

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

Case Officer: <b>Mike Kemp</b>	<b>76551/APP/2025/2861</b>
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Date Application Valid:	<b>13-11-25</b>	Statutory / Agreed Determination Deadline:	<b>20-03-26</b>
Application Type:	<b>Section 73</b>	Ward:	<b>Wood End</b>

**Applicant:** London Borough of Hillingdon Council

**Site Address:** Land at Avondale Drive, Hayes, UB3 3PP

**Proposal:** Application submitted under Section 73 of the Town and Country Planning Act 1990 to vary Conditions 3 (Approved Plans); 4 (Approved Supporting Plans/Documents); 5 (Development Scope); 6 (Mix of Units); 7 (Phasing); 9 (Residential Density); 10 (Development Height); and 15 (Landscaping) of planning permission 76551/APP/2021/4502 dated 28.09.2022. (Hybrid planning application seeking OUTLINE permission (with all matters reserved) for residential floorspace (Class C3) including demolition of all existing buildings and structures; erection of new buildings; new pedestrian and vehicular accesses; associated amenity space, open space, landscaping; car and cycle parking spaces; plant, refuse storage, servicing area and other works incidental to the proposed development; and FULL planning permission for Block A comprising 30 residential units (Class C3); new pedestrian access; associated amenity space and landscaping; cycle parking, refuse storage, and other associated infrastructure) to increase the number of homes, remove the existing parking court and increase podium size, revise the height strategy, removal of vehicle access and increase separation distances to create a new public square.

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

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



## **Summary of Recommendation:**

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

### Section 106 Legal Agreement Heads of Terms:

The amendments to the planning permission would require a deed of variation to be made to the original legal agreement accompanying planning application reference 76551/APP/2021/4502. It is recommended that delegated powers be given to the Director of Planning and Sustainable Growth to grant planning permission subject to the following:

1. That the application be referred back to the Greater London Authority.
2. That should the Mayor not issue a direction under Article 7 of the Order that he is to act as the Local Planning Authority for the purposes of determining the application, delegated powers be given to the Director of Planning and Sustainable Growth to approve this application subject to:
  - A) That the Council agree a deed of variation to the legal agreement accompanying planning permission 76551/APP/2021/4502 with the applicant under Section 106 of the Town and Country Planning Act 1990 (as amended) or any other legislation to secure the following variations to the original legal agreement:
    - Provision of affordable housing – increased to 54% by habitable room.
    - Healthy streets contribution to be increased to £94,581 to account for increase in dwellings proposed.
    - An uplift in the Active Travel Zone contribution to £152,400
    - Public open space contribution to be reduced to £71,860 to account for proportional increase in public open space provision on site.
    - Children’s play space contribution to be decreased to £55,000 to account for proportionate increase in on site play provision.
    - Air Quality contribution of £135,989 to account for increase in forecast trip generation in event that parking management measures are not implemented and a financial contribution of £6,363 should parking management measures be introduced.
  - 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.

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

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

*The applicant has failed to mitigate the impacts posed by the proposed development (in respect of affordable housing, air quality and sustainable travel). The scheme therefore conflicts with Policies DMCI 7 of the Hillingdon Local Plan: Part 2 (2020); the adopted Planning Obligations Supplementary Planning Document (2014); Policy DF1 of the London Plan (2021); and paragraphs 56-58 of the National Planning Policy Framework (2024).'*

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

## **1 Executive Summary**

- 1.1 Permission is sought under Section 73 of the Town and Country Planning Act to vary Conditions 3 (Approved Plans); 4 (Approved Supporting Plans/Documents); 5 (Development Scope); 6 (Mix of Units); 7 (Phasing); 9 (Residential Density); 10 (Development Height); and 15 (Landscaping) of planning permission 76551/APP/2021/4502. The original planning permission, which this application seeks to vary, relates to the demolition of all existing buildings on the site and the redevelopment of the site to provide 240 units, the majority of which (210 units) were approved in outline. The detailed part of the planning permission (Phase 1A) contains a total of 30 dwellings and has recently been completed. An increase of 56 dwellings is proposed, including an uplift of up to 33 affordable homes which would be facilitated through changes to the approved parameter plans, allowing for changes to the development height, massing and the location of development. The amendments include alterations to the landscaping, public open space and access arrangements.
- 1.2 The provision of 56 additional dwellings, including the provision of 33 additional affordable homes would represent a significant public benefit and would be achieved through making a more effective use of a previously developed site, which would align fully with the provisions of Paragraphs 124 and 125 of the NPPF; Policy H1 of the London Plan; and Policy DMHB17 of the Local Plan Part 2. The development would provide an acceptable quantum of affordable housing accounting in accordance with the provisions of Policy H8 of the Local Plan and provide an appropriate mix of units, including an increased number of larger family sized homes.

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- 1.3 The development is in outline, and the detailed design of the development would be assessed at reserved matters stage. Whilst the planning application is made in outline, the accompanying parameter plans would secure a development which responds appropriately to the townscape character and is of an appropriate scale and density notwithstanding the increase in the quantum of development proposed. The submitted landscaping parameter plan sets out an appropriate strategy for the provision of an appropriately designed public realm. It is considered that the increased quantum of development, density and scale would not have a significantly greater impact on existing residents in amenity terms compared with the consented scheme, whilst amenity provision for future occupiers has been enhanced through amendments to the site layout.
- 1.4 A total of 74 car parking spaces is proposed within the outline area of the site including 8 blue badge spaces. 68 car parking spaces were proposed in the outline area of the consented scheme. The proposed parking provision would equate to a ratio of 0.25 spaces per unit, compared with 0.28 parking spaces per unit which was previously consented. It is considered that the increase in parking within the site and surroundings and corresponding vehicle movements would not have a severe impact on the surrounding road network. A clause contained in the Section 106 agreement includes funding towards the implementation of a parking management scheme. Increased financial contributions are sought towards Active Travel Zone improvements and the Healthy Streets improvement (A312 corridor (including the Bulls Bridge Junction)).
- 1.5 The variations sought to the approved plans and Conditions 3 (Approved Plans); 4 (Approved Supporting Plans/Documents); 5 (Development Scope); 6 (Mix of Units); 7 (Phasing); 9 (Residential Density); 10 (Development Height); and 15 (Landscaping) of planning permission 76551/APP/2021/4502 are therefore considered acceptable and would be consistent with the overarching aims of the National Planning Policy Framework, The London Plan, and Hillingdon Local Plan.
- 1.6 The planning application is therefore recommended for approval, subject to the conditions contained in Appendix 1; the Section 106 Heads of Terms detailed above, and Stage II referral to the Greater London Authority.

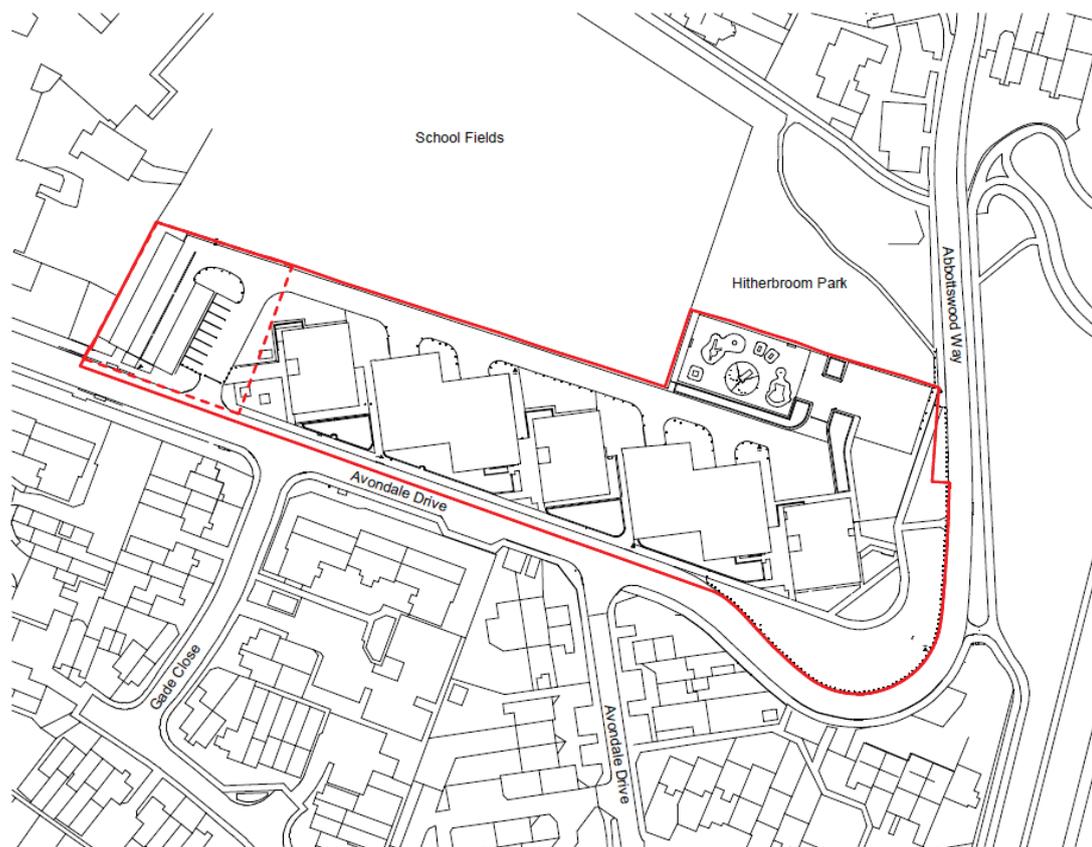
## **2 The Site and Locality**

- 2.1 The site is approximately 1.04 hectares and accommodates the existing Avondale Drive Estate. The estate consists of three 13-storey blocks of flats, each containing 48 flats (total 144 homes). All existing dwellings are two-bedroom flats. The blocks were constructed in the late 1960's using a large panel system.
- 2.2 The Estate is bound by Avondale Drive to the south and Abbotswood Way to the east. Pedestrian access is provided onto Abbotswood Way from the estate. Both pedestrian and vehicular access is provided onto Avondale Drive to the south. Minet Junior School is located directly to the west, directly to the north of the estate is Hitherboom Park, which forms part of a Site of Nature Conservation Importance

(Borough Grade 1). To the south of the estate is low rise, predominately 2 and 3 storey traditional housing.

- 2.3 Beyond Abbotswood Way to the east is the A321, the River Crane and then Minet Country Park. The A312 connects to the A40 and the M4, both of which provide access to the M25. Pedestrian and cycle access is provided to Minet Country Park (0.1 miles from the site) via an underpass which passes under the A321. The estate is approximately 0.4 miles due north-east of Hayes Town Centre.
- 2.4 Hybrid planning permission was granted in September 2022 for a comprehensive redevelopment of the site (76551/APP/2021/4502) which included the demolition of all existing buildings on the site. Phase 1A of the approved development, which benefits from fully planning permission and adjoins Minet Junior School and has recently been completed and occupied since September 2025. Phase 1A contains a total of 30 dwellings.

**Figure 1: Location Plan (application site edged red).**



**Figure 2: Aerial Image of Application Site**



**Figure 3: View of Phase 1A of development in foreground with Glenister House and Fitzgerald House to rear**



**Figure 4: View from Avondale Drive of Glenister House, Fitzgerald House and Wellings House**



**Figure 5: View of Wellings House and parking court from Avondale Drive**



**Figure 6: Existing play area, parking court and rear of Glenister House and Fitzgerald House**



**Figure 7: View of Site from Hitherbroom Park to north east**



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**Figure 8: South east corner of Site adjoining Abbotswood Way**



### **3 Proposal**

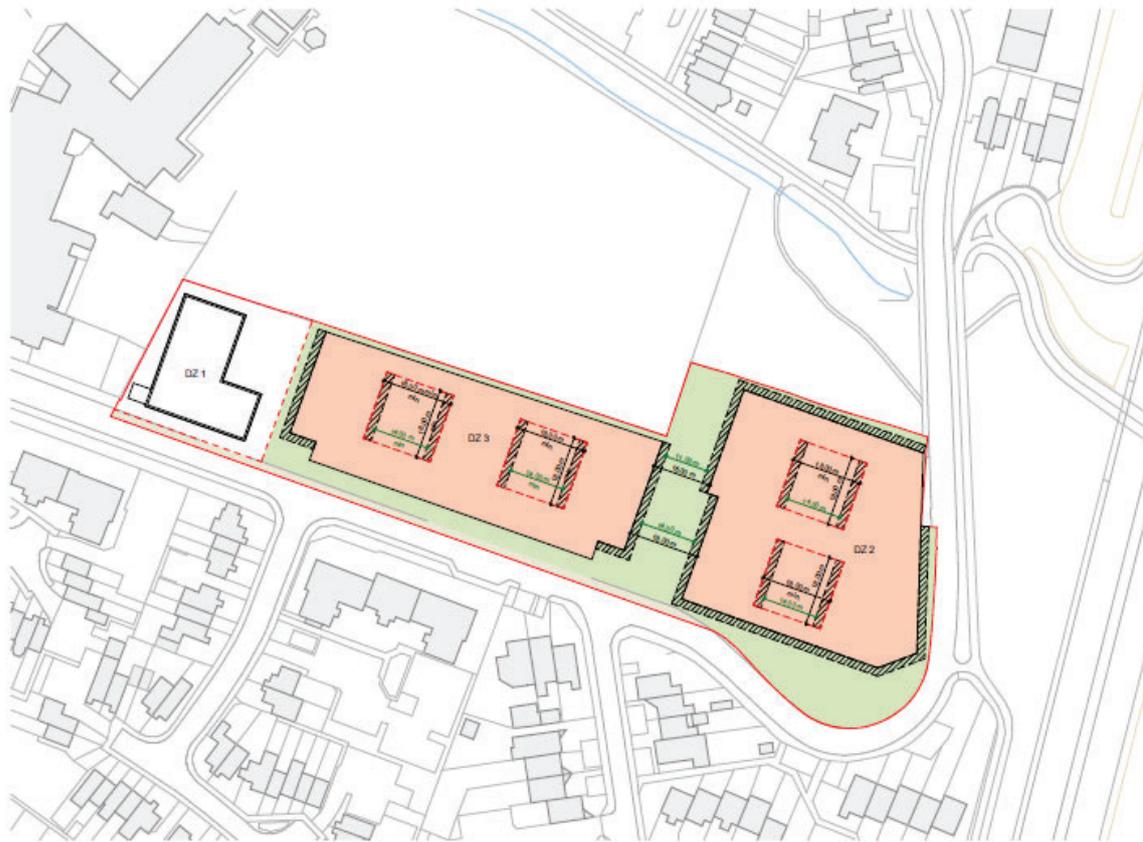
- 3.1 Permission is sought under Section 73 of the Town and Country Planning Act to vary Conditions 3 (Approved Plans); 4 (Approved Supporting Plans/Documents); 5 (Development Scope); 6 (Mix of Units); 7 (Phasing); 9 (Residential Density); 10 (Development Height); and 15 (Landscaping) of planning permission 76551/APP/2021/4502. The planning permission relates to the following development:
- 3.2 *“Hybrid planning application seeking OUTLINE permission (with all matters reserved) for residential floorspace (Class C3) including demolition of all existing buildings and structures; erection of new buildings; new pedestrian and vehicular accesses; associated amenity space, open space, landscaping; car and cycle parking spaces; plant, refuse storage, servicing area and other works incidental to the proposed development; and FULL planning permission for Block A comprising 30 residential units (Class C3); new pedestrian access; associated amenity space and landscaping; cycle parking, refuse storage, and other associated infrastructure.”*
- 3.3 The amendments are sought to the planning permission relate to the outline phases of the development (Phase 1B and 2) and may be summarised as follows:

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- 3.4
- An increase of 56 dwellings to be delivered, including an uplift of up to 33 affordable homes.
  - Removal of the existing parking courts and an increase in the size of the private podium garden spaces.
  - A revised height strategy to establish a lower-level frontage along Avondale Drive and to mitigate the impact of overshadowing on Hitherbroom Park.
  - Removal of vehicle access consented in Phase 1B to facilitate the provision of additional public realm and provision of play space.
  - Increase in separation between Phases 1B and 2 to create a new public square to include the relocation of play space.
- 3.5 For the outline part of the development, which is the element of the permission to which the proposed changes relate, all matters are reserved these matters are appearance, means of access, landscaping, layout and scale. The approved application included parameter plans for:
- 3.6
- Development Zones
  - Building Heights
  - Access and Movement
  - Hard and Soft Landscaping
- 3.7 The submitted Section 73 application seeks amendments to each of the approved parameter plans. It would be a requirement that future reserved matters development within the outline area of the site aligns with the approved parameter plans.
- 3.8 The application originally included the submission of the Design Code for the development, on the basis that the development be carried out in accordance with the submitted document, rather than there being a requirement to submit a Design Code for approval by way of planning condition. This element of the proposals has since been withdrawn.

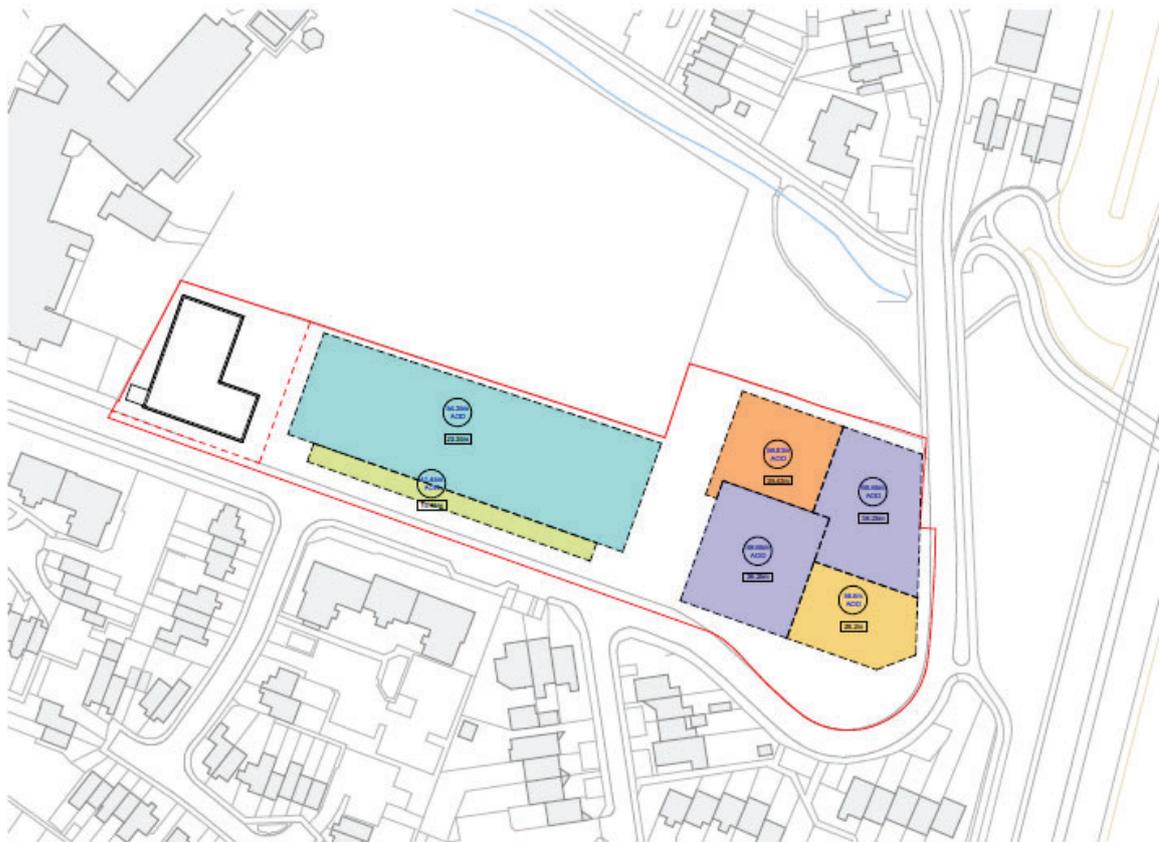
**Figure 9: Parameter Plan 1 Development Zones**



