5 of the London Plan (2021).

27. NONSC Non Standard Condition

Prior to commencement of superstructure works, an 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 including where possible through exposed internal thermal mass and high ceilings;
- 4) provide passive ventilation;
- 5) provide mechanical ventilation; and
- 6) provide active cooling systems.

The approved details shall thereafter be implemented and retained for the lifetime of the development.

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).

28. NONSC Elevation Details

Prior to the installation of the balconies, details of the laser-cut balustrades shall be submitted to and approved by the Local Planning Authority. Details shall include a detailed drawing and samples of the laser-cut design and 1:20 or 1:10 detail illustrating the brick

between the paired windows. Details shall be implemented as approved and thereafter retained as such in perpetuity.

REASON

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

Informatives

1.

There are public sewers crossing or close to your development. If you're planning significant work near our sewers, it's important that you minimize the risk of damage. We'll need to check that your development doesn't limit repair or maintenance activities, or inhibit the services we provide in any other way. The applicant is advised to read our guide working near or diverting our pipes.

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. Should you require further information please refer to our website.

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

As per Building regulations part H paragraph 2.21, Drainage serving kitchens in commercial hot food premises should be fitted with a grease separator complying with BS EN 1825-2:2004 and designed in accordance with BS EN 1825-2:2002 or other effective means of grease removal. Thames Water further recommend, in line with best practice for the disposal

of Fats, Oils and Grease, the collection of waste oil by a contractor, particularly to recycle for the production of bio diesel. Failure to implement these recommendations may result in this and other properties suffering blocked drains, sewage flooding and pollution to local watercourses. Please refer to our website for further information.

Water Comments

With regard to water supply, this comes within the area covered by the Affinity Water Company. For your information the address to write to is - Affinity Water Company The Hub, Tamblin Way, Hatfield, Herts, AL10 9EZ - Tel - 0845 782 3333.

2. 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).

3. I73 Community Infrastructure Levy (CIL) (Granting Consent)

Under the terms of the Planning Act 2008 (as amended) and Community Infrastructure Levy Regulations 2010 (as amended), this development is liable to pay the London Borough of Hillingdon Community Infrastructure Levy (CIL) and the Mayor of London's Community Infrastructure Levy (CIL). This will be calculated in accordance with the London Borough of Hillingdon CIL Charging Schedule 2014 and the Mayor of London's CIL Charging Schedule 2019. 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 cil@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.

4. I72 Section 106 Agreement

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

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

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

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 - The Spatial Development Strategy for London consolidated with alterations since 2011 (2016) and national guidance.

DMAV 1	Safe Operation of Airports
DMCI 4	Open Spaces in New Development
DMCI 5	Childrens Play Area
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
DMHB 7	Archaeological Priority Areas and archaeological Priority Zones
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 DF1	(2021) Delivery of the Plan and Planning Obligations
LPP E7	(2021) Industrial intensification, co-location and substitution
LPP G1	(2021) Green infrastructure
LPP G4	(2021) Open space
LPP G5	(2021) Urban greening
LPP G6	(2021) Biodiversity and access to nature
LPP G7	(2021) Trees and woodlands
LPP GG1	(2021) Building strong and inclusive communities
LPP GG2	(2021) Making the best use of land
LPP GG3	(2021) Creating a healthy city
LPP 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 H2	(2021) Small sites
LPP H4	(2021) Delivering affordable housing
LPP H5	(2021) Threshold approach to applications
LPP H6	(2021) Affordable housing tenure
LPP H7	(2021) Monitoring of affordable housing
LPP HC1	(2021) Heritage conservation and growth
LPP S4	(2021) Play and informal recreation
LPP SI1	(2021) Improving air quality
LPP SI12	(2021) Flood risk management
LPP SI13	(2021) Sustainable drainage
LPP SI2	(2021) Minimising greenhouse gas emissions
LPP SI3	(2021) Energy infrastructure
LPP SI4	(2021) Managing heat risk
LPP T1	(2021) Strategic approach to transport
LPP T2	(2021) Healthy Streets
LPP T3	(2021) Transport capacity, connectivity and safeguarding
LPP T4	(2021) Assessing and mitigating transport impacts
LPP T5	(2021) Cycling
LPP T6	(2021) Car parking
LPP T6.1	(2021) Residential parking
LPP T6.2	(2021) Office parking
LPP T6.5	(2021) Non-residential disabled persons parking
LPP T7	(2021) Deliveries, servicing and construction
LPP T8	(2021) Aviation
LPP T9	(2021) Funding transport infrastructure through planning
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
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
NPPF8 -24	NPPF8 2024 - Promoting healthy and safe communities
NPPF9 -24	NPPF9 2024 - Promoting sustainable transport