**Key**

-  Outer Building Footprint of Development Zone  
+250mm deviation of building outline permitted for construction tolerance, excluding above ground projections.
-  Public Realm and Landscape Improvements
-  Proposed Open Space and Landscape/Public Realm Enhancement
-  Minimum distance between buildings (excluding any projections)
-  Minimum distance between projections
-  Minimum width of communal amenity
-  Projected Zone beyond outer building footprint (+/-2m)
-  Site Boundary
-  Site Boundary Phase 1A (Context Only Outside Outline Parameters for Approval)

**Figure 10: Parameter Plan 2 Building Heights**



**Key**

- Up to 10 Storey
- Up to 8 Storey
- Up to 7 Storey
- Up to 6 Storey
- Up to 2 Storey

xx.xm  
ADD Proposed maximum AOD level to top of parapet

xx.xm Proposed maximum height to top of 1800mm parapet

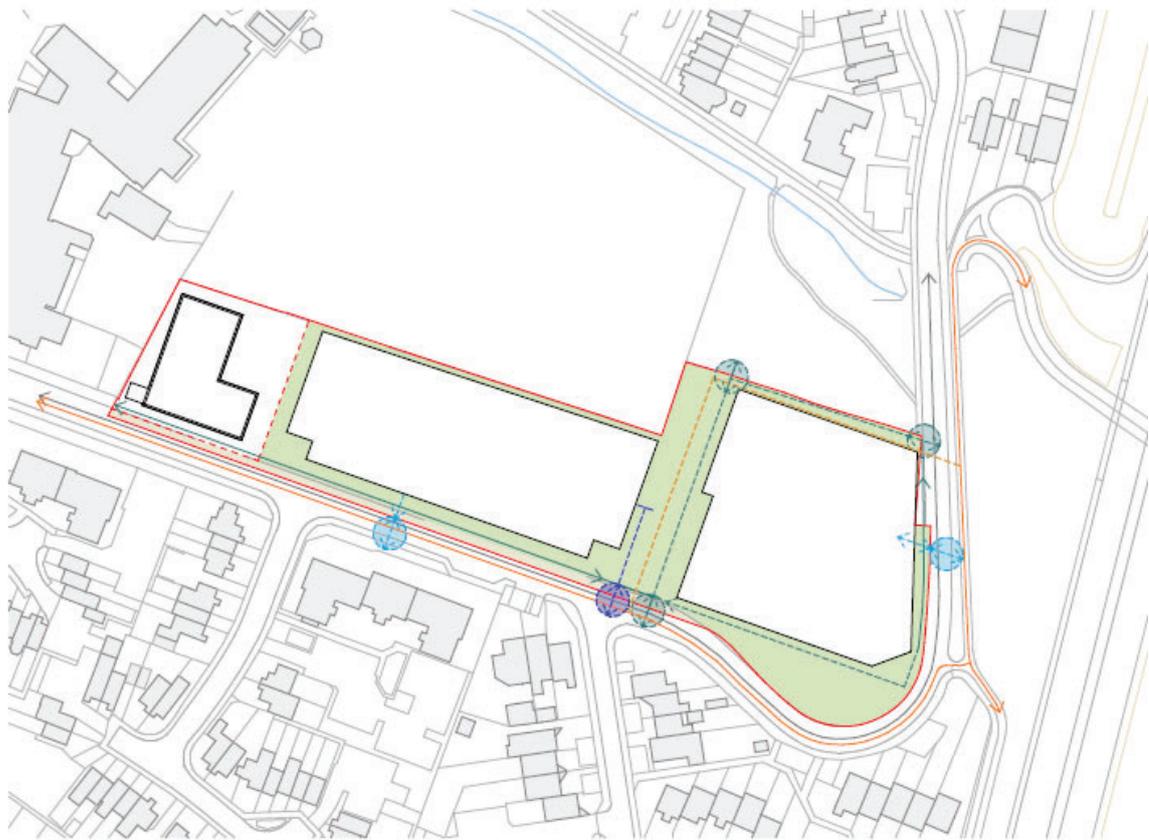
*Lift overruns, roof access (e.g. stair enclosure), and roof plant are permitted to exceed the proposed maximum height per height zone.*

— Site Boundary

- - Site Boundary Phase 1A (Context Only Outside Outline Parameters for Approval)

**Figure 11: Parameter Plan 3 Access and Movement**



**Key**

- Outer Building Footprint of Development Zone  
+250mm deviation of building outline permitted for construction tolerance (excluding above ground projections)
- Proposed Open Space and Landscape/  
Public Realm Enhancement
- Public Realm and Landscape improvements
- ⊙ Indicative proposed vehicular access points
- ⊙ Indicative proposed pedestrian access points
- ⊙ Indicative proposed emergency/maintenance vehicle access only
- ↔ Indicative proposed vehicular routes
- ↔ Indicative proposed public pedestrian routes
- ↔ Existing pedestrian routes
- ↔ Existing Cycle routes
- ↔ Existing Vehicle routes
- ↔ Indicative proposed cycle routes
  
- Site Boundary
- Site Boundary Phase 1A (Context Only Outside Outline Parameters for Approval)

**Figure 12: Parameter Plan 4 Hard and Soft Landscaping**



#### 4 Relevant Planning History

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

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- 4.1 As noted, the application seeks to vary Conditions 3 (Approved Plans); 4 (Approved Supporting Plans/Documents); 5 (Development Scope); 6 (Mix of Units); 7 (Phasing); 9 (Residential Density); 10 (Development Height); and 15 (Landscaping) of planning permission 76551/APP/2021/4502.
- 4.2 As noted, Phase 1 of the development approved under this permission has been discharged and all relevant planning conditions that require the submission of details prior to the commencement of this detailed phase of the planning permission have been discharged.
- 4.3 Non-material amendments have been granted to the original planning permission under Section 96A of the Town and Country Planning Act 1990 to allow as follows:
- 4.4
- 76551/APP/2025/2311 - Amendment sought to the wording of Condition 41 to allow for demolition and enabling works to take place within the outline area of the site prior to an Urban Greening Factor Assessment being approved.
  - 76551/APP/2025/1255 - Amendments to the wording of Conditions 31 (Fire Statement); 35 (Whole life Carbon Assessment); and 36 (Circular Economy Post Completion Report) to allow the submission of details 3 months following first occupation of the development.
  - 76551/APP/2024/2652 – Minor design alterations to the external substation building in connection to minor changes to the doors and introduction of a new opening to the west elevation with a louvred panel for ventilation together with minor alterations to the internal layout and staircore.
  - 76551/APP/2022/3661 – Amendments to Phase 1A of the development to include various non-material amendments to the design of the building and internal layouts.
- 4.5 It should be noted that a reserved matters application reference 76551/APP/2025/3242 has been submitted which sets out the detailed approach to the design and all other matters. This application is currently under consideration, and a recommendation will be presented to committee members in due course.

## **5 Planning Policy**

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

## **6 Consultations and Representations**

- 6.1 A total of 331 separate neighbouring properties were consulted directly regarding the proposed development. 11 site notices were posted surrounding the site. The application was advertised in the West London Gazette newspaper.

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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**

<b>Representations</b>	<b>Summary of Issues Raised</b>	<b>Planning Officer Response</b>
A total of 4 public comments have been received in objection to the planning application.	1. Object to demolition due to potential risk of property damage arising from demolition. Details needed relating to the removal of asbestos.	Potential property damage arising from demolition would be a civil rather than planning matter. A Construction Management and Logistics Plan will be secured by planning condition as per the original permission.
	2. Concerns regarding noise, dust and parking associated with construction activity.	A Construction Management and Logistics Plan will be secured by planning condition as per the original permission which will provide adequate mitigation to safeguard the amenity of surrounding residents.
	3. Concern regarding overlooking of existing properties from the new dwellings.	Matters relating to overlooking are addressed in paragraphs 7.52 to 7.70 of the report below.
	4. Resident safety and inadequate lighting during the construction works including the erection of hoardings.	The erection of site hoardings are considered necessary on the basis of site security and safety.
	5. Health risks from demolition and asbestos exposure.	A Construction Management Plan has been approved, which includes appropriate details relating to managing risks resulting from demolition and management of asbestos disposal.

	6. Failure to engage with local residents during construction process.	A Construction Management and Logistics Plan will be secured by planning condition, this includes details of stakeholder engagement and communications with local residents.
	7. Existing residents will need to be re-housed.	Existing residents will be offered replacement homes within the development.

**Table 2: Summary of Consultee Responses**

<b>Consultee and Summary of Comments</b>	<b>Planning Officer Response</b>
<p><u>Airport Safeguarding - Heathrow</u></p> <p>No objection subject to conditions limiting the maximum height of buildings or structures to 71m Above Ordnance Datum (AOD); submission of a bird hazard management plan; and Glint and Glare Assessment.</p>	<p>Officers note that the AOD limit has been set a lower level (67 metres). There is already a requirement to submit a Bird Hazard Management Plan prior the commencement of superstructure works in the outline area of the site. The suggested glint and glare assessment has been included in the recommended list of planning conditions.</p>
<p><u>Ministry of Defence Safeguarding</u></p> <p>No objection.</p>	<p>Comments are noted.</p>
<p><u>NAT's (National Air Traffic Services)</u></p> <p>No safety objections.</p>	<p>Comments are noted.</p>
<p><u>Thames Water</u></p> <p>No objection regarding foul water network capacity or surface water drainage capacity. Require submission of foundation/piling layout plan by condition.</p>	<p>Comments are noted. A relevant condition was attached to the original permission and remains applicable.</p>

<p><u>Greater London Authority (GLA)</u></p> <p>A stage 1 response was received on 2<sup>nd</sup> February 2026. The response raises the following matters in summary:</p> <ul style="list-style-type: none"> <li>• Land use principles: The principle of estate regeneration is established by the extant consent, and the provision of 56 additional homes (33 affordable) would optimise the redevelopment of this site and is supported in land use terms.</li> <li>• Affordable housing: The proposal delivers 150 affordable housing units (54.2% by habitable room), comprising 100% social rent. The applicant's viability assessment has been robustly interrogated by GLA officers and the findings are accepted. Review mechanisms will be required in line with the extant consent.</li> <li>• Fire safety: The applicant should clarify the provision of two staircases to residential buildings over 18 metres prior to Stage 2.</li> <li>• Transport: The scheme seeks to provide 6 additional car parking spaces, which would remain compliant with the London Plan. An additional contribution of £43,581 towards the A312 Healthy Streets scheme to reflect the additional residential accommodation should be secured prior to Stage 2.</li> </ul>	<p>The support expressed towards the increase in the density of development and quantum of dwellings proposed is noted. The applicant has confirmed that all buildings over 18 metres would be provided with two stair cores. The applicant has agreed to the request increase in the Healthy Streets contribution.</p>
<p><u>Transport for London (TfL)</u></p> <ul style="list-style-type: none"> <li>• Further information is needed on the proposed pedestrian route which connects to the adjoining park;</li> <li>• An increase in the contribution towards the A312 Healthy Streets scheme should be secured;</li> <li>• Cycle parking provision, a delivery and servicing plan and construction logistics plan should be secured through condition.</li> <li>• Request that an updated Active Travel Zone Assessment is carried out.</li> </ul>	<p>Comments are noted. Information on the pedestrian link will be secured in the reserved matters application. The requirement to provide cycle parking and the submission of a Delivery and Servicing Plan and Construction Logistics Plan would be secured by condition, whilst an</p>

	<p>increase in the contribution towards the A312 Healthy Streets scheme is proposed to be secured through a deed of variation to the Section 106 agreement.</p> <p>Agreement has been reached to secure an increase in the ATZ contribution required by the applicants.</p>
<p><u>Access Officer</u></p> <p>Any approval to increase the number of homes must ensure compliance with London Plan Policy D7, to require all new homes, as a minimum, to meet the technical requirements of Building Regulations M4(2). A further 10% should meet the standards of M4(3), to ensure a proportion of new housing is built to a wheelchair home standard. Any approval to allow the reduction of car parking, should ensure that all wheelchair standard homes do not suffer a loss of an allocated parking spot.</p>	<p>Comments are noted. The detailed design of the housing would be determined under subsequent reserved matters applications. There is a conditional requirement as per the original permission for the requested provision of accessible homes to be met.</p>
<p><u>Noise Officer</u></p> <p>No comments</p>	<p>Noted. Matters relating to noise impacts are addressed in paragraphs 7.89 to 7.92 of the report.</p>
<p><u>Waste Strategy Officer</u></p> <p>Refuse storage areas must be no more than 10m from collection point on road. For blocks this side. Recommend designing bin store space large enough to house the following bins split equally between refuse and recycling. 6 x1100 and 2x food waste wheelie bins for Blocks and C. 8 bins plus FW for Block D, 16 bins for Block E and 17 bins for Block F.</p>	<p>Comments are noted. The detailed design and layout of the refuse storage would be determined under subsequent reserved matters applications.</p>
<p><u>Economic Development</u></p> <p>No objection subject to an Employment/Construction Training Scheme secured in accordance with the Council's Planning Obligations SPD via a S106 Agreement.</p>	<p>An Employment/Construction Training Scheme has been secured in the S106 Agreement.</p>

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<p><u>Air Quality Officer</u></p> <p>The proposed development is not air quality neutral and is not air quality positive and therefore further appropriate mitigation is required.</p> <p>The level of mitigation required from the proposed development for traffic emissions is £151,099. Once all deductions were applied, the remaining value of mitigation due is £135,989. Flat rate deductions applied are as follow: Travel Plan (10%), Green Sustainable Measures (0%), contribution to long term LBH strategic long-term strategies (this reduction is left to the discretion of the planning officer in this instance given the % of affordable housing being provided) (0%), totalling a reduction of £15,110.</p> <p>Therefore, a section 106 agreement with the LAP of £135,989 is to be paid for Hillingdon to deliver its air quality local action plan and or implement specific measures on/along the road network affected by the proposal that reduce vehicle emissions and or reduce human exposure to pollution levels, in association with the operation of the proposed development.</p> <p>A second scenario has been agreed, whereby a reduced financial contribution would be payable upon implementation of a controlled parking management scheme.</p>	<p>It is proposed that the deed of variation includes provision for two scenarios, whereby a higher contribution would be payable were a CPZ to not be implemented and a lower contribution in circumstances where a CPZ is implemented.</p>
<p><u>Local Lead Flood Authority (Metis)</u></p> <p>The applicant has confirmed that the scheme will incorporate green roofs and raingardens. There are no objections subject to the proposed drainage strategy, subject to details of infiltration testing being provided at detailed design stage.</p>	<p>Comments are noted.</p>
<p><u>Metropolitan Police</u></p> <p>No response received.</p>	<p>No objections were raised by the Police in relation to the original planning application. A condition was attached to the original planning</p>

	permission requiring that security details are provided prior to the commencement of each residential phase of the development, as well as a requirement to achieve Secured by Design Gold Accreditation.
<u>London Fire Brigade</u>  No response received.	Fire safety matters have been reviewed by HSE and the GLA and are assessed to be acceptable. A condition is attached to the permission requiring the submission of the principles of a fire statement and a comprehensive fire statement at different stages of the development.
<u>Highways Authority</u>  No objections raised in relation to the proposed amendments to the submitted plans and variations to the conditions proposed by the applicants. The Highway Authority require that the s.106 obligation upon the developer to fund the provision of a Parking Management Scheme is retained and that the Active Travel Zone contribution is increased from £120,000 to £152,400 to reflect the 27% increase in unit numbers.	The comments are noted and highways impacts are assessed in greater depth in paragraphs 7.76 to 7.92 of the report below. The proportionate increase in the Active Travel Zone contribution is included in the matters to be secured within the deed of variation to the Section 106 Agreement.
<u>Health and Safety Executive (HSE)</u>  Content with the fire safety design to the extent it affects land use planning considerations.	Noted

## **7 Planning Assessment**

### Principle of Development

### Provision of Housing

- 7.1 Policy H1 (Housing Growth) of the Hillingdon Local Plan: Plan 1 - Strategic Policies (2012) requires that the borough meets and exceed its minimum strategic dwelling requirement in accordance with other Local Plan policies. The Borough's target was increased as part of the London Plan.
- 7.2 The proposed development will deliver a mix of units and will specifically contribute to the delivery of housing within the borough. The NPPF encourages the effective use of land in meeting the need for homes and other uses, while safeguarding and improving the environment and ensuring safe and healthy living conditions. An important component of this is to ensure that as much use as possible of previously developed or 'brownfield' land is made.
- 7.3 Policy GG4 (Delivering the homes Londoners need) of the London Plan (2021) states that to create a housing market that works better for all Londoners.
- 7.4 The site is located within the Hayes Opportunity Area and Hayes Housing Zone, London Plan Policy SD1 - Opportunity Areas is applicable. The London Plan sets indicative targets for the Hayes area to delivery 4,000 additional homes and 1,000 additional jobs.
- 7.5 London Plan Policy SD10 - Strategic and local regeneration is also relevant in that it provides support for regeneration initiatives that tackle inequalities including environmental, economic and social barriers that affect the lives of our communities. The provision of new homes which meet modern space and building standards, together with the improved layout of the estate will significantly improving living conditions for return and new residents.
- 7.6 London Plan (2021) 'Policy H8; Loss of existing housing and estate regeneration' relates specifically to proposals for housing estate regeneration and requires that existing housing should be replaced by new housing at existing or higher densities with at least the equivalent level of overall floorspace.
- 7.9 Planning permission has been granted for the demolition of the existing buildings on the site consisting of 144 homes. The original planning permission included the provision of 240 homes, which equates to a net increase of 96 dwellings compared to the existing provision on site. The proposals as amended would provide an additional 56 dwellings above the previously consented quantum of units and would equate to a net increase of 152 units, compared to the number of dwellings currently provided on site within the three blocks of flats.
- 7.10 Paragraph 124 of the NPPF 2024 sets out that planning policies and decisions should promote an effective use of land in meeting the need for homes and other

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uses, while safeguarding and improving the environment and ensuring safe and healthy living conditions. Paragraph 125 of the NPPF states that decisions should give substantial weight to the value of using suitable brownfield land within settlements for homes and other identified needs, proposals for which should be approved unless substantial harm would be caused, and support appropriate opportunities to remediate despoiled, degraded, derelict, contaminated or unstable land.

- 7.11 Policy H1 of the London Plan states that Boroughs should optimise the potential for housing delivery on all suitable and available brownfield sites through their Development Plans and planning decisions. The Policy states that this is particularly the case on sites with existing or planned public transport access levels (PTALs) 3-6 or which are located within 800m distance of a station or town centre boundary. Policy D3 of the London Plan similarly promotes the need to make best use of the land following a design-led approach that optimises the capacity of sites, including site allocations.
- 7.12 Policy DMHB 17 of the Local Plan states that all new residential development should take account of the Residential Density Matrix contained in Table 5.2. In accordance with the area typology set out in Table 5.2, the site would fall within a suburban non-town centre area. The proposed housing typology would consist of mainly flats and therefore in line with Policy DMHB 17 a typical density of development may be expected to provide between 35 to 100 units per hectare and 105 to 300 habitable rooms per hectare. The consented proposals would provide 240 homes to replace the existing 144 units on the estate, resulting in an uplift of 96 units. In density terms, this equates to 214 units per hectare. The present concentration of dwellings on the site equates to a density of 138 units per hectare.
- 7.13 The revised proposals which form the present application would provide 296 dwellings, which equates to 285 dwellings per hectare. As with the consented scheme, the revised proposals would significantly exceed the guideline density requirements set out under Policy DMHB 17 of the Local Plan.
- 7.14 The site lies within the Hayes Opportunity Area, which is a focus area for housing growth as set out within the London Plan. All the site lies within 800 metres of the boundary of Hayes Town Centre which extends up to The Birchway. Whilst the site is more distant from Hayes and Harlington Station which is approximately 1.8km from the site, the site would be within a location whereby higher density residential development would be acceptable and would align generally with the provisions of Policy H1 of the London Plan.
- 7.15 The appropriateness of the density of development is further assessed in design terms within the design section of this report, however the principle of increasing the density of development and the overall number of dwellings that would be provided is considered acceptable and aligns with the aims of Paragraphs 124 and 125 of the NPPF; Policy H1 of the London Plan; and Policy DMHB17 of the Local Plan Part 2. The policies set out emphasis on the requirement to make effective use of previously developed land in the interests of delivering new

homes. The provision of an additional 56 dwellings, which would include 33 affordable homes would deliver significant additional public benefits that must be afforded weight. The impact of variations sought and wider compliance with the Local Plan; London Plan; and NPPF as a whole, including the implications in terms of design and transport, amongst other relevant matters are considered in the relevant sections of the report below.

- 7.16 In summary however it is considered that the revised proposals represent an efficient and appropriate re-use of previously developed land, and the principle of the proposed development is therefore acceptable. The principle of residential development on this site has been previously established under the hybrid planning permission and the provision of additional homes, above the number of dwellings previously consented is acceptable in line with the Local Plan, London Plan and NPPF, subject to all wider implications assessed below.

### Housing Mix

- 7.17 Policy H10 of the London Plan (2021) states that schemes should generally consist of a range of unit sizes. Policy DMH 2 of the Hillingdon Local Plan: Part 2 - Development Management Policies (2020) states that the Council will require the provision of a mix of housing units of different sizes in schemes of residential development to reflect the Council's latest information on housing need. Paragraph 4.6 of the Hillingdon Local Plan: Part 2 - Development Management Policies (2020) states that the Council's current information on housing need indicates a substantial borough-wide requirement for larger affordable and private market units, particularly three-bedroom properties. Applicants proposing residential schemes will be required to demonstrate that this need has been taken into account.

- 7.18 Condition 6 of planning permission 76551/APP/2021/4502 placed the following restriction on the mix of dwelling sizes to be delivered within subsequent reserved matters applications, which were as follows:

- One bedroom units - 37%
- Two bedroom units - 47%
- Three and four bedroom units - 16%

- 7.19 Revisions are sought to Condition 6 of planning permission 76551/APP/2021/4502 to alter the proposed mix of dwellings to include additional flexibility around the size of the dwellings to be delivered within the outline parts of the site under future reserved matters applications. It is proposed that Condition 6 would be revised to ensure that the following mix of housing sizes are provided within the outline phase of the development:

- One bedroom homes – 32-36%
- Two bedroom homes – 42-46%
- Three and four bedroom homes – 20 to 24%

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- 7.20 The additional flexibility sought is considered reasonable and the proposed revisions to Condition 6 would secure a higher percentage of larger three- and four-bedroom homes (20% at the lowest end of the scale). The revised mix better aligns with Policy H10 of the London Plan and Policy DMH 2 of the Local Plan Part 2. Furthermore, the introduction of a broader scope in terms of unit sizes to be delivered within the outline area is considered a reasonable change given the scale of the development. The present wording of the condition is particularly restrictive, and further flexibility is considered appropriate to enable further design development of later phases of the scheme, whilst providing a quantum of family sized homes that at the lower end would marginally exceed the minimum 18% of three- and four-bedroom homes previously permitted. The change sought to the wording of Condition 6 is therefore accepted and the revised wording is included in the list of conditions attached as an appendix to this report.

### Affordable Housing

- 7.21 Policy H2 of Hillingdon Council's Local Plan Part 1 Strategic Policies (2012) states that housing provision is expected to include a range of housing to meet the needs of all types of households, and the Council will seek to maximise the delivery of affordable housing from all sites. For sites with a capacity of ten or more units, the Council will seek to ensure that the affordable housing mix reflects housing needs in the borough, particularly the need for larger family units.
- 7.22 Policy DMH 7 of Hillingdon Council's Local Plan Part 2 Development Management Policies (2020) states that developments with a capacity to provide ten or more units will be required to maximise the delivery of on-site affordable housing. Subject to viability and if appropriate in all circumstances, a minimum of 35 per cent of all new homes on sites of ten or more units should be delivered as affordable housing, with the tenure split 70 per cent Social or Affordable Rent and 30 per cent Intermediate.
- 7.23 Policy H5 of The London Plan (2021) sets out the minimum requirements relating to the provision of affordable housing, however as set out within the policy separate provisions are applicable to estate regeneration schemes on public sector land, which is applicable to the proposed development.
- 7.24 The requirements relating to estate regeneration are set out under Policy H8 of the London Plan 2021, which specifies that the loss of existing housing should be replaced by new housing at existing or higher densities with at least the equivalent level of overall floorspace. Affordable housing that is replacing social rent housing must be provided as social rent housing where it is facilitating a right of return for existing tenants. Where affordable housing that is replacing social rent housing is not facilitating a right of return, it may be provided as either social rent or London Affordable Rent housing. Replacement affordable housing should be integrated into the development to ensure mixed and inclusive communities. All development proposals that include the demolition and

replacement of affordable housing are required to follow the Viability Tested Route and should seek to provide an uplift in affordable housing in addition to the replacement affordable housing floorspace.

- 7.25 The original planning permission proposed a net increase in overall affordable floorspace, albeit with a reduced number of affordable homes (117), since a higher number of larger homes (3 and 4 bedrooms) were proposed than are currently located on the site. In total the affordable housing provision within the consented scheme equated to 52.5% by floor area (54.6% by habitable room and 48.8% by dwellings) of the entire scheme. The Section 106 agreement accompanying the original planning application set an 'affordable housing minimum' figure defining the quantum of affordable housing (by floorspace) to be provided within the development, which was set at 52.5% by floor area.
- 7.26 In total 150 affordable homes are proposed under the current application (including Phase 1A), compared with 117 affordable homes that were previously proposed and increase in 33 affordable homes in total. All 87 of the affordable homes proposed within the original application were secured as social rented tenure. It is similarly proposed under the current application that the 150 affordable homes would be socially rented. Within the revised scheme, the affordable housing floor space to be delivered within the development, as a percentage of the overall floorspace would be increased marginally to 53%. The increase in dwellings and residential floorspace proposed would deliver an uplift of 3,204 sqm of affordable floorspace, compared with the provision within the estate at present and 2,199 sqm compared with the quantum of affordable floorspace proposed under the original hybrid permission. Affordable housing would equate to 50% of the dwellings proposed and 54% by habitable room. Under all metrics, the development would equate to an uplift in affordable housing compared with the existing provision within the estate and previously consented provision.
- 7.27 The Mayor's Affordable Housing and Viability SPG and Policy H8 of the London Plan set out that as well as ensuring no net loss of affordable homes, all development proposals that include the demolition and replacement of affordable housing are required to follow the Viability Tested Route and should seek to provide an uplift in affordable housing in addition to the replacement affordable housing floorspace. Therefore, all such estate regeneration schemes must go through the Viability Tested Route to demonstrate they have maximised the delivery of any additional affordable housing.
- 7.28 The applicant submitted a financial viability assessment at the time of the previous application which was scrutinised by an independently appointed viability consultant on behalf of the Council. The FVA concluded that the proposed development would result in a viability deficit (a deficit of minus £10,439,311 against the viability benchmark). The FVA concluded that the proposals were showing the maximum level of Affordable Housing on the site and that were more affordable homes to be provided a larger deficit would result. As noted above, the quantum of affordable housing in terms of floorspace and unit numbers would be increased under the revised application. An updated FVA

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has been provided by the applicants which concludes that the development would likely result in a deficit of £23,841,100 which would equate to a substantial viability gap, which would increase further were further affordable homes to be provided. The updated FVA has been reviewed by the GLA and has been found to be robust in its conclusions. On this basis the proposed provision of affordable housing is considered acceptable and as noted is an increase on the previously proposed quantum of affordable housing, which must be considered a significant public benefit.

- 7.29 Given the increase in affordable housing proposed, a deed of variation to the Section 106 agreement accompanying the planning application is required. Accounting for the increase in units and floorspace proposed, a variation is required to the Affordable Housing Target Tenure Split definition as defined within the Section 106 agreement accompanying the original planning application, to increase the minimum number of social rented housing units from 87 to 120.
- 7.30 The quantum of affordable housing proposed would be in accordance with the aims of the NPPF (2024), Policies H5 and H6 of The London Plan (2021), Policy H2 of Hillingdon Council's Local Plan Part 1 Strategic Policies (2012), and DMH 7 of Hillingdon Council's Local Plan Part 2 Development Management Policies (2020). The policy compliant provision of affordable housing and split of affordable tenure homes must be secured within the accompanying Section 106 agreement should planning permission be granted to ensure the adequate provision of affordable homes under subsequent reserved matters planning applications.

#### Development Phasing

- 7.31 Condition 7 of the planning permission requires that development is carried out in accordance with Phasing Plan (*AVD-PRP-ZZ-ZZ-DR-A- 20060 Rev P1*) which was submitted at the time of the original planning application. Accounting for the timescales of the construction project and other associated actions required relating to existing occupiers, this programme has been altered. The Phasing Plan submitted with the S73 application (ref: *AVD-PRP-ZZ-ZZ-DR-A- 20060 Rev P1*) identifies the three phases; phase 1a (completed), phase 1b and phase 2. As per the phasing timetable, Phase 1b will start in Q1 Spring 2027, and Phase 2 will follow in Q2 Summer 2027 with completion scheduled for Phase 2 in Autumn 2029 and Phase 1B in Winter 2030. The timescales and spatial are considered acceptable in achieving an appropriately ordered, comprehensive and timely completion of the proposed works.

#### Design, Density and Impact on the Character and Appearance of the Area

- 7.32 Paragraph 135 of the NPPF (2024) states 'Planning policies and decisions should ensure that developments:
- a) will function well and add to the overall quality of the area, not just for the short term but over the lifetime of the development;

b) are visually attractive as a result of good architecture, layout and appropriate and effective landscaping;

c) are sympathetic to local character and history, including the surrounding built environment and landscape setting, while not preventing or discouraging appropriate innovation or change (such as increased densities);

d) establish or maintain a strong sense of place, using the arrangement of streets, spaces, building types and materials to create attractive, welcoming and distinctive places to live, work and visit;

e) optimise the potential of the site to accommodate and sustain an appropriate amount and mix of development (including green and other public space) and support local facilities and transport networks; and

f) create places that are safe, inclusive and accessible and which promote health and well-being, with a high standard of amenity for existing and future users; and where crime and disorder, and the fear of crime, do not undermine the quality of life or community cohesion and resilience.'

- 7.33 Policies D1, D3 and D4 of the London Plan (2021) require development proposals to be of high quality and to enhance the local context by delivering buildings and spaces that positively respond to local distinctiveness.
- 7.34 Hillingdon Local Plan Part 1: Strategic Policies (2012) Policy BE1 states 'The Council will require all new development to improve and maintain the quality of the built environment in order to create successful and sustainable neighbourhoods, where people enjoy living and working and that serve the long-term needs of all residents. All new developments should achieve a high quality of design in all new buildings, alterations, extensions and the public realm which enhances the local distinctiveness of the area, contributes to community cohesion and a sense of place.'
- 7.35 Policy DMHB 11 of the Hillingdon Local Plan: Part 2 - Development Management Policies (2020) states: 'All development, including extensions, alterations and new buildings will be required to be designed to the highest standards and, incorporate principles of good design including: i) harmonising with the local context by taking into account the surrounding scale of development, height, mass and bulk of adjacent structures; building plot sizes and widths, plot coverage and established street patterns; building lines and setbacks, rooflines, streetscape rhythm, for example, gaps between structures and other streetscape elements, such as degree of enclosure; architectural composition and quality of detailing; local topography, views both from and to the site; and impact on neighbouring open spaces and their environment.'
- 7.36 Policy DMHB 12 of the Hillingdon Local Plan: Part 2 - Development Management Policies (2020) re-emphasises the need for new development to be well integrated with the surrounding area and provides design criteria as to how this would be achieved.
- 7.37 Policy DMHB 10 of the Local Plan Part 2 sets out Policy relating to high buildings and structures. It should be noted that the Policy does not set out a specific definition of height that constitutes a high building. Policy D9 of the London Plan

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sets out that Development Plans should define what is considered a tall building for specific localities, the height of which will vary between and within different parts of London but should not be less than 6 storeys or 18 metres measured from ground to the floor level of the uppermost storey. Policy DMHB 10 sets out a series of location and design-based criteria which must be satisfied with regard to the provision of high buildings. Policy DMHB 10 requires that development be of a height, form, massing and footprint proportionate to its location and sensitive to adjacent buildings and the wider townscape context. Consideration should be given to its integration with the local street network, its relationship with public and private open spaces and its impact on local views.

- 7.38 Amendments are sought to the approved parameter plan relating to the distribution of building heights across the outline phases of the site, as well as the development zones on which future buildings would be sited. The height of the various parts of the buildings as shown on the parameter plan varied between five storeys and ten storeys (33 metres or 66 metres AOD), with the highest parts of the development being concentrated in the northeastern corner of the site adjoining Avondale Drive and Abbotswood Way. Building heights were limited under Condition 10 of the planning permission to a maximum height of 67 metres AOD. The site is not located within an area which has been designated as suitable for a tall building in locational terms in line with Local Plan Policy DMHB 10, however accounting for the wider appropriateness of the design approach and wider public benefits of the development, the development height, scale and massing was considered to be acceptable, as assessed under the original planning application. The application was informed by a Townscape and Visual Impact Assessment (TVIA) which included an assessment of the visual impact of the indicative scale and massing of the development, based upon the submitted parameter plans. A revised TVIA has been submitted in support of the Section 73 application under consideration; this includes an assessment of the impact of the development in relation to six of the twelve previously selected viewpoints, scoping out views where the development is unlikely to appear prominent, as informed by the previous TVIA.
- 7.39 Phase 2 of the site consists of a single development zone. Previously it was indicated that this would comprise a central section of up to 5 storeys (16.7 metres) and two side sections each of 7 storeys (23 metres). The indicative massing corresponding to these height parameters showed a layout of three buildings within this part of the site consisting of a pair of seven storey buildings located either side of a five-storey building. The central and westernmost of the buildings were connected by a row of three storey townhouses, set behind a garden at ground floor level. A podium garden was provided at first floor between the proposed five storey building and the westernmost seven storey building. This development zone was staggered in relation to Avondale Drive, thereby providing a setback to the street.
- 7.40 The revised building height parameter plan for this part of the site proposes a maximum height parameter of six storeys across this part of the site. The six-storey parameter zone would sit behind a narrow rectangular zone adjoining the street, where the maximum permitted height would be up to two storeys. The

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applicants design and access statement indicates how this would appear in design terms. It should be noted that this is similarly reflected in the reserved matters application currently under consideration, which relates to the detailed design approach (76551/APP/2025/3242). The plans accompanying the reserved matters application include a row of two storey townhouses, which would face Avondale Drive with a row of three six storey buildings located to the rear, sited perpendicular to Avondale Drive. The six storey buildings would each be separated by landscaped private courtyards at first floor level serving as private amenity space for each of the houses/apartments within this phase of the development. The landscaping at first floor level would sit above ground floor podium parking provided for residents.

- 7.41 The specific detail relating to the design of the buildings will be determined under the reserved matters application. However, providing two storey townhouses at ground floor level would be a positive design principle that would provide activation along this part of the frontage to Avondale Drive and an appropriate sense of scale along the street which also relates to the lower height and scale of development opposite. An area of open space/landscaping set back is retained to the street. The scale of development within this part of the site would relate appropriately to Phase 1A of the development, which is five storeys in height. With the two-storey development along the frontage providing some variation in the massing along Avondale Drive, accounting for the relatively limited set back position of the five-storey part of the Phase 1A block. The visual imagery prepared by the applicants alongside the views provided within the TVIA, which correspond with the height parameter plans indicate that the development would sit comfortably within the context of the surrounding development.
- 7.42 The approved height parameter plans for Phase 1B of the development consisted of three different height parameters of 10 storeys (33 metres); 8 storeys (26.8 metres); and 5 storeys (16.7 metres). This provided some variation in the heights of the buildings that would be provided in this part of the site, which would have the implication of breaking up the volume of what is a relatively densely developed part of the site, comprising the tallest part of the development. Within the approved height parameter plan, the tallest part of the development at 10 storeys was located within the north east corner of the site, to the south of Hitherbroom Park. Within the amended proposals subject of this application, two parcels of this development plot would consist of 10 storeys, namely the south western parcel of the site immediately adjoining Avondale Drive the north eastern parcel which faces Abbotswood Way.
- 7.43 A greater proportion of this development plot would be 10 storeys in height, however the reconfiguration of the height is considered appropriate as the taller elements would be broken up by areas of lower height at seven storeys (26.2 metres) and 8 storeys (29.43 metres). In terms of the height distribution, it is considered that the siting of the 10-storey element of the building on the corner of Avondale Drive would be appropriate in terms of how this would relate indicatively to the Phase 2 development zone and the remaining parts of the

Phase 1B development zone. It should also be noted that Wellings House which sits in a similar position is 12 storeys in height.

- 7.44 Wider views towards the site are primarily from the east from Minet Country Park where the existing towers on the site sit prominently. Given the additional extent of development proposed compared with the existing towers and the greater volume of development proposed there would be a discernible impact upon these views. It is considered however that the revised proposals would not have a substantially greater visual impact, compared with the consented scheme. It could reasonably be argued that scope of impact is reduced given the greater variance in the height of the development zones, compared with the consented scheme which notably lacked variance, resulting in a greater concentration of taller elements, resulting in concentrated volume in key views. In views from Avondale Drive to the south of the site, the visual impact of the scale and height of the revised scheme is considered to not be greater than the originally consented scheme. As shown within the indicative plans the inclusion of a development zone with a lower height of 10.45 metres which would incorporate townhouses would provide a scale of development which relates appropriately to the street scene and surrounding context, including the lower two-storey scale of housing opposite.
- 7.45 Whilst Phase 1B of the development includes taller elements in two areas, as assessed above, it is considered that the height is proportionate and sensitive to the existing context and would integrate appropriately in principle with the adjoining street scene in Avondale Drive and Abbotswood Road, subject to the detailed design approach that would be set out within the subsequent reserved matters application(s). As such the development would not conflict with Policy DMHB 10 of the Local Plan Part 2.
- 7.46 As discussed in detail within the above section of the report which relate to the principle of development, there is a clear policy directive in favour of ensuring that developments are of an optimum density which makes the best use of sites, as set out in Paragraph 124 of the NPPF; Paragraph H1 of the London Plan; and Policy DMHB17 of the Local Plan Part 2. It is considered that the approach to the height and siting of development, as shown of the submitted parameter plans is appropriate and adequately demonstrates that the increased quantum of units proposed can be delivered on the site whilst corresponding appropriately to the character and appearance of the surrounding area.

#### Landscaping and Public Open Space

- 7.47 The amended proposals include the removal of vehicular access and car parking from the space between the development zones to be provided within Phase 2 and Phase 1B. It is instead proposed that this part of the site would be for pedestrian use only, with vehicles entirely restricted from using this space, except for emergency vehicles. The amendments would allow for a higher standard of public open space, compared with the consented scheme given the substantial improvements to the useability and potential attractiveness of this part of the site. The amendments allow for the inclusion of play provision within

this part of the site that would be accessible to the wider public, as well as further soft landscaping and the retention of a Category B tree, which was previously scheduled for removal. As indicated within the Access and Movement Parameter Plan, the proposals would provide more direct and legible access to Hitherbroom Park, compared with the consented scheme where access would be more convoluted and would represent an enhancement compared with the consented proposals.