Appendix 2: Relevant Planning History

24843/APP/2017/2974 Comag Tavistock Road Yiewsley

RECONSULTATION Demolition of existing buildings (Use Class B8) and erection of 110 self-contained (16 x 1-bedroom, 84 x 2-bedroom and 10 x 3-bedroom) units (Use Class C3), Community Use (Class D1 Use), and the provision of car parking, associated landscaping, drainage and other ancillary work (changes include addition of community facility)

Decision: 05-12-2017 Refused **Appeal:** 24-05-2018 Withdrawn

24843/APP/2018/2201 Comag Tavistock Road Yiewsley

Details pursuant to condition 8 (tree protection) of planning permission ref: 24843/APP/2018/269 dated 27/04/18 (Demolition of existing buildings (Use Class B8) and erection of 104 self-contained (20 x 1-bedroom, 75 x 2-bedroom and 9 x 3-bedroom) units (Use Class C3), Community Space (Class D1 Use), and the provision of car parking, associated landscaping, drainage and other ancillary work.

Decision: 20-08-2018 Approved

24843/APP/2018/2377 Comag Tavistock Road Yiewsley

Demolition of existing buildings (Use Class B8) and erection of of 104 self-contained (20 x 1-bedroom, 75 x 2-bedroom and 9 x 3-bedroom) units (Use Class C3), Community Space (Use Class D1), and the provision of car parking, associated landscaping, drainage and other ancillary work. 24843/APP/2018/269 Conditions(s) Number 10

24843/APP/2018/2663 Comag Tavistock Road Yiewsley

Details pursuant to condition 4 (Levels) of planning permission Ref: 24843/APP/2018/269 dated 27.04.2018 (Demolition of existing buildings (Use Class B8) and erection of 104 self-contained (20 x 1-bedroom, 75 x 2-bedroom and 9 x 3-bedroom) units (Use Class C3), Community Space (Use Class D1), and the provision of car parking, associated landscaping, drainage and other ancillary work)

Decision: 21-09-2018 Refused

24843/APP/2018/2664 Comag Tavistock Road Yiewsley

Details pursuant to condition 28 (Materials and External Surfaces) of planning permission Ref: 24843/APP/2018/269 dated 27.04.2018 (Demolition of existing buildings (Use Class B8) and erection of 104 self-contained (20 x 1-bedroom, 75 x 2-bedroom and 9 x 3-bedroom) units (Use Class C3), Community Space (Use Class D1), and the provision of car

parking, associated landscaping, drainage and other ancillary work)

Decision: 21-09-2018 Refused

24843/APP/2018/2665 Comag Tavistock Road Yiewsley

Details pursuant to condition 24 (Sustainable Water Management) of planning permission Ref: 24843/APP/2018/269 dated 27.04.2018 (Demolition of existing buildings (Use Class B8) and erection of 104 self-contained (20 x 1-bedroom, 75 x 2-bedroom and 9 x 3-bedroom) units (Use Class C3), Community Space (Use Class D1), and the provision of car parking, associated landscaping, drainage and other ancillary work)

Decision: 21-09-2018 Refused

24843/APP/2018/2666 Comag Tavistock Road Yiewsley

Details pursuant to partial discharge of condition 16 (i) a, b and c (Contamination) of planning permission Ref: 24843/APP/2018/269 dated 27.04.2018 (Demolition of existing buildings (Use Class B8) and erection of 104 self-contained (20 x 1-bedroom, 75 x 2-bedroom and 9 x 3-bedroom) units (Use Class C3), Community Space (Use Class D1), and the provision of car parking, associated landscaping, drainage and other ancillary work)