- 7.48 Landscaping is a reserved matter that would be addressed under any future reserved matters application(s) however the parameter plans, particularly parameter plan 4 (hard and soft landscaping) set aside substantial space within the site whereby tree planting and other soft landscaping could be provided to enable the provision of attractive and well-designed landscaping that similarly contributes towards urban greening and enhancements to on-site biodiversity.
- 7.49 The applicants Design and Access Statement indicates that approximately 2775sqm of public open space would be provided within the development site. The previous proposals indicated that 1306 sqm of publicly accessible open space would be provided consisting largely of greening within the streetscene, to include public realm to the perimeter of the blocks as well as new landscaped areas along Avondale Drive. These areas were not therefore considered 'Public Open Space' moreover these areas were considered to represent landscape buffers. The development was therefore considered to provide limited Public Open Space and consequently a financial contribution of £128,000 was required towards the provision of, or improvements to public open space elsewhere in the borough. The contribution was required to be paid prior to occupation of the 91<sup>st</sup> dwelling. The proposals are considered to represent an enhancement on the previous areas of public open space, in terms of both the amount of space provided (44% increase as a proportion of habitable floor area) as well as the useability and attractiveness of the spaces. This is particularly achieved through the incorporation of a pedestrianised space between Development Zones 2 and 3. This area which is indicatively shown within the applicant's Design and Access Statement to include soft landscaping and play was shown as an access road within the consented proposals. The landscaping and public open space parameter plan would allow for the provision of relatively substantial, first floor communal courtyards which would include the provision of soft landscaping and play equipment. The quality of the communal spaces is discussed in further detail below, however in principle the siting and scale of the spaces, as shown in the parameter plans would allow for the delivery of communal spaces of an appropriate design and quality in terms of size and sunlight. A financial contribution of £128,000 was secured under the original planning application towards enhancements to public open space within the local authority area. Given the evident enhancements to the public realm and 44% increase as a proportion of habitable floor area, it is considered that a similarly proportionate 44% reduction in the financial contribution secured towards public open space should be applied. A reduced contribution of £71,680 is therefore sought under a deed of variation of the legal agreement.

#### Security

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- 7.50 Whilst the Metropolitan Police were consulted regarding the planning application no response regarding the proposals has been received. Officers are satisfied that the indicative layout and design approach is acceptable from a public safety and security perspective and in any event the detailed design would be subject to review under later reserved matters applications. A condition was attached to the original application requiring that the applicant submits details of security measures to minimise the risk of crime and to meet the specific security needs of that phase shall be submitted for that phase and achieves secured by design gold accreditation for each relevant phase of the development. Subject to the recommended condition the proposal would comply with the NPPF, Policy D11 of The London Plan, and Policy DMHB 15 of the Local Plan Part 2.

#### Summary of Design Approach

- 7.51 Whilst the planning application is made in outline, the accompanying parameter plans would secure the provision of a development which respond appropriately to the townscape character and is of an appropriate scale and density. The development is considered to comply with Policies D3 of the London Plan (2021), BE1 of the Hillingdon Local Plan: Part 1 (2012), Policies DMHB 10, DMHB 11 and DMHB 12 of the Hillingdon Local Plan: Part 2 (2020); Policies D3, D4, D8 and D9 of the London Plan; as well as the NPPF 2024.

#### Residential Amenity

##### Existing Residents

- 7.52 DMHB 11 of the Hillingdon Local Plan seeks to ensure a satisfactory relationship with adjacent dwellings and no unacceptable loss of outlook, amenity, daylight and sunlight to neighbouring occupiers. Part B of the policy states that development proposals should not adversely impact on the amenity, daylight and sunlight of adjacent properties and open space.
- 7.53 A Daylight, Sunlight and Overshadowing Assessment was submitted as part of the original planning application which assessed the impact on neighbouring residential occupiers, as well as assessing the quality of daylight/sunlight for future occupiers in terms of both internal habitable rooms, private and communal amenity areas and areas of public open space.
- 7.54 The previously submitted Daylight, Sunlight and Overshadowing Assessment was reviewed by external consultants and based on the findings of the external report, officers considered that the impacts are considered typical and acceptable for such an urban regeneration scheme, and the sky visibility is retained in line with what would be expected within an urban context, as set out within the Mayor's Housing SPG and draft Good Quality Homes for All Londoners Guidance (October 2020). This view was formed by the limited effect to the vast majority of the residential properties included in the assessment, as well as the neighbouring primary school. The effects of the proposal are therefore considered to be acceptable for a developing urban context.

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- 7.55 An addendum to the submitted Daylight and Sunlight Assessment has been prepared in support of the amended proposals, which assesses the additional scope of development proposed on daylight and sunlight to neighbouring receptors and for future occupiers. The submitted report is benchmarked against the consented scheme and includes an assessment against the indicative development masterplan, as well as a maximum parameter development, although the latter of these assessments is unlikely to be a realistic given the various design conflicts. The indicative masterplan indicates the proposed distribution of height and massing, which corresponds with the submitted parameter plans and demonstrates how the additional units may be accommodated. It should be noted that the massing and layout corresponds with the plans submitted under reserved matters application (76551/APP/2025/3242).
- 7.56 The Addendum to the Daylight and Sunlight Assessment indicates that the amendments to the approved scheme, as reflected within the indicative masterplan would have a low to negligible impact on surrounding residential receptors in terms of daylight/sunlight impacts, where assessed against the BRE test criteria for APSh, VSC and NSL. This includes an assessment of all adjoining properties on Avondale Drive, Gade Close and Clivesdale Drive. In instances modest improvements are noted compared with the consented scheme. Even where assessed in the context of the maximum development parameters, the impact is not considered substantial when considered against the relevant BRE tests. The impact on the Minet Infant and Junior School is also assessed to be minimal in relation to the school buildings and adjoining outside spaces.
- 7.57 It must also be noted that Paragraph 130 of the NPPF sets out that local planning authorities should refuse applications which they consider fail to make efficient use of land, taking into account the policies in this Framework. In this context, when considering applications for housing, authorities should take a flexible approach in applying policies or guidance relating to daylight and sunlight, where they would otherwise inhibit making efficient use of a site (as long as the resulting scheme would provide acceptable living standards). This is considered to be applicable in this instance, as in order to fully comply with BRE guidelines, the level of development would likely be restricted on the site, resulting in a less efficient use of land and a reduction in the number of deliverable homes.
- 7.58 The submitted parameter plans involve changes to the distribution of height, scale and massing across the site and consequently how the scale of development is experienced in relation to the adjoining residential dwellings differs. The submitted proposals include an increase in height across the site, including height increases along Avondale Drive, with the buildings in Phase 2 increasing from a maximum of 5 to 7 storeys to 8 storeys. The buildings in Phase 1B include additional height along the Avondale Drive frontage facing Avondale Drive, with slightly reduced height on the corner of Avondale Drive and Abbotswood Way.

- 7.59 Whilst there would be an increase in the height of the development along Avondale Drive, a separation distance of between 20 and 27 metres is retained between the development zones across the site and the nearest neighbouring dwellings to the south and 13 metres at the closest point between the development zone in Phase 1B and the garden of 133 Avondale Drive, the nearest existing property. In considering the scale and height of the proposed development, it must also be taken into consideration that the three existing tower blocks on the site extend to 13 storeys and are therefore buildings of significant height. Accounting for the separation distance between the proposed buildings and the existing residential dwellings and where accounting for the context of the existing buildings on the site it is considered that the development would not appear overbearing in scale.
- 7.60 Where accounting for the above referenced separation distances, it is considered that the development would not result in a significant loss of privacy to existing occupiers. This is taking into consideration the present circumstances, including the siting of existing dwellings within the three tower blocks on the site; as well as the consented development.
- 7.61 In summary, it can be concluded that the development would not have a significantly adverse impact on the amenity of any adjoining properties, and the development would comply with Policy DMHB 11 of the Hillingdon Local Plan: Part 2 - Development Management Policies (2020).

#### Quality of Residential Accommodation and Private Amenity Space

- 7.62 Policy D6 of The London Plan (2021) sets out the requirements for new dwellings' gross internal floor area at a defined occupancy level. Housing development should maximise the provision of dual-aspect dwellings and avoid the provision of single aspect dwellings. A minimum of five sq. m. of private outdoor space should be provided for one-two person dwellings. It must achieve a minimum depth and width of 1.5 metre. The Mayor's Housing Design Standards LPG further states that 'deep, narrow, single-aspect studios will not provide a suitable quality of accommodation; homes are, therefore, expected to be dual-aspect unless there are compelling reasons why that cannot be achieved.'
- 7.63 Policy DMHB 18 of the Local Plan Part 2 sets out that all new residential development and conversions will be required to provide good quality and useable private outdoor amenity space. Amenity space should be provided in accordance with the standards set out in Table 5.3. Balconies should have a depth of not less than 1.5 metres and a width of not less than 2 metres; and any ground floor and/or basement floor unit that is non-street facing should have a defensible space of not less than 3 metres in depth in front of any window to a bedroom or habitable room.
- 7.64 The applicants Design and Access Statement and Hard and Soft Landscaping Parameter Plan indicates that 1,825 sqm of communal (private) amenity space would be provided within the development to serve future occupiers. It would be

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expected that the individual apartments and houses within the development are provided with private amenity areas in the form of external terraces or balconies, although these details would be provided at reserved matters stage.

- 7.65 Based on the proposed quantum and size of units proposed, there would be a requirement to provide 6370 sqm of private external amenity space to accord with the requirements set out in DMHB 18 of the Local Plan Part 2. It is proposed that 1825sqm of communal amenity space would be provided. The indicative plans for the site include the provision of private balconies for each of the individual flats, the cumulative quantum of balcony space would however be determined at reserved matters phase, as this relates to detailed aspects of the design of the housing. There would be a likely shortfall in terms of the size of communal amenity space that may be provided, accounting for the quantum of development, however this should be balanced against the existing and proposed provision of public open space on site, and within the surrounding area. Approximately 2775sqm of public open space would be provided within the development site, whilst the site adjoins Hitherbroom Park and is within 200 metres of an extensive area of public open space at Minet Country Park, as well as a smaller area of public open space approximately 400 metres to the north adjoining Priory Close. On this basis it is considered that an appropriate quantity of private amenity space would be provided within the development.
- 7.66 The submitted addendum to the Daylight and Sunlight Assessment shows generally high performance for the external communal amenity areas, with all but one of the spaces exceeding the target requirement to ensure that at least 2 hours of sunlight is achieved on 21<sup>st</sup> March. The communal space adjacent to Phase 1 of the development falls below this requirement with 34% receiving recommended sunlight on 21<sup>st</sup> March. Occupiers would have access to the above-mentioned existing areas of public open space and the new areas of public open space within the development itself. Approximately 68% of this space would receive two or more hours of sunlight on 21<sup>st</sup> June, where demand for use of the outside communal spaces is increased, with between 89 and 100% of the other communal areas achieving two or more hours of sunlight on 21<sup>st</sup> June. Accounting for this, it is considered that space would on balance benefit from appropriate standards of daylight and sunlight.
- 7.67 Policy DMHB 16 of the Local Plan Part 2 Development Management Policies (2020) states that all housing developments should provide adequate internal space to provide an appropriate living environment. Detailed floor plans showing the layout of the proposed living accommodation are required under the reserved matters planning application, which would be required to demonstrate compliance with Policy DMHB 16 of the Local Plan.
- 7.68 Parameter Plan 1 includes a minimum separation distance of 18 metres between buildings and 14 metres between projecting balconies. As noted in the above section of this report, it is considered that there would not be a mutual loss of privacy given the proximity of the proposed buildings to existing residential dwellings. It is considered that the siting of the buildings would retain an appropriate distance between facing windows and amenity areas, such that

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future occupiers would be afforded appropriate privacy. Final details would be secured through the future reserved matters applications.

- 7.69 As internal layouts would be subject of review under a reserved matters application an assessment cannot be made as to the performance of individual rooms against the relevant BRE daylight and sunlight criteria. The Daylight and Sunlight Assessment provided does however include an internal façade analysis which has been developed accounting for the submitted parameter plans. The façade analysis indicates that the vast majority of the façade of all buildings would achieve a VSC score of 27% in line with the BRE targets. There are elements where there is likely to be restricted sunlight, primarily within courtyard effacing elevations and within the south east elevation of Phase 2 facing the Phase 1B building and area of public open space. This is, however, relatively typical of higher density urban development and the rooms impacted would otherwise benefit from appropriate outlook. On balance it is considered that the proposed layout would be conducive to securing appropriate levels of daylight and sunlight for future occupiers. As previously noted, Paragraph 130 of the NPPF states that when considering applications for housing, authorities should take a flexible approach in applying policies or guidance relating to daylight and sunlight, where they would otherwise inhibit making efficient use of a site (as long as the resulting scheme would provide acceptable living standards). Taking this into account, it is considered that the proposals achieve an appropriate balance in increasing the density of development and number homes provided on the site, whilst ensuring that appropriate standards of amenity are provided for future occupants.
- 7.70 It is therefore considered that the proposal would provide suitable accommodation for its residents and comply with Policy D6 of The London Plan (2021), The Mayor's Housing Design Standards LPG, and Policies DMHB 16 and DMHB 18 of the Local Plan Part 2 Development Management Policies (2020).

#### Play Space

- 7.71 Policy S4 of The London Plan (2021) states that residential development proposals likely to be used by children and young people should incorporate good-quality, accessible play facilities for all ages. At least ten square metres of playspace should be provided per child.
- 7.72 Policy DMCI 5 of Hillingdon Council's Local Plan Part 2 Development Management Policies (2020) states that for all major development proposals, the Council will apply Hillingdon's child yields and the London Plan SPG; 'Providing for Children and Young Peoples Play and Informal Recreation', which specifies that ten square metres of play space should be provided for each child and an accessibility standard of 400 metres to equipped playgrounds. In areas of deficiency, there will be a requirement for new provision to be made to meet the benchmark standards for accessibility to play provision.

- 7.73 The estimated child yield for the development as revised would be 198.9 accounting for the size and mix of homes which would generate a child play space requirement of 1988sqm. The submitted parameter plans indicate that the development would be capable of providing 1444sqm of play provision. Previously 994sqm of play space was proposed on the site, this represented a shortfall in the required play provision of 1289.4sqm based on the child yield for the approved scheme. 174sqm of play space has already been provided within Phase 1A of the development with publicly accessible play provision proposed along the Avondale Drive frontage, adjacent to Phase 2 and Phase 1B; and within the new public open space that would link Avondale Drive with Hitherbroom Park. Private areas of play space are proposed within each of the landscaped podium areas providing amenity space for future occupiers. There remains a potential shortfall of 544sqm where assessed against the target play space provision of 1988sqm. The closest parks/recreation grounds to the application site are Hitherbroom Park (within 400m) and Minet Park (within 800m) which as part of the estate-wide play space strategy represent provision that is accessible and suitable to meet the needs of future occupiers.
- 7.74 The application site contains an existing children's playground which is publicly accessible to all members of the public, not only those living within the Avondale Drive estate. The proposals result in the loss of this playground in order to facilitate the development. A financial contribution of £100,000 was secured as part of the previous planning application towards the creation of a children's play space to be provided off-site to compensate for the loss of the existing play space on site. It is proposed that the replacement play area would be provided at Hitherbroom Park, immediately adjacent to the site. Accounting for the increase in play provision proposed within the Section 73 application, a proportionate reduction in the off-site financial contribution should be applied. The combination of on-site play, within the communal courtyard areas and public open space, alongside the retained off-site contribution of £55,000 would secure appropriate play provision within the development for future occupiers and would offset the loss of the existing play area on site.
- 7.75 In summary, both the detailed and outline elements of the proposals are considered not to conflict with Policy EM4, Policies DMCI 4 & 5, DMHB 18 & 19, and Policies G4, D6, S4 of the London Plan.

#### Transport, Highway Impact and Parking

- 7.76 Paragraph 116 of the NPPF (2024) states that development should only be prevented or refused on highways grounds if there would be an unacceptable impact on highway safety or the residual cumulative impacts on the road network would be severe.
- 7.77 Policies DMT 1 and DMT 2 of Hillingdon Council's Local Plan: Part 2 Development Management Policies (2020) require the Council to consider whether the traffic generated by proposed developments is acceptable in terms of the local highway and junction capacity, traffic flows, and conditions of general highway or pedestrian safety. Policy DMT 5 states that development proposals

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will be required to meet the Council's cycle parking standards as set out in Appendix C Table 1. Policy DMT 6 requires that proposals comply with the Council's parking standards to facilitate sustainable development and address issues relating to congestion and amenity.

- 7.78 Policy T4 of The London Plan (2021) states that development proposals should not increase road danger. Policy T5 states that development proposals should help remove barriers to cycling and create a healthy environment in which people choose to cycle. Policy T6 states that new residential development should not exceed the maximum parking standards detailed in Table 10.3. Car-free development should be the starting point for all development proposed in places that are well-connected by public transport or that are planned to be. All residential car parking spaces must provide infrastructure for electric or Ultra-Low Emission vehicles. At least 20 per cent of spaces should have active charging facilities, with passive provision for all remaining spaces. Disabled person parking should be provided for new residential developments in accordance with Policy T6. Policy T7 states that development proposals should facilitate safe, clean, and efficient deliveries and servicing. Provision of adequate space for servicing, storage, and deliveries should be made off-street, with on-street loading bays only used where this is not possible.
- 7.79 The outline parts of the site have a PTAL of 1b which indicates relatively poor public transport accessibility, whilst a small section of Phase 1A of the site has a PTAL of 2. Within outer London areas falling within PTAL 0-1 up to 1.5 spaces may be provided per dwellings as a maximum standard.
- 7.80 Phase 1B of the proposed development accommodates undercroft parking accessed via a proposed access with Abbotswood Way, above which there is a resident's courtyard at first floor podium level. Phase 2 accommodates an undercroft parking area, accessed via a proposed access with Avondale Drive, between Blocks B and C. A total of 74 car parking spaces are proposed within the outline area of the site including 8 blue badge spaces. 68 car parking spaces were proposed in the outline area of the consented scheme. The proposed parking provision would equate to a ratio of 0.25 spaces per unit, compared with 0.28 parking spaces per unit which was previously consented, albeit that the total number of parking spaces has increased. The ratio of car parking spaces to units is in accordance with the London Plan (2021) Policy T2 Healthy Streets which requires that development proposal should "*reduce the dominance of vehicles on London's streets*". Of the 74 parking spaces, eight are Blue Badge spaces. This is equivalent to three per cent of residential dwellings having access to disabled person parking provision from the outset, which is welcomed. The extant consent includes conditions requiring a Parking Design and Management Plan (PDMP) which shows how further Blue Badge spaces could be provided if demand arises.
- 7.81 The proposed parking ratios do not exceed the maximum standards set out in Policy T6 of the London Plan. The proposed parking ratios are relatively low and most occupiers would not have access to allocated parking spaces. The surrounding roads are not subject to resident parking controls. The impact of

displacement of additional vehicles within the surrounding streets was assessed under the previous application and it was considered that the impact of any displacement would not result in severe harm to highway safety or amenity. To mitigate the impact in the absence of parking controls, a financial contribution of £50,000 was secured prior to the first occupation of the 31<sup>st</sup> dwelling (first dwelling within the outline area of the site) towards the implementation of a parking management area. This would place restrictions on parking within the streets surrounding the site, which would include permit-based restrictions on parking to ensure that necessary on-street parking is provided for existing residents. Access to obtain parking permits within any parking management area for future occupiers of the proposed development would not be permitted in line with Schedule 13 of the S106 Agreement. Consequently, these measures would serve to prevent overspill parking, whilst not reducing preventing on-street parking for existing residents where necessary. It is considered that the measures set out within the Section 106 remain sufficient in addressing any additional parking pressure that may arise due to the increase in units and occupiers. The financial contribution of £50,000 remains sufficient given that the cost of implementing a parking management scheme would not increase, notwithstanding the overall increase in units proposed.

- 7.82 An obligation was agreed within the accompanying legal agreement requiring the provision of a Car Club to serve future residents and there have been 2 spaces which have been identified for this purpose, this obligation would remain as this remains an important means of providing flexible travel for future residents, without the need for private car ownership.
- 7.83 Based on the additional quantum of development proposed, the applicants Transport Assessment indicates that there would likely be an additional 36 and 31 two-way vehicular trip movements generated in the AM and PM peak respectively compared with the consented scheme. There would be an overall increase of 117 two-way vehicular trip movements per day. The proposed increase in two-way daily and peak vehicular movements has been assessed by the Highway Authority, who consider that the impact of the additional trip generation would not have a severe impact on the function of the surrounding road network. Were the parking management scheme to be implemented, there would likely be a decreased trip generation of -145 compared with the existing trip generation associated with the estate and 17 additional trips above those associated with the consented proposals were parking controls to be implemented. This would also have implications in terms of air quality, which are discussed in the relevant section of the report.
- 7.84 A Healthy Streets contribution of £51,000 to be used by Transport for London towards measures to mitigate the impact of the development on the A312 corridor (including the Bulls Bridge Junction) was secured under the Section 106 Agreement accompanying the original planning permission. An Active Travel Zone contribution of £120,000 was secured towards investment in measures to encourage uptake of active travel and public transport. Given the increase in units and corresponding increase in occupiers proposed, a proportionate increase in the contributions is considered reasonable and necessary in the

interests of improving active travel within the vicinity of the site. A revised proportionate increase in the healthy street's contribution totalling £94,581 and £152,400 in terms of the active travel zone contribution is required to mitigate the impact of the additional units and to improve active travel infrastructure in the interests of discouraging private car use.