Decision: 18-10-2018 Approved

24843/APP/2018/269 Comag Tavistock Road Yiewsley

Demolition of existing buildings (Use Class B8) and erection of 104 self-contained (20 x 1-bedroom, 75 x 2-bedroom and 9 x 3-bedroom) units (Use Class C3), Community Space (Use Class D1), and the provision of car parking, associated landscaping, drainage and other ancillary work

Decision: 13-03-2018 Approved

24843/APP/2018/3116 Comag Tavistock Road Yiewsley

Details pursuant to condition 22 (Accessibility) of planning permission Ref: 24843/APP/2018/269 dated 27.04.2018 (Demolition of existing buildings (Use Class B8) and erection of 104 self-contained (20 x 1-bedroom, 75 x 2-bedroom and 9 x 3-bedroom) units (Use Class C3), Community Space (Use Class D1), and the provision of car parking, associated landscaping, drainage and other ancillary work)

Decision: 21-05-2019 Refused

24843/APP/2018/4082 Comag Tavistock Road Yiewsley

Details pursuant to Condition 13 (Air Quality) of planning ref: 24843/APP/2018/269 for the demolition of existing buildings (Use Class B8) and erection of 104 self-contained (20 x 1-bedroom, 75 x 2-bedroom and 9 x 3-bedroom) units (Use Class C3), Community Space (Class D1 Use), and the provision of car parking, associated landscaping, drainage and other ancillary work

Decision: 15-01-2019 Approved

24843/APP/2018/4083 Comag Tavistock Road Yiewsley

Details pursuant to Condition 12 (Air Quality) required by planning ref: 24843/APP/2018/269 for the demolition of existing buildings (Use Class B8) and erection of 104 self-contained (20 x 1-bedroom, 75 x 2-bedroom and 9 x 3-bedroom) units (Use Class C3), Community Space (Class D1 Use), and the provision of car parking, associated landscaping, drainage and other ancillary work.

Decision: 15-01-2019 Approved

24843/APP/2021/2508 Comag Tavistock Road Yiewsley

Application under section 73 to vary condition 3 (Approved documents) of permission 24843/APP/2018/269 (Demolition of existing buildings (Use Class B8) and erection of 104 self-contained (20 x 1-bedroom, 75 x 2-bedroom and 9 x 3-bedroom) units (Use Class C3), Community Space (Use Class D1), and the provision of car parking, associated landscaping, drainage and other ancillary work) to amend Energy Statement

Decision: 23-03-2022 No Further
Action(P)

24843/APP/2021/281 Comag Tavistock Road Yiewsley

Details pursuant to Condition (Phasing and Tree Protection) of planning permission Ref: 24843/APP/2018/269 dated 27.04.2018 (Demolition of existing buildings (Use Class B8) and erection of 104 self-contained (20 x 1-bedroom, 75 x 2-bedroom and 9 x 3-bedroom) units (Use Class C3), Community Space (Use Class D1), and the provision of car parking, associated landscaping, drainage and other ancillary work).

Decision: 22-04-2021 No Further
Action(P)

24843/APP/2021/282 Comag Tavistock Road Yiewsley

Details pursuant to Condition 4 (levels) of planning permission Ref: 24843/APP/2018/269 dated 27.04.2018 (Demolition of existing buildings (Use Class B8) and erection of 104 self-contained (20 x 1-bedroom, 75 x 2-bedroom and 9 x 3-bedroom) units (Use Class C3), Community Space (Use Class D1), and the provision of car parking, associated landscaping, drainage and other ancillary work)

Decision: 17-03-2021 Refused

24843/APP/2021/411 Comag Tavistock Road Yiewsley

Details pursuant to Conditions 6 (landscaping), 9 (play areas) and 10 (overlooking) of planning ref: 24843/APP/2018/269 (27-04-18) for the demolition of existing buildings (Use Class B8) and erection of 104 self-contained (20 x 1-bedroom, 75 x 2-bedroom and 9 x 3-

bedroom) units (Use Class C3), Community Space (Use Class D1), and the provision of car parking, associated landscaping, drainage and other ancillary work.