- 7.85 The consented scheme included the provision of service vehicle access between the two development blocks in Phases 1B and 2. Service access into this space is excluded within the revised plans. It is instead proposed that this area would be for pedestrian access only, providing a new pedestrian route to Hitherbroom Park. This would improve the useability of this space for pedestrians and is therefore welcomed. A condition is attached to secure the submission and approval of an appropriate Delivery and Servicing Plan to ensure compliance with Policy T7 of The London Plan (2021).
- 7.86 Taking into account all relevant considerations relating to the provision of parking and associated vehicle movements and trip generation, it is considered that on balance that the proposed development complies with Paragraph 116 of the NPPF (2024), Policies T4, T5, T6, and T7 of The London Plan (2021), and Policies DMT 1, DMT 5, DMT 6, and DMT 2 of Hillingdon Council's Local Plan Part 2 Development Management Policies (2020).

#### Electric Vehicle Charging Infrastructure

- 7.87 With regard to the detailed element of the planning permission, the applicants Design and Access Statement indicates that 20% of parking spaces would be served by electric vehicle charging points. The submitted Car Parking Management Plan sets out that 20% of spaces will be provided within the outline element of the application would be provided with active electrical vehicle charging infrastructure, with the remaining 80% of spaces benefitting from passive infrastructure (i.e. benefitting from the ducting and infrastructure to convert to active in the future). This standard of provision is in accordance with the London Plan standard and is accepted.

#### Cycle Parking

- 7.88 A total of 315 cycle parking spaces is proposed. These would be provided in suitable, covered and accessible location either within the undercroft of the flats, or within ground floor parking stores. Details relating to the specific design of the cycle parking would be provided under the reserved matters application. The quantum of cycle parking proposed is however considered acceptable in principle and compliant with the standards set out under Policy T5 (Table 10.2) of the London Plan 2021.

## Noise

- 7.89 Policy D3 of The London Plan (2021) states that development proposals should help prevent or mitigate noise impacts.
- 7.90 Policy DMHB 11 of the Hillingdon Local Plan Part 2 Development Management Policies (2020) states that development proposals should not adversely impact the amenity.
- 7.91 The application is accompanied by a Noise Impact Assessment (NIA) which has been reviewed by the Councils Noise Specialist Officer and is considered to provide sufficient detail in assessing existing conditions. Details relating to sound insulation measures and measures to control/mitigate noise from plant or mechanical equipment would be required by planning condition before occupation of development within each phase.
- 7.92 Subject to the provision of appropriate details to be secured by planning condition, it is considered that the development would not have a negative impact on the amenity of existing and future residents by reason of noise and therefore the development would comply with Policy D3 of The London Plan (2021) and Policy DMHB 11 of the Hillingdon Local Plan Part 2 Development Management Policies (2020).

## Air Quality

- 7.93 Policy SI 1 of The London Plan (2021) states that development proposals should ensure that where emissions need to be reduced to meet the requirements of Air Quality Neutral or to make the impact of development on local air quality acceptable, this is done on-site.
- 7.94 Policy DMEI 14 of Hillingdon Council's Local Plan Part 2 Development Management Policies (2020) states that development proposals should demonstrate appropriate reductions in emissions to sustain compliance with and contribute towards meeting EU limit values and national air quality objectives for pollutants.
- 7.95 The Site is within an Air Quality Management Area and Air Quality Focus Area. The Applicant submitted an Air Quality Assessment Addendum, which is considered to provide an acceptable level of detail to assess the air quality impact associated with the proposed development. The AQA Addendum indicates that the proposed development would be air quality neutral for transport emissions or air quality positive and therefore, further appropriate mitigation is required. This was similarly the case with the submitted planning application, whereby a financial contribution of £3,716 was required to be paid for Hillingdon to deliver its air quality local action plan and or implement specific measures on/along the road network affected by the proposal that reduce vehicle emissions and or reduces human exposure to nitrogen dioxide levels. The submission of an Air Quality Assessment prior to superstructure works of each

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relevant phase of this development was also required. The Council's Air Quality Officer has advised that an air quality mitigation contribution of £135,989 must be secured through a deed of variation to the Section 106 Agreement to mitigate the additional air quality impact associated with the development.

- 7.96 As noted within the Transport Section of this report, were a parking management scheme to be implemented, there would likely be a decreased trip generation of -145 compared with the existing trip generation associated with the estate and 17 additional trips above those associated with the consented proposals were parking controls to be implemented. On this basis it is considered reasonable that the Section 106 Agreement includes a second scenario whereby a lower air quality contribution of £6,363 would be required to account for the substantially lower traffic generation that would be associated with the development in these circumstances. It is therefore proposed that a clause is inserted into the legal agreement to capture this.
- 7.97 Subject to securing the air quality contribution through a Section 106 legal agreement, the proposal complies with Policies SI 1 and GG3 of The London Plan, Policy EM8 of the Local Plan Part 1, and Policy DME1 14 of the Local Plan Part 2.

#### Health

- 7.98 Policy GG3 of the London Plan sets out a series of measures that must be incorporated into developments to improve Londoner's health and reduce health inequalities.
- 7.99 Policy CI1 states that the Council will ensure that community and social infrastructure is provided in Hillingdon to cater for the needs of the existing community and future populations.
- 7.100 Paragraph 98 of the NPPF states that planning decisions should take into account and support the delivery of local strategies to improve health, social and cultural well-being for all sections of the community.
- 7.101 It is noted that contributions were not required under the original planning application towards healthcare provision within the local area. The NHS have been consulted during the course of the planning application. It was advised that the closest surgery (Kincora Surgery) has sufficient capacity to absorb the impact from the development at present. On this basis no financial contribution towards would be required in order to mitigate the impact of the development.

#### Accessibility

- 7.102 Policy D7 of The London Plan (2021) states that residential development must ensure that at least ten per cent of dwellings (which are created via works to which Part M volume 1 of the Building Regulations applies) meet Building Regulation requirement M4(3) 'wheelchair user dwellings' and all other dwellings (which are created via works to which Part M volume 1 of the Building

Regulations applies) meet Building Regulation requirement M4(2) 'accessible and adaptable dwellings.' These requirements seek to ensure suitable housing and genuine choice for London's diverse population, including disabled people, older people, and families with young children.

- 7.103 Policy H13 of The London Plan (2021) states that boroughs should work positively and collaboratively with providers to identify sites which may be suitable for specialist older persons housing taking account of suitable levels of safe storage and charging facilities for residents' mobility scooters.
- 7.104 The Councils Access Officer has reviewed the proposals for the outline part of the site and has advised that there are no objections to the submitted proposals in principle. It is required that 10% of this development would need to meet the standards for M4(3) Category 3 - wheelchair user dwellings. The units should be interspersed throughout the development, to include all typologies and tenures. All remaining units must be designed to the standards for Category 2 M4(2) Accessible and Adaptable dwellings, as set out in Approved Document M 2015. Compliance would be secured by planning condition in line with the original permission.
- 7.105 Subject to the above-mentioned conditions, the development is considered to comply with Policy D7 of The London Plan (2021) and Policy H13 of The London Plan (2021).

#### Trees, Landscaping and Urban Greening

- 7.106 Policy DMHB 14 of the Local Plan requires the retention and enhancement of existing landscaping, trees, biodiversity or other natural features, landscaping that supports and enhances biodiversity and amenity and replanting of new trees.
- 7.107 Policy G5 of the London Plan stipulates that major development proposals, should include urban greening as a fundamental element of site and building design by incorporating measures such as high-quality landscaping (including trees), green roofs, green walls, and nature-based sustainable drainage.
- 7.108 The tree report accompanying the original planning application identified and assessed the condition and value of 33 trees and 3 groups, in accordance with BS5837:2012. There were 2 x A grade trees (highest quality), 22 x B grade trees (moderate /worthy of retention on development sites), 9 C grade trees/groups (lower quality) and 3 U grade (very poor). No additional trees would be removed under the revised proposals; however the proposals would retain a Category A London Plan tree, which adjoins Hitherbroom Park; as well as a Category B Cherry Tree, which is located in a more central position in the site, within the proposed new area of public open space.
- 7.109 Overall, the proposals are considered an improvement on the consented scheme as the above-mentioned Category A and B trees which are of high and moderate visual amenity value would be retained.

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- 7.110 The submitted landscaping scheme includes substantial additional tree planting within areas of the public realm and private amenity areas, which in combination are stated within the supporting documents to achieve an urban greening factor (UGF) score of 0.52. This would exceed the target score of 0.4 for residential developments as set out in Policy G5 of the London Plan and the indicative UGF calculated for the previously consented proposals. The original application was further subject to a condition requiring the submission of an urban greening factor assessment prior to the commencement of above ground works of each phase within the Outline Area.
- 7.111 The proposals would therefore comply with Policy DMHB 14 of the Local Plan and Policy G5 of the London Plan.

### Ecology

- 7.112 Policy DMEI 7 of the Local Plan states that the design and layout of new development should retain and enhance any existing features of biodiversity or geological value within the site. If development is proposed on or near to a site considered to have features of ecological or geological value, applicants must submit appropriate surveys and assessments to demonstrate that the proposed development will not have unacceptable effects. Similarly, Policy G6 of the London Plan states that development proposals should manage impacts on biodiversity and aim to secure net biodiversity gain.
- 7.113 Paragraph 6.28 of Hillingdon Council's Local Plan Part 2 Development Management Policies (2020) states that it is important that planning decisions are appropriately informed by the right level of survey and information on ecology features. Where appropriate, the Council will require the use of the approved DEFRA biodiversity impact calculator to inform decisions on no net loss and net gain.
- 7.114 In England, Biodiversity Net Gain (BNG) is mandatory under Schedule 7A of the Town and Country Planning Act 1990 (as inserted by Schedule 14 of the Environment Act 2021). Developers must deliver a BNG of 10%. This means a development will result in more or better-quality natural habitats than there were before development.
- 7.115 The original planning application was accompanied by a Preliminary Ecological Appraisal (PEA) which confirmed that there were no overriding ecological constraints. This included a biodiversity net gain (BNG) calculation. The PEA was accompanied by a bat survey which identified that the buildings on the site had a low potential to support roosting bats. On this basis a condition was recommended requiring the implementation of relevant mitigation, which included a 'bat sensitive' lighting strategy
- 7.116 Condition 15 of the planning permission required the submission of details relating to biodiversity net gain across the development and as part of the relevant phase of the development. The details are required prior to the

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commencement of each phase of the development. It is noted that the planning application was determined prior to the national requirement that mandatory BNG is delivered on all major developments (February 2024), however the submitted biodiversity net gain report accompanying the original application anticipated that the development would deliver a +1 increase in biodiversity units, equivalent to 54% biodiversity net gain.

- 7.117 On the basis that the proposals are sought as a variation to the previous planning permission, and that the impact on ecology it is considered to not be substantially different, it is considered that no amendments are required to the means by which biodiversity net gain would be delivered on site. Condition 15 of the planning permission is considered to provide an appropriate means of securing delivery of biodiversity net gain, including details of landscaping and habitat creation required within the revised scheme. It is further noted that more detailed landscaping plans would be provided under the reserved matters planning application.
- 7.118 Subject to the provision of appropriate details to be secured by planning condition to demonstrate that biodiversity net gain is delivered within the site, it is considered that the development would comply with Policy DMEI 7 of the Local Plan.

#### Flooding and Drainage

- 7.119 Policy SI 13 of The London Plan (2021) states that development proposals should aim to achieve greenfield run-off rates and ensure that surface water run-off is managed as close to its source as possible. Policy DMEI 10 of the Hillingdon Local Plan Part 2 Development Management Policies (2020) states that a SuDs system should drain developments and include appropriate methods to avoid polluting the water environment.
- 7.120 The site lies fully within Flood Zone 1, is at a low risk of flooding and does not lie within a critical drainage area. The original planning application was accompanied by a drainage strategy and Flood Risk Assessment (FRA). An addendum to this strategy has been submitted to account for the various amendments proposed to the development, including the landscaping strategy and site layout. The two attenuation tanks that previously formed part of the drainage strategy have been relocated and increased in size, accounting for the revised site layout and other changes to the proposed plans. The amended proposals include the provision of permeable paving, as well as raingardens and green roofs as means of sustainable drainage. A more detailed drainage strategy would be required at reserved matters stage and Condition 29 of the original planning permission requires the submission of a scheme for sustainable water management, which aligns with the approved FRA and Drainage Strategy.
- 7.121 The addendum to the drainage strategy and flood risk assessment has been reviewed by Metis on behalf of the Council as Lead Local Flood Authority, who have advised that the drainage strategy sets out appropriate measures to manage surface water drainage.

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- 7.122 Subject to the provision of this additional information that would be secured by planning condition, it is considered that the proposed development complies with Policy SI 13 of The London Plan (2021) and DMEI 10 of the Hillingdon Local Plan Part 2 Development Management Policies (2020).

#### Waste Management

- 7.123 Policy D6 of The London Plan (2021) states that developments should ensure that recycling and waste disposal, storage, and any on-site management facilities are convenient in operation and location, appropriately integrated, and designed to work effectively for residents, management, and collection services.
- 7.124 The provision for waste management within the site has been reviewed by the Council's Waste Management Team and is acceptable in principle from an operational perspective. Specific details relating to refuse storage and collection would be required at reserved matters stage. The proposals are therefore considered to comply with Policy D6 of the London Plan.

#### Sustainability – Energy, Whole Life Carbon and Circular Economy

- 7.125 Policy DMEI 2 of the Hillingdon Local Plan Part 2 Development Management Policies (2020) states that all developments are required to make the fullest contribution to minimising carbon dioxide emissions in accordance with London Plan targets.
- 7.126 Policy SI 2 of the London Plan states that major development should be net zero-carbon. This means reducing greenhouse gas emissions in operation and minimising both annual and peak energy demand. A minimum on-site reduction of at least 35 per cent beyond Building Regulations is required for major development. Residential development should achieve 10 per cent, and non-residential development should achieve 15 per cent through energy efficiency measures. Where it is clearly demonstrated that the zero-carbon target cannot be fully achieved on-site, any shortfall should be provided, in agreement with the borough, either:
- 1) through a cash in lieu contribution to the borough's carbon offset fund, or
  - 2) off-site provided that an alternative proposal is identified, and delivery is certain.
- 7.127 An outline Energy Statement and Sustainability Strategy was submitted as part of the original planning application, which indicated that Phases 1b to 2 would achieve zero carbon entirely through on-site measures. This included fabric-based measures, the installation of air source heat pumps and solar PVs on the roofs of the proposed buildings. The revised proposals are expected to achieve an 80% carbon reduction on-site, 20% below the previously expected reductions, this is due to an increase in the unit numbers and floor to roof ratios across the site.

- 7.128 Condition 34 of the original permission requires that prior to the commencement (except for demolition, ground and enabling works) for each relevant development phase of the outline area of the development a detailed energy assessment shall be submitted to and approved by the Council. The assessment shall set out the plans and specifications for the 'be clean' and 'be green' technology solutions set out in the outline energy strategy. Any carbon emissions identified shall be subject to an offsite contribution. This requirement is similarly reflected within the accompanying Section 106 agreement. On the basis that the carbon reductions cannot fully be delivered on-site, an offset payment is anticipated for the future phases of the development. The specific contribution would be determined based on the submitted Energy Assessment, which includes a calculation of the carbon shortfall for each phase. The strategy is considered acceptable in principle and aligns with Policy DMEI 2 of the Hillingdon Local Plan Part 2 Development Management Policies (2020); and Policy SI 2 of the London Plan subject to the submission of the detailed assessment and payment of the required carbon offsetting fee as required under the Section 106 agreement.
- 7.129 In accordance with London Plan Policy SI 2 the applicant is required to calculate and reduce whole life-cycle carbon (WLC) emissions to fully capture the development's carbon footprint. The extant planning permission includes a condition requiring the applicant to submit a post-construction assessment to report on the development's actual WLC emissions. This condition would remain.
- 7.130 London Plan Policy SI 7 requires development proposals to integrate circular economy principles as part of the design process, and referable applications must submit a Circular Economy Statement. The extant planning permission includes conditions requiring a Circular Economy Statement in line with the GLA's guidance to be submitted and approved for each reserved matters application, and for the applicant to submit a post-construction report. These conditions would be retained.
- 7.131 Accounting for the above assessment the proposal complies with Policy SI 2 of the London Plan (2021) and Policy DMEI 2 of the Hillingdon Local Plan Part 2 Development Management Policies (2020).

#### Airport Safeguarding

- 7.132 Policy DMAV 1 of the Local Plan Part 2 - Development Management Policies states that the Council will support the continued safe operation of Heathrow Airport and RAF Northolt and will consult with the airport operator on proposals in the safeguarded areas. Proposals that may be a hazard to aircraft safety will not be permitted.
- 7.133 The application has been accompanied by an Aviation Safeguarding Assessment which assesses the proposals against relevant safeguarding criteria which is necessary given the height of the outline element of the scheme and the sites proximity to Heathrow Airport. Consultation has been carried out with all relevant parties, namely National Air Traffic Services (NATS), Heathrow

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Airport and the Ministry of Defence. Officers note the request from Heathrow Airport that a bird hazard management plan will be required to mitigate the risk of birdstrike in relation to landscaping, ecological enhancements and design elements. A condition requiring submission of these details before commencement of superstructure works within the outline element of the development was attached to the original planning permission and is therefore included in the recommended list of conditions attached to this report. Heathrow Airport within their consultation response have recommended that the applicant submit a glint and glare assessment before the installation of solar equipment. Given the height of the development and proposals to install solar panels across the roofs of the buildings a condition requiring the submission of these details is considered reasonable.

- 7.134 Subject to compliance with the recommended conditions above, it is considered that the development would not conflict with Policy DMAV 1 of the Local Plan Part 2 - Development Management Policies.

#### Land Contamination

- 7.135 The original planning application was accompanied by a Geotechnical and Geo-environmental Desk Study Report which was deemed to provide a comprehensive account of the site and its surroundings in respect of land contamination risk. A condition was attached requiring that the development shall not commence (except for demolition, ground and enabling works) until a scheme to deal with contamination in relation to any phase of the proposed development has been submitted to and approved by the Local Planning Authority (LPA). The amendments proposed under the current application would not alter the relative risk associated with contamination.
- 7.136 Subject to the submission of appropriate details required under this condition, it is considered that risks of contamination may be appropriately addressed and mitigated in compliance with Policy DMEI 12 of the Local Plan Part 2 - Development Management Policies.

#### Fire Safety

- 7.137 Policy D12 of The London Plan (2021) states that all development proposals must achieve the highest standards of fire safety. All major development proposals should be submitted with a Fire Statement, which is an independent fire strategy, produced by a third party, suitably qualified assessor.
- 7.138 The application is accompanied by an outline Fire Strategy addendum (intended to be read in conjunction with the existing outline Fire Strategy. Consultation requests have been sent to the London Fire Brigade; however, no responses have been received. In relation to comments submitted by the GLA, the applicant has confirmed that two stair accesses would be provided on all units of more than 18 metres. No other issues are raised by the GLA in relation to fire safety. The reports have been prepared by a suitably qualified third-party assessor. The

reports have been reviewed by the Health and Safety Executive (HSE) and are assessed as setting out appropriate measures for managing fire safety.

- 7.139 Accounting for the above, it is considered that the development would comply with Policy D12 of The London Plan (2021).