Decision: 29-03-2021 Refused

24843/APP/2021/450 Comag Tavistock Road Yiewsley

Details pursuant to Conditions 14 (Secured by Design) and 15 (pedestrian and vehicular gate barriers) required by planning ref: 24843/APP/2018/269 for the demolition of existing buildings (Use Class B8) and erection of 104 self-contained (20 x 1- bedroom, 75 x 2- bedroom and 9 x 3-bedroom) units (Use Class C3), Community Space (Use Class D1), and the provision of car parking, associated landscaping, drainage and other ancillary work.

Decision: 01-04-2021 Refused

24843/APP/2021/474 Comag Tavistock Road Yiewsley

Detail pursuant to Condition 22 (2) (accessible car parking) required by planning ref: 24843/APP/2018/269 for the demolition of existing buildings (Use Class B8) and erection of 104 self-contained (20 x 1- bedroom, 75 x 2-bedroom and 9 x 3-bedroom) units (Use Class C3), Community Space (Use Class D1), and the provision of car parking, associated landscaping, drainage and other ancillary work.

Decision: 01-04-2021 Approved

24843/APP/2021/582 Comag Tavistock Road Yiewsley

Details pursuant to Conditions 5 (External Materials) and 28 (Balconies) of planning ref: 24843/APP/2018/269 for the demolition of existing buildings (Use Class B8) and erection of 104 self-contained (20 x 1) bedroom, 75 x 2-bedroom and 9 x 3-bedroom) units (Use Class C3), Community Space (Use Class D1), and the provision of car parking, associated landscaping, drainage and other ancillary work.

Decision: 09-04-2021 Refused

24843/APP/2022/2403 Comag Tavistock Road Yiewsley

Erection of building comprising 105 residential dwellings (Use Class C3) and 99sq.m (GIA) Community Hub (flexible Use Class E/F.1/F.2), ranging from two to seven storeys together with associated accesses, car parking, cycle parking and hard and soft landscaping (REVISED PLANS 23.11.22)

Decision: 18-05-2023 Approved

24843/APP/2024/1586 Comag Tavistock Road Yiewsley

Non-Material Amendment Application submitted under Section 96A of the Town and Country Planning Act 1990 (as amended), to amend the description of planning application reference 24843/APP/2022/2403, dated 11-06-2024, from:

'Erection of building comprising 105 residential dwellings (Use Class C3) and 99sq.m (GIA) Community Hub (flexible Use Class E/F.1/F.2), ranging from two to seven storeys together with associated accesses, car parking, cycle parking and hard and soft landscaping (REVISED PLANS 23.11.22).'

to

'Erection of building comprising residential dwellings (Use Class C3), ranging from two to seven storeys together with associated accesses, car parking, cycle parking and hard and soft landscaping.'

The application also seeks to amend condition 2 'approved plans' to correct minor errors with the drawing references within this condition.

Decision: 16-08-2024 Approved

24843/APP/2024/2259 Comag Tavistock Road Yiewsley

Details part pursuant to the discharge of Condition 23 (part (i) and (a)) (Remediation Scheme) of planning permission reference 24843/APP/2022/2403, dated 11.06.2024, for the 'Erection of building comprising 105 residential dwellings (Use Class C3) and 99sq.m (GIA) Community Hub (flexible Use Class E/F.1/F.2), ranging from two to seven storeys together with associated accesses, car parking, cycle parking and hard and soft landscaping (REVISED PLANS 23.11.22).'

Decision: 09-10-2024 Approved

24843/APP/2024/2418 Comag Tavistock Road Yiewsley

Details pursuant to the discharge of Condition 26 (Piling Method Statement) of planning permission reference 24843/APP/2022/2403, dated 11-06-2024, for the 'Erection of building comprising 105 residential dwellings (Use Class C3) and 99sq.m (GIA) Community Hub (flexible Use Class E/F.1/F.2), ranging from two to seven storeys together with associated accesses, car parking, cycle parking and hard and soft landscaping (REVISED PLANS 23.11.22).'

Decision: 17-01-2025 Approved

24843/APP/2024/2655 Comag Tavistock Road Yiewsley

Details pursuant to the discharge of Condition 24 (drainage) of planning permission reference 24843/APP/2022/2403, dated 11-06-2024, for Erection of building comprising 105 residential dwellings (Use Class C3) and 99sq.m (GIA) Community Hub (flexible Use Class E/F.1/F.2), ranging from two to seven storeys together with associated accesses, car parking, cycle parking and hard and soft landscaping (REVISED PLANS 23.11.22).

Decision: 20-11-2024 Refused

24843/APP/2024/2656 Comag Tavistock Road Yiewsley

Details pursuant to the discharge of Condition 17 (Fire Safety Strategy) of planning permission reference 24843/APP/2022/2403, dated 11.06.2024, for the 'Erection of building comprising 105 residential dwellings (Use Class C3) and 99sq.m (GIA) Community Hub (flexible Use Class E/F.1/F.2), ranging from two to seven storeys together with associated accesses, car parking, cycle parking and hard and soft landscaping (REVISED PLANS 23.11.22).'

Decision: 16-12-2024 Approved

24843/APP/2024/2657 Comag Tavistock Road Yiewsley

Details pursuant to the discharge of Condition 9 (Parking Design and Management Plan) of planning permission reference 24843/APP/2022/2403, dated 11-06-2024, for the 'Erection of building comprising 105 residential dwellings (Use Class C3) and 99sq.m (GIA) Community Hub (flexible Use Class E/F.1/F.2), ranging from two to seven storeys together with associated accesses, car parking, cycle parking and hard and soft landscaping (REVISED PLANS 23.11.22).'

Decision: 19-11-2024 Refused

24843/APP/2024/3284 Comag Tavistock Road Yiewsley

Details pursuant to the discharge of Condition 24 (Drainage Strategy) of planning permission reference 24843/APP/2022/2403, dated 11-06-2024, for the 'erection of building comprising 105 residential dwellings (Use Class C3) and 99sq.m (GIA) Community Hub (flexible Use Class E/F.1/F.2), ranging from two to seven storeys together with associated accesses, car parking, cycle parking and hard and soft landscaping (REVISED PLANS 23.11.22).'

Decision: 31-01-2025 Refused

24843/APP/2025/460 Comag Tavistock Road Yiewsley

Details pursuant to the discharge of Condition 24 (Drainage Strategy) of planning permission reference 24843/APP/2022/2403, dated 11-06-2024, for the 'Erection of building comprising 105 residential dwellings (Use Class C3) and 99sq.m (GIA) Community Hub (flexible Use Class E/F.1/F.2), ranging from two to seven storeys together with associated accesses, car parking, cycle parking and hard and soft landscaping (REVISED PLANS 23.11.22).'

Decision: 09-07-2025 Refused

24843/APP/2025/585 Comag Tavistock Road Yiewsley

Details pursuant to the discharge of Condition 5 (Landscaping) of planning permission ref.24843/APP/2022/2403, dated 11-06-24 (Erection of building comprising 105 residential dwellings (Use Class C3) and 99sq.m (GIA) Community Hub (flexible Use Class E/F.1/F.2),

ranging from two to seven storeys together with associated accesses, car parking, cycle parking and hard and soft landscaping.(REVISED PLANS 23.11.22))

Decision: 28-05-2025 Approved

24843/APP/2025/586 Comag Tavistock Road Yiewsley

Details pursuant to the discharge of Condition 22 (Accessible play equipment) of planning permission ref.24843/APP/2022/2403, dated 11-06-24 (Erection of building comprising 105 residential dwellings (Use Class C3) and 99sq.m (GIA) Community Hub (flexible Use Class E/F.1/F.2), ranging from two to seven storeys together with associated accesses, car parking, cycle parking and hard and soft landscaping.(REVISED PLANS 23.11.22))

Decision: 13-05-2025 Approved

24843/APP/2025/588 Comag Tavistock Road Yiewsley

Details pursuant to the discharge of Condition 10 (Low Emission Strategy) of planning permission ref.24843/APP/2022/2403, dated 11-06-24 (Erection of building comprising 105 residential dwellings (Use Class C3) and 99sq.m (GIA) Community Hub (flexible Use Class E/F.1/F.2), ranging from two to seven storeys together with associated accesses, car parking, cycle parking and hard and soft landscaping.(REVISED PLANS 23.11.22))