#### Planning Obligations

- 7.140 Policy DMCI 7 of the Local Plan Part 2 seeks to ensure development is sustainable and planning permission will only be granted for development that clearly demonstrates there will be sufficient infrastructure of all types to support it. Infrastructure requirements will be predominantly addressed through the Council's Community Infrastructure Levy (CIL). Planning obligations will be sought on a scheme-by scheme basis to secure the provision of affordable housing in relation to residential development schemes, where development has infrastructure needs that are not addressed through CIL, and to ensure that development proposals provide or fund improvements to mitigate site-specific impacts made necessary by the proposal. Applications that fail to secure an appropriate Planning Obligation to make the proposal acceptable will be refused.
- 7.141 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
- 7.142 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.
- 7.143 Section 106 Heads of Terms to be secured through a deed of variation are as follows:
- Provision of affordable housing – increased to 54% by habitable room.
  - Healthy streets contribution to be increased to £94,581 to account for increase in dwellings proposed.
  - An uplift in the Active Travel Zone contribution to £152,400
  - Public open space contribution to be reduced to £71,860 to account for proportional increase in public open space provision on site.
  - Children's play space contribution to be decreased to £55,000 to account for proportionate increase in on site play provision.
  - Air Quality contribution of £135,989 to account for increase in forecast trip generation in event that parking management measures are not

implemented and a financial contribution of £6,363 should parking management measures be introduced.

## **8.0 Other Matters**

### Human Rights

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

### Equality

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

### Local Finance Considerations and CIL

- 8.3 There would be no increase in floorspace created within the full element of the planning permission and therefore no CIL would be payable on this element of the planning application.
- 8.4 In relation to the outline phase of the development, CIL would be payable on floorspace created under subsequent reserved matters applications at such time that development commences on these later relevant phases of the development. CIL would be calculated at such time that reserved matters applications are submitted for consideration.

## **9.0 Conclusion / Planning Balance**

- 9.1 The provision of 56 additional dwellings, including the provision of 33 additional affordable homes would represent a significant public benefit and would be achieved through making a more effective use of a previously developed site, which would align fully with the provisions of Paragraphs 124 and 125 of the NPPF; Policy H1 of the London Plan; and Policy DMHB17 of the Local Plan Part 2. The development would provide an acceptable quantum of affordable housing accounting in accordance with the provisions of Policy H8 of the Local Plan and provide an appropriate mix of units, including an increased number of larger family sized homes.

- 9.2 The development is in outline, and the detailed design of the development would be assessed at reserved matters stage. Whilst the planning application is made in outline, the accompanying parameter plans would secure the provision of a development which responds appropriately to the townscape character and is of an appropriate scale and density notwithstanding the increase in the quantum of development proposed. The submitted landscaping parameter plan sets out an appropriate strategy for the provision of an appropriately designed public realm. It is considered that the increased quantum of development, density and scale would not have a significantly greater impact on existing residents in amenity terms compared with the consented scheme, whilst amenity provision for future occupiers has been enhanced through amendments to the site layout.
- 9.3 It is considered that subject to the relevant conditions and obligations highlighted in this report that the development would not have an adverse impact on highway safety or amenity.
- 9.4 The proposals are considered to adequately address and where necessary matters of energy efficiency, air quality, land contamination, protection of trees and protection of biodiversity and provision of biodiversity net gain subject to the various conditions outlined above.
- 9.5 On balance therefore, the proposal is deemed to be acceptable and would be consistent with the overarching aims of the National Planning Policy Framework, The London Plan, and Hillingdon Local Plan.
- 9.6 The planning application is therefore recommended for approval, subject to the conditions set out in Appendix 1, the Section 106 Heads of Terms detailed in this report, and subject to the necessary Stage II referral to the Greater London Authority.

## **10.0 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](mailto:planning@hillingdon.gov.uk).

# **APPENDICES**

## **Planning Application**

**76551/APP/2025/2861**

## Appendix 1: Recommended Conditions and Informatives

### Conditions

#### 1. A1 Time Limit

Time Limit and Reserved Matters applications for the Outline element

(i) The development hereby permitted shall begin either before the expiration of five years from the date of this permission, or before the expiration of two years from the date of approval of the last of the reserved matters to be approved, whichever is the later.

(ii) Application for approval of the following reserved matters shall be made to the Local Planning Authority before the expiry of three year from the date of this permission.

(a) Siting of building(s)

(b) Design

(c) External Appearance

(d) Landscaping

(e) Means of Escape

#### REASON

To comply with Section 92 of the Town and Country Planning Act 1990.

#### 2. COM4 Accordance with Approved Plans

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

In relation to the outline element:

Parameter Plan 1 - Development Zones: AVD-PRP-ZZ-ZZ-DR-A-20053 Rev P1

Parameter Plan 2 Building Heights: AVD-PRP-ZZ-ZZ-DR-A-20054 Rev P1

Parameter Plan 3 Access and Movement: AVD-PRP- ZZ-ZZ-DR-A-20055 Rev P1

Parameter Plan 4 Hard and Soft Landscaping: AVD-PRP-ZZ-ZZ-DR-A-20056 Rev P1

Phasing Plan: AVD-PRP-ZZ-ZZ-DR-A-20060 Rev P1

In relation to the detailed Phase 1 proposals:

AVD-PRP-P1AA-00-GA-A-20100\_P7

AVD-PRP-P1AA-01-GA-A-20101\_P7

AVD-PRP-P1AA-ZZ-ELV-A-20201\_P7  
AVD-PRP-P1AA-ZZ-GA-A-20010\_P6  
AVD-PRP-P1AA-ZZ-GA-A-20011\_P6  
AVD- PRP-P1AA-00-GA-A-20102 P8

AVD-PRP-P1AA-00-GA-A-20103 P8  
AVD- PRP-P1AA-00-GA-A-20104 P6  
AVD-PRP-P1AA-RF-GA-A-20105 P5  
AVD-PRP-P1AA-ZZ-ELV-A-20200 P8  
AVD-TEP-P1-00-DR-L-90110 (Rev. 02)  
AVD-TEP-P1-00-DR-L-90120 (Rev. 02)

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

#### REASON

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

### **3. COM5 General compliance with supporting documentation**

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

Red Line Site Location Plan AVD-PTE-ZZ-XX-DR-A-10004 Rev C4

Planning Statement - Planning Statement dated 5th December 2025.

Design and Access Statement - (dated 10th November 2025)

Development Specification Statement - (dated 10th November 2025)

Air Quality Assessment (including Air Quality Neutral Assessment) (REF - 2104170-02 November 2021)

Air Quality Assessment Addendum dated October 2025

Arboricultural Impact Assessment dated November 2025

Archaeological Desk Based Assessment **(dated November 2021)**

**Aviation Safeguarding Assessment Ref: EAS/P1239/R1/Issue 1 (2021)**

**Aviation Safeguarding Assessment Addendum to Report EAS/P1238/R1/Issue 1 dated October 2025**

**Biodiversity Impact Assessment - (March 2022)**

**Preliminary Ecological Appraisal (including Bat Survey Report) - (December 2021)**

**Geotechnical and Geo-environmental Desk Study Report (November 2021 1990-A2S-XX-XX-RP-Y-0001-00)**

**Circular Economy Statement and Whole Life Cycle Carbon Assessment (dated 03/12/2021)**

**Construction Logistics Plan (dated 06 December 2021)**

**Outline Construction Logistics Plan Addendum dated 10 November 2025**

**Daylight and Sunlight Report (including Overshadowing Assessment) (dated November 2021)**

Daylight and Sunlight Addendum Report dated 30th October 2025  
Delivery and Servicing Plan (dated December 2021)  
Delivery and Servicing Plan Addendum dated 4th November 2025  
Economic Impact Assessment (including Social Value Assessment) - December 2021  
Outline Energy & Sustainability Strategy dated September 2025 Issue 4  
Detailed Energy Statement and Sustainability Strategy - dated 30/11/2021  
Overheating Risk Assessment (for Detailed First Phase) - (Avondale Drive - 29/11/2021)  
Financial Viability Assessment dated October 2025  
Fire Strategy (Detailed Strategy) - (November 2021)  
Outline Fire Strategy Addendum dated October 2025 Rev P02  
Wind Microclimate CFD Study dated November 4th 2025 Rev 3  
Outline Noise Assessment in Relation to s.73 Application Amendments dated 27th October 2025 Rev 2  
Foul Sewage and Utilities Statement - Avondale Drive - (December 2021)  
Transport Assessment - (dated 22/03/2022)  
Transport Assessment Addendum dated 11 November 2025  
Framework Residential Travel Plan (dated November 2021)  
Drainage Strategy (Ref: P450729-WW-HT-XX-RP-C-0002 P3)  
Drainage Strategy Addendum dated September 2025  
Flood Risk Assessment Ref : (P450729-WW-HT-XX-RP-C-0001 P4)  
Heritage, Townscape and Visual Impact and Tall Building Assessment - dated December 2021  
Townscape, Visual Impact Addendum dated November 2025

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

#### REASON

To ensure that the development complies with the application documentation submitted in support of the proposal in accordance with Policy DMHB 11 of the Hillingdon Local Plan Part 2 (2020).

#### 4. NONSC Quantum of development

The proposed land uses within the reserved matters (outline area) shall be strictly in accordance with the maximum floor area (Use Class C3 - 18,469 sqm NGIA ) up to 266 homes.

#### REASON

To ensure that the development is carried out in accordance with the approved plans and other submitted details and to ensure the quantum of development keeps within the parameters assessed in accordance with Policy DMHB 17 of the Hillingdon Local Plan: Part 2 (2020).

#### 5. NONSC Housing Mix

The proposed housing mix within the reserved matters application/s shall be strictly in accordance with the following parameters:

One bedroom units - 32% to 36%

Two bedroom units - 42% to 46%

Three and four bedroom units - 20% to 24%

#### REASON

To ensure that the development is carried out in accordance with the approved plans and other submitted details and to ensure the quantum of development keeps within the parameters assessed in accordance with Policy H10 of the London Plan (2021).

### 6. OM9 Phasing of Development

The development shall be carried out in accordance with the approved Phasing Plan (dwg. ref. 20060 Rev P1) or any amendments thereto that may be subsequently agreed in writing with the local planning authority.

Submission of a detailed Design Code and Reserved Matters applications shall conform with the approved Phasing Plan. The development shall thereby be carried out in accordance with the approved Phasing Plan or any amendments thereto that may be subsequently agreed in writing with the local planning authority.

#### REASON

To ensure that the development proceeds in a satisfactory manner in accordance with the provisions Hillingdon Local Plan Parts 1 (November 2012) and 2 (January 2020) and the London Plan (2021).

### 7. NONSC Design Code

Prior to commencement of any works within the outline development a detailed Design Code shall be submitted and approved in writing and Reserved Matters applications shall conform with the approved Phasing Plan and Design Code. The development shall thereby be carried out in accordance with the approved Phasing Plan and design Code. The Design Code shall provide the following information:

#### Introduction

- a. Purpose of the Code
- b. The Vision (for the regeneration of the estate)
- c. The Site (and its context)
- d. Planning Context
- e. Design Principles
- f. Structure of the Code
- g. Instructions for Use

#### 2. Overarching Design Code Principles

- a. Land Use and Amount
- b. Layout
- c. Scale and Massing
- d. Access, Movement and Parking
- e. Landscape and Public Realm
- f. Private and Community Amenity Space and Playspace

### 3. Avondale Drive Masterplan

- a. Background
- b. Design Principles
- c. Masterplan Layout
- d. Typical Development Blocks

### 4. Character Areas and Street Types

- a. Character and Approach
- b. Avondale Drive
- c. Abbotswood Way
- d. Park Street
- e. Park Edge
- f. Courtyard

### 5. Detailed Design Code Principles

- a. Built Form and Architectural Detail
- b. Material Strategy
- c. Energy and Sustainability
- d. Car and Cycle Parking Strategy
- e. Utilities and Servicing
- f. Waste and Recycling
- g. Lighting Strategy
- h. Design Standards

### 6. Housing Typologies

- a. Housing Types
- b. Duplexes and Podium Housing Blocks
- d. Apartment Blocks

### 7. Glossary of Terms

#### REASON

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

#### **8. A18 Density**

The residential density shall not exceed 285 units per hectare.

## REASON

To ensure that the development complies with the provisions Hillingdon Local Plan Parts 1 (November 2012) and 2 (January 2020) and the London Plan (2021) and is carried out in accordance with the approved plans and other submitted details and to ensure the quantum of development keeps within the parameters.

### **9. A35 Height**

No building or structure shall exceed 67 metres (AOD) in height in the outline element.

## REASON

Whilst Heathrow recognises that the existing building penetrates the Obstacle Limitation Surface. The replacement building called should not be allowed to exceed the existing elevation, as further penetration of the Obstacle Limitation Surface would not be deemed acceptable to Heathrows operation. See Advice Note 1 An Overview for further information (available at [http://www.aoa.org.uk/wp-content/uploads/2016/09/Advice-Note-1 Aerodrome-Safeguarding-An-Overview-2016.pdf](http://www.aoa.org.uk/wp-content/uploads/2016/09/Advice-Note-1-Aerodrome-Safeguarding-An-Overview-2016.pdf)) in accordance with the approved drawings and to accord with the requirements of Policy DMAV 1 of the Hillingdon Local Plan: Part 2 (2020).

### **10. B10 Parking/Turning/Loading Arrangements etc.**

The roads/turning/loading facilities/sight lines and parking areas (including the marking out of parking spaces) shown on the approved Phase 1 phase and within subsequent phases of the development shall be constructed prior to occupation of the development, thereafter permanently retained and used for no other purpose.

## REASON

To ensure that adequate facilities are provided in accordance with Policy DMHB 11 of the Hillingdon Local Plan Part 2 (2020).

### **11. RES7 Materials (Submission)**

Prior to commencement of development (except for demolition, ground and enabling works of any superstructure works) of any relevant phase of development, within the outline element of the planning permission, 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.

All materials used in the construction of Phase 1A of the development as approved under discharge of conditions application 76551/APP/2023/3036 shall be retained unless otherwise agreed in writing with the Local Planning Authority.

## REASON

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

### **12. NONSC Play area details**

Prior to commencement of development within the outline element of the planning permission (except for demolition, ground and enabling work) for each relevant development phase, details of the play area for children shall be submitted to and approved in writing by the Local Planning Authority. This shall include details of accessible play equipment for disabled children, including those with a sensory impairment, or complex multiple disabilities. Thereafter, the play areas shall be provided prior to the occupation of any unit within the development and maintained for this purpose.

The play provision for Phase 1A of the development as approved under discharge of conditions application 76551/APP/2024/2653 shall be provided and retained thereafter in accordance with the approved plans accompanying this permission.

## REASON

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

### **13. NONSC Accessibility**

The dwellings hereby approved shall ensure that 90% 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. the remaining 10% of all units shall be constructed to accord with the technical specifications of Section M4(3)(2)(b) for a Wheelchair Accessible dwelling as set out in Approved Document M to the Building Regulations 2010 (2015 edition).

## REASON

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

### **14. RES9 Landscaping (car parking & refuse/cycle storage)**

Prior to the commencement of development within the outline element of the planning permission (except for demolition, ground and enabling work) of each phase of this development details of a landscape scheme shall be submitted to and approved in writing by the Local Planning Authority. The scheme shall include: -

1. Details of Soft Landscaping
  - 1.a Planting plans (at not less than a scale of 1:100),

1.b Written specification of planting and cultivation works to be undertaken,  
1.c Schedule of plants giving species, plant sizes, and proposed numbers/densities where appropriate and this schedule must include pollution absorbing trees. The scheme shall provide a minimum of 23 replacement trees.

## 2. Details of Hard Landscaping

### 2.a Refuse Storage

2.b Cycle Storage to comply with the minimum standards set out in Policy T5 (Table 10.2) of the London Plan (2021).

2.d Car Parking Layouts with a unit number to parking space ratio no greater than 0.25 with at least 20% of all parking spaces having active electric vehicle charging points with all the remainder having passive provision. The layout will also show provision for blue badge spaces equal to 3% of the total unit numbers (to be included within the overall parking ratio).

### 2.e Hard Surfacing Materials

### 2.f External Lighting

### 2.g Other structures (such as play equipment and furniture)

## 3. Living Walls and Roofs

### 3.a Details of the inclusion of living walls and roofs

### 3.b Justification as to why no part of the development can include living walls and roofs

## 4. Details of Landscape Maintenance

### 4.a Landscape Maintenance Schedule for a minimum period of 5 years.

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

## 5. Schedule for Implementation

## 6. Other

### 6.a Existing and proposed functional services above and below ground

### 6.b Proposed finishing levels or contours

## 7 Further detail of Biodiversity Net Gain

7.a Details illustrating a biodiversity net gain across the development as a whole and submitted phase by phase shall be submitted and approved prior to above ground works in each phase.

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

The landscaping for Phase 1A of the development as approved under discharge of conditions application 76551/APP/2024/2653 shall be provided and retained thereafter in accordance with the approved plans and details accompanying this permission.

## 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).

### **15. RES10 Tree to be retained**

Trees, hedges and shrubs shown to be retained on the approved plan(s) shall not be damaged, uprooted, felled, lopped or topped without the prior written consent of the Local Planning Authority. If any retained tree, hedge or shrub is removed or severely damaged during (or after) construction, or is found to be seriously diseased or dying, another tree, hedge or shrub shall be planted at the same place or, if planting in the same place would leave the new tree, hedge or shrub susceptible to disease, then the planting should be in a position to be first agreed in writing with the Local Planning Authority and shall be of a size and species to be agreed in writing by the Local Planning Authority and shall be planted in the first planting season following the completion of the development or the occupation of the buildings, whichever is the earlier. Where damage is less severe, a schedule of remedial works necessary to ameliorate the effect of damage by tree surgery, feeding or groundwork shall be agreed in writing with the Local Planning Authority. New planting should comply with BS 3936 (1992) 'Nursery Stock, Part 1, Specification for Trees and Shrubs' Remedial work should be carried out to BS 3998:2010 'Tree work - Recommendations' and BS 4428 (1989) 'Code of Practice for General Landscape Operations (Excluding Hard Surfaces)'. The agreed work shall be completed in the first planting season following the completion of the development or the occupation of the buildings, whichever is the earlier.

## REASON

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

### **16. RES8 Tree Protection**

No site clearance or construction work within the outline area of the site shall take place until the details have been submitted to, and approved in writing by, the Local Planning Authority with respect to:

1. A method statement outlining the sequence of development on the site including demolition, building works and tree protection measures.
2. Detailed drawings showing the position and type of fencing to protect the entire root areas/crown spread of trees, hedges and other vegetation to be retained shall be submitted to the Local Planning Authority for approval. No site clearance works or development shall be commenced until these drawings have been approved and the fencing has been erected in accordance with the details approved. Unless otherwise agreed in writing by the Local Planning Authority. Such fencing should be a minimum height of 1.5 metres.

Thereafter, the development shall be implemented in accordance with the approved details.

The fencing shall be retained in position until development is completed.

The area within the approved protective fencing shall remain undisturbed during the course of the works and in particular in these areas:

2.a There shall be no changes in ground levels;

2.b No materials or plant shall be stored;

2.c No buildings or temporary buildings shall be erected or stationed.

2.d No materials or waste shall be burnt; and.

2.e No drain runs or other trenches shall be dug or otherwise created, without the prior written consent of the Local Planning Authority.

3. Where the arboricultural method statement recommends that the tree protection measures for a site will be monitored and supervised by an arboricultural consultant at key stages of the development, records of the site inspections / meetings shall be submitted to the Local Planning Authority.

#### REASON

To ensure that trees and other vegetation can and will be retained on site and not damaged during construction work and to ensure that the development conforms with policy DMHB 14 of the Hillingdon Local Plan Part 2 (2020).

#### **17. NONSC Parking Management and Allocation Plan**

Prior to occupation of each relevant phase of this development within the Outline Area of the planning permission, a Parking Management and Allocation Plan shall be submitted to and approved in writing by the Local Planning Authority. It shall detail the following:

(i) The arrangements for all parking onsite and include provisions for managing, monitoring, enforcement and review. All on-site parking spaces shall be solely for the use by future residents of the development hereby approved and shall not be used for any other purpose of leased/sub-let.

(ii) A Parking Design and Management Plan to ensure that an additional 7% of dwellings could be provided with one designated disabled persons parking space per dwelling in future upon request as soon as existing provision is insufficient.

The approved plan shall be implemented as soon as the development is brought into use and shall remain in place thereafter. Any changes to the plan shall be agreed in writing by the Local Planning Authority.

#### REASON

To ensure the appropriate operation of the car parks and prevention of inappropriate/informal parking from taking place by users of the site, in accordance with Policies DMT 1, DMT 2 and DMT 6 of the Hillingdon Local Plan: Part 2 (2020).

## **18. NONSC Delivery and Servicing Plan**

Prior to the occupation of each relevant phase of the development within the Outline Area of the planning permission, details of a Delivery and Servicing Plan shall be submitted to and approved in writing by the Local Planning Authority. This should be in accordance with Transport for London's Delivery and Servicing Plan Guidance. Thereafter the development shall be carried out and maintained in full accordance with the approved details.

Phase 1A of the development shall operate in accordance with the measures outlined in the Delivery and Servicing Plan as approved under discharge of conditions application 76551/APP/2025/531

### **REASON**

To ensure appropriate servicing of the site, to safeguard highway safety and to safeguard the free flow of traffic, in accordance with Policies DMT 1 and DMT 2 of the Hillingdon Local Plan: Part 2 (2020) and Policies T3 and T7 of the London Plan (2021).

## **19. NONSC Construction Management and Logistics Plan**

Prior to the commencement of any relevant phase works on the outline Area of the site (excluding demolition to be carried out under Phase 1B), a Construction Management and Logistics Plan shall be submitted to and approved in writing by the Local Planning Authority (in consultation with relevant stakeholders including appropriate communication with, the distribution of information to, the local community and the Local Planning Authority relating to relevant aspects of construction). This plan shall detail:

- (i) The phasing of the works;
- (ii) The hours of work;
- (iii) On-site plant and equipment;
- (iv) Measures to mitigate noise and vibration;
- (v) Measures to mitigate impact on air quality;
- (vi) Waste management;
- (vii) Site transportation and traffic management, including:
  - (a) Routing;
  - (b) Signage;
  - (c) Vehicle types and sizes;
  - (d) Hours of arrivals and departures of staff and deliveries (avoiding peaks times of day);
  - (e) Frequency of visits;
  - (f) Parking of site operative vehicles;
  - (g) On-site loading/unloading arrangements; and
  - (h) Use of an onsite banksman (if applicable).
- (viii) The arrangement for monitoring and responding to complaints relating to demolition and construction; and
- (ix) Details of cranes and other tall construction equipment (including the details of obstacle lighting).

This plan should accord with Transport for London's Construction Logistic Planning Guidance and the GLA's 'The Control of Dust and Emissions during Construction and Demolition' Supplementary Planning Guidance (July 2014) (or any successor document). The construction works shall be carried out in strict accordance with the approved plan.

The works to demolish Wellings House (Phase 1B) shall be carried out in accordance with the Demolition Phase Method Statement and Construction Logistics Plan Phase 1B as approved under discharge of conditions application 76551/APP/2025/447.

#### REASON

To safeguard the amenity of surrounding areas and to ensure that the construction works include appropriate efficiency and sustainability measures so as not to compromise the safe and efficient operation of the local highway network and local air quality, in accordance with Policies DMT 1, DMT 2 and DMEI 14 of the Hillingdon Local Plan: Part 2 (2020) and Policies D14, SI 1, T4 and T7 of the London Plan (2021). 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: Part 2 (2020).

#### 20. NONSC Noise (insulation)

Each phase of the development within the Outline Area of the planning permission shall not be occupied until full and final details are provided to, and approved by, the Local Planning Authority of the sound insulation scheme(s) for that phase, and any other control measures, such that ambient sound levels are no higher than the relevant internal targets within the current version of the ProPG: Planning & Noise accounting for both ventilation and overheating conditions, and to minimise levels within external amenity areas as far as practicable. Any sound generated within the development by associated plant shall be controlled to not exceed relevant targets, such as those within the current version of the Acoustics, Ventilation and Overheating Residential Design Guide.

The sound insulation measures for Phase 1A of the development shall be implemented in accordance with the details approved under discharge of conditions application 76551/APP/2025/1036 and shall be retained thereafter.

#### 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) in accordance with Policy DMHB 11 of the Hillingdon Local Plan: Part 2 (2020) and Policy D14 of the London Plan (2021).

#### 21. NONSC Noise

Each phase of the development within the Outline Area of the planning permission shall not be occupied until full and final details are provided to, and approved by, the Local Planning

Authority of any building services plant that would result in sound emitted externally, together with details of any required noise control to safeguard the amenity of the occupants of both the scheme and the neighbouring dwellings. The plant shall be selected and installed so as to minimise sound externally to a practicable minimum, and, where required (due to risk of noise impact), the plant and background sound levels should be determined and assessed in accordance with the Council's Noise SPD (2006) and the current version of BS 4142.

The building services plant for Phase 1A of the development shall be implemented in accordance with the details approved under discharge of conditions application 76551/APP/2025/986.

#### 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) in accordance with Policy DMHB 11 of the Hillingdon Local Plan: Part 2 (2020) and Policy D14 of the London Plan (2021).

### **22. NONSC Piling Method Statement**

No piling shall take place until a piling method statement (detailing the depth and type of piling to be undertaken and the methodology by which such piling will be carried out, including measures to prevent and minimise the potential for damage to subsurface sewerage infrastructure, and the programme for the works) has been submitted to and approved in writing by the local planning authority in consultation with Thames Water. Any piling must be undertaken in accordance with the terms of the approved piling method statement.

#### REASON

To ensure that the proposed works, in close proximity to underground sewerage utility infrastructure, will not adversely impact / cause failure of local underground sewerage utility infrastructure in accordance with Policies DME1 11 and DME1 12 of the Hillingdon Local Plan: Part 2 (2020).

### **23. NONSC Overheating Strategy**

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

- 1) reduce the amount of heat entering a building through orientation, shading, high albedo materials, fenestration, insulation and the provision of green infrastructure;
- 2) minimise internal heat generation through energy efficient design;
- 3) manage the heat within the building through exposed internal thermal mass and high

- ceilings;
- 4) provide passive ventilation;
  - 5) provide mechanical ventilation; and
  - 6) provide active cooling systems.

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

Phase 1A of the development shall be implemented in accordance with the measures set out in the Overheating Strategy approved under discharge of conditions application 76551/APP/2024/135 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).

#### **24. NONSC Bird Hazard Management Plan**

Prior to superstructure works commencing of any relevant phase of the Outline Area of the development, a Bird Hazard Management Plan shall be submitted to and approved in writing by the Local Planning Authority, in consultation with the Ministry of Defence and Heathrow Airport Ltd. The submitted plan shall include details of:

Management of any flat/shallow pitched on buildings within the site which may be attractive to nesting, roosting and "loafing" birds. The management plan shall comply with Advice Note 8 'Potential Bird Hazards from Building Design'.

The roof terrace and other public access areas are to be provided with lidded bins, and an approved method to maintain the accumulation of waste, to ensure that no food waste is available for the attraction of hazardous birds. The Bird Hazard Management Plan shall be implemented as approved on completion of the development and shall remain in force for the life of the building.

Details and a schedule of procedures to ensure that breeding or nesting birds are disturbed or displaced from any flat/green roofs (by licenced means) formed within the site.

Means for suitably qualified personnel to access to all roof areas (including these smaller areas of biodiverse roof and the roof terraces) for both inspection and active bird control.

Details of a protocol for liaison with RAF Northolt in the event that dispersal procedures are to be undertaken. The provisions of the BHMP shall be implemented strictly in accordance with the details agreed for the life of the development and there shall be no variation without the written agreement of both the Local Planning Authority and the MOD. No subsequent alterations to the plan are to take place unless first submitted to and approved in writing by the Local Planning Authority.

The Bird Hazard Management Plan for Phase 1A of the development shall be implemented as approved under discharge of conditions application 76551/APP/2024/135 on completion of this phase of the development and shall remain in force for the life of the building.

## REASON

It is necessary to manage the roof in order to minimise its attractiveness to birds which could endanger the safe movement of aircraft and the operation of Heathrow Airport, to accord with the requirements of Policy DMAV 1 of the Hillingdon Local Plan: Part 2 (2020).

## 25. NONSC Flood Risk Assessment and Drainage Strategy

Prior to commencement any relevant phase of the Outline Area of the development (excluding demolition and site clearance), a scheme for the provision of sustainable water management in line with the approved Flood Risk Assessment (November 2021) shall be submitted to, and approved in writing by the Local Planning Authority. The scheme shall clearly demonstrate how it manages water and demonstrate ways of controlling the surface water on site by providing information on:

### a) Sustainable Drainage features:

- i. Surface water discharge - the submitted drainage strategy must identify the proposed method and location of discharging collected surface water from the site in accordance with the hierarchy set out in Policy SI 13 of the London Plan (2021). Where the proposal does not utilise the most sustainable solution, justification must be provided. Any proposal that includes a connection to a private sewer network should provide details of the condition and ownership of the entire drainage route to a public sewer or ordinary watercourse.
  - ii. SuDS - the submitted drainage strategy should incorporate Sustainable Drainage System (SuDS) elements that are embedded, where practicable, within the landscaping plan for the development. Preference should be given to above-ground SuDS elements that control water at source and provide wider biodiversity, water quality and amenity benefits.
  - iii. Runoff rates - surface water discharge from the site must be no greater than greenfield runoff rates at a variety of return periods including 1 in 1 year, 1 in 30, 1 in 100, and 1 in 100 plus 40% climate change.
  - iv. Drainage calculations - include calculations to demonstrate that the volume of storage and size of drainage features provided is adequate to control surface water for a range of storm duration and rainfall intensities for events up to and including the critical 1 in 100 plus 40% climate change rainfall event.
  - v. Exceedance routes - provide a plan showing the route surface water will take through the development for rainfall events exceeding the 1 in 100 year event. Where it is intended to store water on the ground surface, the maximum extent of overland flooding should be mapped and include details on flow paths, depths and velocities. Safe access and egress for the site must be demonstrated.
- ### b) Long-term management and maintenance of the drainage system.
- i. Provide a Management and Maintenance Plan for the drainage system that includes clear plans showing all of the drainage network above and below ground, and identifies the

- responsibility of different parties for each component of the drainage network.
- ii. Include details of the necessary inspection regimes and maintenance frequencies.
- c) Minimise water use.
- i. incorporate water saving measures and equipment.
  - ii. provide details of how rain and/or grey water will be recycled and reused in the development.

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

## REASON

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

## 26. NONSC Contamination

(i) The development within the Outline Area of the development shall not commence (except for demolition, ground and enabling works) until a scheme to deal with contamination in relation to any phase of the proposed development has been submitted to and approved by the Local Planning Authority (LPA). All works which form part of the remediation scheme shall be completed before any part of the development is occupied or brought into use unless the Local Planning Authority dispenses with any such requirement specifically and in writing. The scheme shall include all of the following measures unless the LPA dispenses with any such requirement specifically and in writing:

a) A site investigation, including where relevant soil, soil gas, surface and groundwater sampling, together with the results of analysis and risk assessment shall be carried out by a suitably qualified and accredited consultant/contractor. The report should also clearly identify all risks, limitations and recommendations for remedial measures to make the site suitable for the proposed use; and

(b) A written method statement providing details of the remediation scheme and how the completion of the remedial works will be verified shall be agreed in writing with the LPA prior to commencement, along with the details of a watching brief to address undiscovered contamination. No deviation shall be made from this scheme without the express agreement of the LPA prior to its implementation.

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

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

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

#### REASON

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

#### **27. NONSC Non-Road Mobile machinery**

All Non-Road Mobile machinery (NRMM) of net power of 37kW and up to and including 560kW used during the demolition, site preparation and construction phases shall comply with the emissions standards set out in chapter 4, proposal 4.2.3.a of the London Environment Strategy. Unless it complies with the standard set out in the London Environment Strategy, no NRMM shall be onsite, at any time, whether in use or not, without the prior written consent of the LPA. 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 <https://nrmm.london/>

#### REASON

To comply with the London's Low Emission Zone for non-road mobile machinery as per requirements of the London Environment Strategy, in accordance with Policy EM8 of the Hillingdon Local Plan: Part 1 (2012), Policy DMEI 14 of the Hillingdon Local Plan: Part 2 (2020), Policy SI 1 of the London Plan (2021), and paragraphs 174 and 186 of the National Planning Policy Framework (2021).

#### **28. NONSC Low Emission Strategy**

Prior to superstructure works (except for demolition, ground and enabling works) of any relevant phase of the outline part of the development, a Low Emission Strategy (LES) shall be submitted to and approved in writing by the Local Planning Authority. The LES shall address but be not restricted to:

- 1) secure compliance with the current London Plan (March 2021), and associated Guidance requirements
- 2) To include in the Travel Plan a clear and effective strategy to encourage users to a) use public transport;  
b) cycle / walk to work where practicable;  
c) enter car share schemes;  
d) purchase and drive to work zero emission vehicles.

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

development.

Phase 1A of the development shall be carried out in accordance with the measures set out in the low emissions strategy approved and discharged under discharge of conditions application 76551/APP/2024/135 and all measures agreed shall be maintained throughout the life of the development.

#### REASON

To reduce the impact on air quality in accordance with Policy EM8 of the Hillingdon Local Plan: Part 1 (2012), Policy DME1 14 of the Hillingdon Local Plan: Part (2020), Policies SI 1 and T4 of the London Plan (2021) and paragraphs 174 and 186 of the National Planning Policy Framework (2021).

#### **29. NONSC Secured by Design**

Prior to the commencement of any superstructure works for each residential phase of development within the outline part of the planning permission details of security measures to minimise the risk of crime and to meet the specific security needs of that phase shall be submitted for that phase and approved in writing by the Local Planning Authority, in consultation with the Metropolitan Police.

Any security measures to be implemented in compliance with this condition shall reach the standard necessary to achieve the 'Secured by Design gold' accreditation awarded by the Hillingdon Metropolitan Police Design Out Crime Officer (DOCO) on behalf of the Association of Chief Police Officers (ACPO). The approved measures shall be implemented and maintained before the development in that phase is occupied and thereafter retained.

Phase 1A of the development shall be carried out in accordance with the security measures strategy approved and discharged under discharge of conditions application 76551/APP/2024/324 and all measures agreed shall be maintained throughout the life of the development.

#### 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 and to ensure the development provides a safe and secure environment in accordance with policy D11 of The London Plan 2021.

#### **30. NONSC Fire Statement**

A)Prior to the commencement of development for each relevant phase within the Outline Area, excluding demolition and enabling works, the principles of a Fire Statement shall be submitted to and approved in writing by the Local Planning Authority in consultation with the Health and Safety Executive. The statement should detail how the development proposal will function in terms of:

- i) the building's construction: methods, products and materials used, including manufacturers' details
- ii) the means of escape for all building users: suitably designed stair cores, escape for building users who are disabled or require level access, and associated evacuation strategy approach
- iii) features which reduce the risk to life: fire alarm systems, passive and active fire safety measures and associated management and maintenance plans
- iv) access for fire service personnel and equipment: how this will be achieved in an evacuation situation, water supplies, provision and positioning of equipment, firefighting lifts, stairs and lobbies, any fire suppression and smoke ventilation systems proposed, and the ongoing maintenance and monitoring of these
- v) how provision will be made within the curtilage of the site to enable fire appliances to gain access to the building
- vi) ensuring that any potential future modifications to the building will take into account and not compromise the base build fire safety/protection measures.

B) Prior to occupation of the development within that phase, the final comprehensive Fire Statement shall be submitted to and approved in writing by the Local Planning Authority. This should be accompanied by the Building Control Decision Notice or equivalent. Thereafter the development shall be carried out and maintained in full accordance with the approved details.

#### REASON

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

### **31. NONSC Lighting**

Prior to the commencement of any superstructure works for each residential building within the outline phase of development, details of any external lighting associated with the development including levels of illumination, position, design, structure, direction of illumination, shall be submitted to and approved in writing by the Local Planning Authority. The development shall be implemented and maintained in accordance with those details as may be approved.

Phase 1A of the development shall be carried out in accordance with the approved lighting strategy as approved and discharged under discharge of conditions application 76551/APP/2024/324 and be maintained in accordance with these details.

#### REASON

In the interests of the appearance of the development and the amenity of neighbouring properties in accordance with Policy DMHB 11 of the Hillingdon Local Plan: Part 2 (2020).

### **32. NONSC Energy Strategy outline phases**

Prior to the commencement (except for demolition, ground and enabling works) for each relevant development phase of the outline area of the development hereby approved a detailed energy assessments shall be submitted to and approved by the London Borough of Hillingdon. The assessment shall set out the plans and specifications for the 'be clean' and 'be green' technology solutions set out in the outline energy strategy. The details shall include type, size and location of the air source heat pumps including an appraisal of the associated noise and vibration. The scheme shall details the type and size of PV panels including their pitch and orientation. The assessment shall then ensure there is clear presentation of the reduction in carbon associated with the 'be lean', 'be clean' and 'be green' including making a clear allowance for the electricity demand of the air source heat pumps. Any carbon emissions identified shall be subject to an offsite contribution. The development must proceed in accordance with the approved plans and specification and evidence of this shall be submitted for approval in writing to the Local Planning Authority.

#### REASON

To ensure the development achieves zero carbon in accordance with Policy SI2 of the London Plan.

### **33. NONSC Whole Life Cycle**

No later than 3 months following first occupation of development within the Outline Area of the site, the post construction tab of the GLA's whole life carbon assessment template should be completed accurately and in its entirety for the relevant phase of the development in line with the GLA's Whole Life Carbon Assessment Guidance. The post-construction assessment should provide an update of the information submitted at the planning submission stage, including the whole life carbon emission figures for all life-cycle modules based on the actual materials, products and systems used. This should be submitted to the GLA at: [ZeroCarbonPlanning@london.gov.uk](mailto:ZeroCarbonPlanning@london.gov.uk), along with any supporting evidence as per the guidance. Confirmation of submission to the GLA shall be submitted to, and approved in writing by, the local planning authority, no later than 4 months following first occupation of the development.

#### REASON

In the interests of sustainable development and to maximise onsite carbon dioxide savings in accordance with Policy SI2 of the London Plan.

### **34. NONSC Post Completion Report Whole Life Cycle**

No later than 3 months following first occupation of the development within the Outline Area of the site, a Post Completion Report setting out the predicted and actual performance against all numerical targets in the relevant Circular Economy Statement shall be submitted to the GLA at: [CircularEconomyLPG@london.gov.uk](mailto:CircularEconomyLPG@london.gov.uk), along with any supporting evidence as per the GLA's Circular Economy Statement Guidance for the relevant phase of the development. The Post Completion Report shall provide updated versions of Tables 1 and 2 of the Circular Economy Statement, the Recycling and Waste Reporting form and Bill of

Materials. Confirmation of submission to the GLA shall be submitted to, and approved in writing by, the local planning authority, no later than 4 months following first occupation of the development.

#### REASON

In the interests of sustainable waste management and in order to maximise the re-use of material in accordance with Policy SI7 and D3 of the London Plan.

### **35. NONSC Circular Economy**

Each application for reserved matters shall be accompanied by a detailed Circular Economy Statement and Operational Waste Management Strategy in line with the GLA's Circular Economy Statement Guidance, which shall be submitted to and approved in writing by the Local Planning Authority. The statement shall adhere to the principles set out in the draft Circular Economy Statement. The development shall be carried out in accordance with the details so approved.

#### REASON

In the interests of sustainable waste management and in order to maximise the re-use of material in accordance with Policy SI7 and D3 of the London Plan.

### **36. NONSC Energy Performance**

Prior to occupation of each phase of development within the Outline Area, a 'Be Seen' plan for the recording and annual reporting of the energy performance of the development shall be submitted to and approved in writing by the Local Planning Authority. The 'Be Seen' plan shall meet the requirements set out in Policy SI2 (A)(4) of the London Plan. The plan shall set out the methods for recording the actual carbon performance of the approved scheme in line with the approved energy assessment. The plan shall then set out how this will be reported to the Local Planning Authority on an annual basis (the 'annual report') and shall set out the mechanisms for identifying shortfalls in the agreed targets and the strategy for remedying such shortfalls.