Decision: 28-04-2025 Approved

24843/APP/2025/667 Comag Tavistock Road Yiewsley

Details pursuant to the discharge of Conditions 15 (energy monitoring), 16 (energy strategy), and 27 (overheating strategy) of planning permission reference 24843/APP/2022/2403, dated 11-06-24, for the 'Erection of building comprising 105 residential dwellings (Use Class C3) and 99sq.m (GIA) Community Hub (flexible Use Class E/F.1/F.2), ranging from two to seven storeys together with associated accesses, car parking, cycle parking and hard and soft landscaping'

Decision: 28-05-2025 Refused

24843/APP/2025/670 Comag Tavistock Road Yiewsley

Details pursuant to the discharge of Condition 25 (ecological enhancement plan) of planning permission reference 24843/APP/2022/2403, dated 11-06-24, for the 'Erection of building comprising 105 residential dwellings (Use Class C3) and 99sq.m (GIA) Community Hub (flexible Use Class E/F.1/F.2), ranging from two to seven storeys together with associated accesses, car parking, cycle parking and hard and soft landscaping'

Decision: 27-05-2025 Approved

24843/APP/2025/675 Comag Tavistock Road Yiewsley

Details pursuant to the discharge of Condition 13 (Bird Hazard Management Plan) of planning permission reference 24843/APP/2022/2403, dated 11-06-24, for the 'Erection of

building comprising 105 residential dwellings (Use Class C3) and 99sq.m (GIA) Community Hub (flexible Use Class E/F.1/F.2), ranging from two to seven storeys together with associated accesses, car parking, cycle parking and hard and soft landscaping'

Decision: 14-05-2025 Approved

24843/APP/2025/88 Comag Tavistock Road Yiewsley

Details pursuant to the discharge of Condition 9 (Parking Design and Management Plan) of planning permission reference 24843/APP/2022/2403, dated 11.06.2024, for the Erection of building comprising 105 residential dwellings (Use Class C3) and 99sq.m (GIA) Community Hub (flexible Use Class E/F.1/F.2), ranging from two to seven storeys together with associated accesses, car parking, cycle parking and hard and soft landscaping (REVISED PLANS 23.11.22)'.

Decision: 12-08-2025 Approved

24843/B/78/1418 Comag Ltd Tavistock Road Yiewsley

New offices & extension to existing reception area under existing offices (outline)

Decision: 26-09-1978 Approved

24843/C/78/1842 Comag Ltd Tavistock Road Yiewsley

Details in compliance with 24843/781418(P)

Decision: 18-12-1978 Approved

24843/D/79/0113 Comag Ltd Tavistock Road Yiewsley

Formation of new mezzanine offices within existing building.

Decision: 10-04-1979 Approved

24843/H/84/1840 Comag Ltd Tavistock Road Yiewsley

Creation of additional office accommodation. Also relaxation.

Decision: 07-02-1985 Approved

24843/J/86/0654 Comag Ltd Tavistock Road Yiewsley

Erection of additional offices and elevational alterations.

Decision: 16-09-1986 Approved

24843/L/89/1582 Comag Ltd Tavistock Road Yiewsley

Erection of a boundary wall and railings

Decision: 27-02-1990 Approved

24843/N/90/0129	Comag Ltd Tavistock Road Yiewsley
Construction of a mezzanine floor and alterations to east elevation	
Decision: 07-09-1990	Approved
24843/P/90/1934	Comag Ltd Tavistock Road Yiewsley
Installation of first floor mezzanine for office use,& alterations to flank elevation	
Decision: 31-03-1992	No Further Action(P)
24843/PRC/2017/64	Comag Tavistock Road Yiewsley
Residential development	
Decision: 19-01-2018	Pre-App Advice Given
24843/PRC/2022/21	Comag Tavistock Road Yiewsley
99 residential units and 109 sq.m community	
Decision: 04-05-2022	Objection
24843/PRC/2022/87	Comag Tavistock Road Yiewsley
105 residential units and community use space	
Decision: 10-08-2022	No Further Action(P)
24843/S/96/0141	Comag Ltd Tavistock Road Yiewsley
Internal alterations and installation of mezzanine floor to provide additional office floorspace; Variation of condition 2 of planning permission ref. 24843H/84/1840 dated 07/02/85 (continued use as warehouse and office)	
Decision: 25-04-1996	Approved

Appendix 3: List of Relevant Planning Policies

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

Part 1 Policies:

PT1.BE1	(2012) Built Environment
PT1.EM6	(2012) Flood Risk Management
PT1.EM8	(2012) Land, Water, Air and Noise
PT1.H1	(2012) Housing Growth
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.EM7	(2012) Biodiversity and Geological Conservation
PT1.H2	(2012) Affordable Housing
PT1.HE1	(2012) Heritage

Part 2 Policies:

DMAV 1	Safe Operation of Airports
DMEI 10	Water Management, Efficiency and Quality
DMEI 12	Development of Land Affected by Contamination
DMCI 4	Open Spaces in New Development
DMCI 5	Childrens Play Area
DMEI 14	Air Quality
DME 2	Employment Uses Outside of Designated Sites
DMEI 9	Management of Flood Risk

DMH 2	Housing Mix
DMEI 1	Living Walls and Roofs and Onsite Vegetation
DMHB 4	Conservation Areas
DMHB 11	Design of New Development
DMHB 14	Trees and Landscaping
DMHB 15	Planning for Safer Places
DMEI 2	Reducing Carbon Emissions
DMEI 7	Biodiversity Protection and Enhancement
DMHB 16	Housing Standards
DMHB 18	Private Outdoor Amenity Space
DMHB 7	Archaeological Priority Areas and archaeological Priority Zones
DMT 1	Managing Transport Impacts
DMH 7	Provision of Affordable Housing
DMHB 1	Heritage Assets
DMT 2	Highways Impacts
DMT 6	Vehicle Parking
DMHB 10	High Buildings and Structures
LPP D11	(2021) Safety, security and resilience to emergency
LPP D14	(2021) Noise
DMHB 12	Streets and Public Realm
LPP D3	(2021) Optimising site capacity through the design-led approach
LPP D5	(2021) Inclusive design
LPP D6	(2021) Housing quality and standards
LPP D7	(2021) Accessible housing
DMHB 17	Residential Density

LPP DF1	(2021) Delivery of the Plan and Planning Obligations
LPP G6	(2021) Biodiversity and access to nature
DMHB 19	Play Space
DMHB 2	Listed Buildings
LPP G7	(2021) Trees and woodlands
LPP H1	(2021) Increasing housing supply
DMHB 3	Locally Listed Buildings
LPP H10	(2021) Housing size mix
LPP HC1	(2021) Heritage conservation and growth
LPP SI1	(2021) Improving air quality
LPP SI12	(2021) Flood risk management
DMT 3	Road Safeguarding
DMT 4	Public Transport
LPP SI13	(2021) Sustainable drainage
LPP T4	(2021) Assessing and mitigating transport impacts
DMT 5	Pedestrians and Cyclists
LPP T5	(2021) Cycling
LPP T6	(2021) Car parking
LPP T6.1	(2021) Residential parking
LPP H2	(2021) Small sites
LPP D12	(2021) Fire safety
LPP T6.5	(2021) Non-residential disabled persons parking
LPP D1	(2021) London's form, character and capacity for growth
LPP D13	(2021) Agent of change
LPP D4	(2021) Delivering good design

LPP D8	(2021) Public realm
LPP GG1	(2021) Building strong and inclusive communities
LPP GG4	(2021) Delivering the homes Londoners needs
LPP SI2	(2021) Minimising greenhouse gas emissions
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 GG2	(2021) Making the best use of land
LPP GG3	(2021) Creating a healthy city
LPP GG5	(2021) Growing a good economy
LPP GG6	(2021) Increasing efficiency and resilience
LPP 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 S4	(2021) Play and informal recreation
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 T6.2	(2021) Office 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
NPPF14 -24	NPPF14 2024 - Meeting the challenge of climate change, flood and coastal change
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
NPPF9 -24	NPPF9 2024 - Promoting sustainable transport
NPPF12 -24	NPPF12 2024 - Achieving well-designed places
NPPF8 -24	NPPF8 2024 - Promoting healthy and safe communities