The annual report shall then be submitted to and approved by the Local Planning Authority in accordance with the agreed 'Be Seen' plan. Where the annual report identifies shortfalls in meeting the approved target, it will also present proposals, onsite or offsite to remedy the problem. The development must be operated in accordance with the approved 'Be Seen' plan.

Phase 1A of the development shall be carried out in accordance with the approved 'Be Seen' plan as approved and discharged under discharge of conditions application 76551/APP/2025/827 and be maintained in accordance with these details.

#### REASON

To ensure the development continues to achieve the approved carbon reduction targets in accordance with Policy SI2 of the London Plan.

### **37. NONSC Roof Plant**

No plant, water tanks, water tank enclosures or other structures, that are not shown on the approved plans for the detailed phase and any subsequent plans approved under Reserved Matters Applications, shall be erected upon the roofs of the buildings hereby permitted unless approved in writing by the Local Planning Authority.

#### **REASON**

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

### **38. NONSC CCTV**

Prior to the occupation of any phase of development within the Outline Area of the site, a scheme showing full details of the following for that phase shall be submitted to and approved in writing by the Local Planning Authority.

(a) CCTV;

(b) Security lighting

and the development shall be implemented and maintained in accordance with the approved details.

Phase 1A of the development shall be carried out in accordance with the approved details of lighting and CCTV plan as approved and discharged under discharge of conditions application 76551/APP/2025/536 and be maintained in accordance with these details.

#### **REASON**

To ensure that the development provides a safe and inclusive environment which maximises personal safety and minimises opportunities for crime and antisocial behaviour in accordance with Policy D11 of The London Plan 2021.

### **39. NONSC UGF**

Prior to the commencement of above ground works of each phase within the Outline Area, excluding demolition and enabling works, an Urban Greening Factor Assessment (UGF) shall be submitted to, and approved in writing by, the local planning authority.

The UGF Assessment shall use the Greater London Authority Urban Greening Factor calculator available at the time of the submission.

The updated UGF Assessment shall demonstrate all efforts to meet a site-wide UGF score of 0.4.

#### **REASON**

To ensure urban greening is a fundamental element of the site and building design in compliance with Policy G5 of the London Plan (2021).

#### **40. NONSC Estate Management Regime**

Prior to the occupation of each Development Plot or Phase within the outline part of the permission, an Estate Management and Maintenance Plan for that Phase in which development would be located, setting out maintenance and management responsibilities for all communal play spaces, public realm, communal amenity spaces and all publicly accessible open spaces, shall be submitted to and approved in writing by the Local Planning Authority and the open spaces shall thereafter be maintained and managed in accordance with the approved details.

Phase 1A of the development shall be maintained and managed in accordance with the Estate Management and Maintenance Plan as approved and discharged under discharge of conditions application 76551/APP/2025/1035.

#### **REASON**

In order to ensure that the Local Planning Authority is satisfied with the details of the authorised development and to ensure the design of the new housing development enhances the quality of the area in accordance with Policy DMBH 11 of the Hillingdon Local Plan: Part 2 (2020).

#### **41. NONSC Water capacity**

No development within the Outline Area of the development shall be occupied for each relevant development phase until confirmation has been provided that either:- 1. Foul water Capacity exists off site to serve the development, or 2. A development and infrastructure phasing plan has been agreed with the Local Authority in consultation with Thames Water. Where a development and infrastructure phasing plan is agreed, no occupation shall take place other than in accordance with the agreed development and infrastructure phasing plan, or 3. All Foul water network upgrades required to accommodate the additional flows from the development have been completed.

#### **REASON**

Network reinforcement works may be required to accommodate the proposed development. Any reinforcement works identified will be necessary in order to avoid sewage flooding and/or potential pollution incidents.

#### **42. NONSC Air Quality Assessment**

Prior to superstructure works of each relevant phase of this development within the Outline Area, an Air Quality Assessment for that phase shall be submitted to, and approved in writing by, the Local Planning Authority. Any damage costs identified shall be submitted to the Local Planning Authority as a discharge of the relevant planning obligation on a phase by phase basis. The development shall be implemented and maintained in accordance with the approved details.

#### **REASON**

To reduce the impact on air quality in accordance with Policy EM8 of the Hillingdon Local Plan: Part 1 (2012), Policy DME1 14 of the Hillingdon Local Plan: Part (2020), Policies SI 1 and T4 of the London Plan (2021) and paragraphs 174 and 186 of the National Planning Policy Framework (2021).

#### **43. NONSC Glint and Glare Assessment - PV's**

No solar panels shall be installed until a glint and glare assessment has been submitted to and approved in writing by the Local Planning Authority. No subsequent alterations to the approved scheme are to take place unless submitted to and approved in writing by the Local Planning Authority.

#### **REASON**

To ensure the development does not endanger the safe movement of aircraft or the operation of Heathrow Airport. The airport requires a glint and glare assessment to be completed to determine the full impact on Air Traffic Control Tower and pilots approaching the airport.

#### **44. NONSC Demolition noise**

Nuisance from demolition and construction work is subject to control under the Control of Pollution Act 1974, the Clean Air Act 1993 and the Environmental Protection Act 1990. You should ensure that the following are complied with: (i) Demolition and construction works should only be carried out between the hours of 0800 and 1800 on Monday to Friday and between the hours of 0800 and 1300 on Saturday. No works should be carried out on Sundays, Public or Bank Holidays; (ii) All noise generated during such works should be controlled in compliance with British Standard 5228, and use "best practicable means" as defined in section 72 of the Control of Pollution Act 1974; (iii) Measures should be taken to eliminate the release of dust, odours and other emissions caused by the works that may create a public health nuisance. Guidance on control measures is given in "The control of dust and emissions from construction and demolition: best practice guidelines", Greater London Authority, November 2006; and (iv) No bonfires that create dark smoke or cause nuisance to local residents should be allowed at any time. You are advised to consult the Council's Environmental Protection Unit to seek prior approval under Section 61 of the Control of Pollution Act 1974 if you anticipate any difficulty in carrying out the works other than within the normal working hours set out above, and by means that would minimise disturbance to adjoining premises. For further information and advice, contact the Environmental Protection Unit, 3S/02 Civic Centre, High Street, Uxbridge, Middlesex UB8 1UW (tel. 01895 250155).

### **Informatives**

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

The decision to GRANT planning permission has been taken having regard to all relevant

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

## **2. I10 Illustrative Drawings**

You are reminded that the drawings submitted with the application are for illustrative purposes only and do not form part of the application for which permission is hereby granted.

## **3. I24A TFL Informative**

In respect of the construction works and associated construction vehicle movements and temporary arrangement on the highway, the applicant/developer should contact the Council's Highways Maintenance Team. In case of construction works affecting the Transport for London Road Network and the Strategic Road Network, the applicant/developer should also contact Transport for London and comply with its requirements as set out in the Transport for London's 'Construction Guidance Document For Contractors' which can be viewed on the Council's website [www.hillingdon.gov.uk/article/11417/Publications](http://www.hillingdon.gov.uk/article/11417/Publications)

## **4. I60 Cranes**

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

## **5.**

The proposed development is located within 15 metres of Thames Waters underground assets and as such, the development could cause the assets to fail if appropriate measures are not taken. Please read our guide 'working near our assets' to ensure your workings are in line with the necessary processes you need to follow if you're considering working above or near our pipes or other structures.

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.

## **6. I60 Cranes**

Given the nature of the proposed development it is possible that a crane may be required

during its construction. The applicant's attention is drawn to the requirement within the British Standard Code of Practice for the safe use of Cranes, for crane operators to consult the aerodrome before erecting a crane in close proximity to an aerodrome. This is explained further in Advice Note 4, 'Cranes and Other Construction Issues' (available at [www.aoa.org.uk/publications/safeguarding.asp](http://www.aoa.org.uk/publications/safeguarding.asp))

## **7. 173 Community Infrastructure Levy (CIL) (Granting Consent)**

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

## **8.**

The Bird Hazard Management Plan must ensure that flat/shallow pitched roofs be constructed to allow access to all areas by foot using permanent fixed access stairs ladders or similar. The owner/occupier must not allow gulls, to nest, roost or loaf on the building. Checks must be made weekly or sooner if bird activity dictates, during the breeding season. Outside of the breeding season gull activity must be monitored and the roof checked regularly to ensure that gulls do not utilise the roof. Any gulls found nesting, roosting or loafing must be dispersed by the owner/occupier when detected or when requested by Heathrow Airside Operations staff. In some instances it may be necessary to contact Heathrow Airside Operations staff before bird dispersal takes place. The owner/occupier must remove any nests or eggs found on the roof. The breeding season for gulls typically runs from March to June. The owner/occupier must obtain the appropriate licences where applicable from Natural England before the removal of nests and eggs. We will need to object to these proposals unless the above-mentioned condition is applied to any planning permission.

## 9.

The applicant/developer is advised that any future submissions of reserved matters applications for the future phases of the development shall not be constructed in any other external material than brick, for fire safety and design reasons.

### 153 Compulsory Informative (2)

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

DMCI 2	New Community Infrastructure
DMCI 3	Public Open Space Provision
DMCI 4	Open Spaces in New Development
DMCI 5	Childrens Play Area
DMCI 7	Planning Obligations and Community Infrastructure Levy
DME 2	Employment Uses Outside of Designated Sites
DMEI 1	Living Walls and Roofs and Onsite Vegetation
DMEI 10	Water Management, Efficiency and Quality
DMEI 14	Air Quality
DMEI 2	Reducing Carbon Emissions
DMEI 9	Management of Flood Risk
DMH 1	Safeguarding Existing Housing
DMH 2	Housing Mix
DMH 7	Provision of Affordable Housing
DMHB 10	High Buildings and Structures
DMHB 11	Design of New Development
DMHB 12	Streets and Public Realm
DMHB 14	Trees and Landscaping
DMHB 15	Planning for Safer Places
DMHB 16	Housing Standards
DMHB 17	Residential Density
DMHB 18	Private Outdoor Amenity Space
DMHB 19	Play Space
DMT 1	Managing Transport Impacts
DMT 2	Highways Impacts
DMT 3	Road Safeguarding

DMT 4	Public Transport
DMT 5	Pedestrians and Cyclists
DMT 6	Vehicle Parking
LLP D1	(2021) London's form character and capacity for growth
LPP D1	(2021) London's form, character and capacity for growth
LPP D11	(2021) Safety, security and resilience to emergency
LPP D12	(2021) Fire safety
LPP D14	(2021) Noise
LPP D2	(2021) Infrastructure requirements for sustainable densities
LPP D3	(2021) Optimising site capacity through the design-led approach
LPP D4	(2021) Delivering good design
LPP D5	(2021) Inclusive design
LPP D6	(2021) Housing quality and standards
LPP D7	(2021) Accessible housing
LPP D8	(2021) Public realm
LPP D9	(2021) Tall buildings
LPP DF1	(2021) Delivery of the Plan and Planning Obligations
LPP G5	(2021) Urban greening
LPP GG1	(2021) Building strong and inclusive communities
LPP GG2	(2021) Making the best use of land
LPP GG3	(2021) Creating a healthy city
LPP GG4	(2021) Delivering the homes Londoners needs
LPP H1	(2021) Increasing housing supply
LPP H10	(2021) Housing size mix
LPP H4	(2021) Delivering affordable housing
LPP H6	(2021) Affordable housing tenure
LPP H7	(2021) Monitoring of affordable housing
LPP H8	(2021) Loss of existing housing and estate redevelopment
LPP S4	(2021) Play and informal recreation
LPP SD1	(2021) Opportunity Areas
LPP SD10	(2021) Strategic and local regeneration
LPP SI1	(2021) Improving air quality
LPP SI12	(2021) Flood risk management
LPP SI13	(2021) Sustainable drainage
LPP SI3	(2021) Energy infrastructure
LPP SI4	(2021) Managing heat risk

LPP SI6	(2021) Digital connectivity infrastructure
LPP SI7	(2021) Reducing waste and supporting the circular economy
LPP T1	(2021) Strategic approach to transport
LPP T2	(2021) Healthy Streets
LPP T4	(2021) Assessing and mitigating transport impacts
LPP T5	(2021) Cycling
LPP T6	(2021) Car parking
LPP T6.1	(2021) Residential parking
LPP T7	(2021) Deliveries, servicing and construction
NPPF11 -24	NPPF11 2024 - Making effective use of land
NPPF12 -24	NPPF12 2024 - Achieving well-designed places
NPPF15 -24	NPPF15 2024 - Conserving and enhancing the natural environment
NPPF5 -24	NPPF5 2024 - Delivering a sufficient supply of homes
NPPF6 -24	NPPF6 2024 - Building a strong, competitive economy
NPPF8 -24	NPPF8 2024 - Promoting healthy and safe communities
NPPF9 -24	NPPF9 2024 - Promoting sustainable transport

## Appendix 2: Relevant Planning History

76551/APP/2021/4502 Land At Avondale Drive Hayes

Hybrid planning application seeking OUTLINE permission (with all matters reserved) for residential floorspace (Class C3) including demolition of all existing buildings and structures; erection of new buildings; new pedestrian and vehicular accesses; associated amenity space, open space, landscaping; car and cycle parking spaces; plant, refuse storage, servicing area and other works incidental to the proposed development; and FULL planning permission for Block A comprising 30 residential units (Class C3); new pedestrian access; associated amenity space and landscaping; cycle parking, refuse storage, and other associated infrastructure.

**Decision:** 29-03-2022 Approved

76551/APP/2022/3661 Land At Avondale Drive Hayes

Non-Material Amendment Application submitted under Section 96A of the Town and Country Planning Act 1990 (as amended), to amend Condition 3 (Drawings) of application reference 76551/APP/2021/4502, dated 28-09-2022, which is a Hybrid planning application seeking OUTLINE permission (with all matters reserved) for residential floorspace (Class C3) including demolition of all existing buildings and structures; erection of new buildings; new pedestrian and vehicular accesses; associated amenity space, open space, landscaping; car and cycle parking spaces; plant, refuse storage, servicing area and other works incidental to the proposed development; and FULL planning permission for Block A comprising 30 residential units (Class C3); new pedestrian access; associated amenity space and landscaping; cycle parking, refuse storage, and other associated infrastructure.

The proposed amendments only affect Phase 1a, and comprise the following:

- Moving the building footprint by 400mm south and 800mm west and consequential amendments to substation, cycle storage and landscape layout;
- Repositioning of balconies on southern elevation and switching of balconies from southern end of the east elevation to the southern end of the west elevation;
- Minor adjustments to the fenestration and facade detailing;
- Increasing roof build to accommodate the required depth of structure and falls for rainwater collection;
- Alterations to ground floor layout to reflect changes to the structural strategy;
- Amendment to the core arrangement, lift size and window specification to meet building regulations; and
- Minor re-organisation of dwelling layouts to improve the internal arrangement, incorporate utility cupboards, reflect changes to fenestration and increases in party wall widths.

**Decision:** 16-03-2023 Approved

76551/APP/2024/2652 Land At Avondale Drive Hayes

Non-Material Amendment application to outline planning permission reference 76551/APP/2021/4502 dated 29-03-2022 involving minor amendments to the external substation building in connection to minor changes to the doors and introduction of a new opening to the west elevation with a louvred panel for ventilation together with minor alterations to the internal layout and staircore.

**Decision:** 09-12-2024 Approved

76551/APP/2025/1255 Land At Avondale Drive Hayes

Application for a Non-Material Amendment to Planning Permission Reference 76551/APP/2021/4502 dated 28-09-2022 to amend the wording of Conditions 31 (Principles of Fire Statement), 35 (GLA's whole life carbon assessment) and 36 (Circular Economy Statement Report).

**Decision:** 21-05-2025 Approved

76551/APP/2025/2311 Land At Avondale Drive Hayes

Application for a Non-Material Amendment to Planning Permission Reference 73955/APP/2022/2613, dated 20-03-2023 to amend the wording of Condition 41 (Submission of Urban Greening Factor Assessment).

**Decision:** 18-09-2025 Approved

76551/APP/2025/3242 Land At Avondale Drive Hayes

Reserved Matters Application (Access, Appearance, Landscaping, Layout and Scale) pursuant to Condition 1 of Application ref: 76551/APP/2025/2861 (Outline permission (with all matters reserved) for residential floorspace (Class C3) including demolition of all existing buildings and structures; erection of new buildings; new pedestrian and vehicular accesses; associated amenity space, open space, landscaping; car and cycle parking spaces; plant, refuse storage, servicing area and other works incidental to the proposed development;) for the erection of dwellings with associated landscaping, amenity space, open space, landscaping; car and cycle parking spaces; plant, refuse storage, servicing area and other works incidental to the proposed development;) for the erection of dwellings with associated landscaping, amenity space, parking, access and associated landscaping, amenity space, parking, access and associated works.

### **Appendix 3: List of Relevant Planning Policies**

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

#### Part 1 Policies:

PT1.BE1	(2012) Built Environment
PT1.EM4	(2012) Open Space and Informal Recreation
PT1.EM6	(2012) Flood Risk Management
PT1.EM8	(2012) Land, Water, Air and Noise
PT1.H1	(2012) Housing Growth
PT1.H2	(2012) Affordable Housing

#### Part 2 Policies:

DMCI 2	New Community Infrastructure
DMCI 3	Public Open Space Provision
DMCI 4	Open Spaces in New Development
DMCI 5	Childrens Play Area
DMCI 7	Planning Obligations and Community Infrastructure Levy
DME 2	Employment Uses Outside of Designated Sites
DMEI 1	Living Walls and Roofs and Onsite Vegetation
DMEI 10	Water Management, Efficiency and Quality
DMEI 14	Air Quality
DMEI 2	Reducing Carbon Emissions
DMEI 9	Management of Flood Risk
DMH 1	Safeguarding Existing Housing
DMH 2	Housing Mix

DMH 7	Provision of Affordable Housing
DMHB 10	High Buildings and Structures
DMHB 11	Design of New Development
DMHB 12	Streets and Public Realm
DMHB 14	Trees and Landscaping
DMHB 15	Planning for Safer Places
DMHB 16	Housing Standards
DMHB 17	Residential Density
DMHB 18	Private Outdoor Amenity Space
DMHB 19	Play Space
DMT 1	Managing Transport Impacts
DMT 2	Highways Impacts
DMT 3	Road Safeguarding
DMT 4	Public Transport
DMT 5	Pedestrians and Cyclists
DMT 6	Vehicle Parking
LPP GG3	(2021) Creating a healthy city
LPP SD1	(2021) Opportunity Areas
LPP SD10	(2021) Strategic and local regeneration
LPP SI1	(2021) Improving air quality
LPP T7	(2021) Deliveries, servicing and construction
LLP D1	(2021) London's form character and capacity for growth
LPP D1	(2021) London's form, character and capacity for growth
LPP D11	(2021) Safety, security and resilience to emergency
LPP D12	(2021) Fire safety

LPP D14	(2021) Noise
LPP D2	(2021) Infrastructure requirements for sustainable densities
LPP D3	(2021) Optimising site capacity through the design-led approach
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LPP D7	(2021) Accessible housing
LPP D8	(2021) Public realm
LPP D9	(2021) Tall buildings
LPP DF1	(2021) Delivery of the Plan and Planning Obligations
LPP G5	(2021) Urban greening
LPP GG1	(2021) Building strong and inclusive communities
LPP GG2	(2021) Making the best use of land
LPP GG4	(2021) Delivering the homes Londoners needs
LPP H1	(2021) Increasing housing supply
LPP H10	(2021) Housing size mix
LPP H4	(2021) Delivering affordable housing
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NPPF11 -24	NPPF11 2024 - Making effective use of land
NPPF12 -24	NPPF12 2024 - Achieving well-designed places
NPPF15 -24	NPPF15 2024 - Conserving and enhancing the natural environment
NPPF5 -24	NPPF5 2024 - Delivering a sufficient supply of homes
NPPF6 -24	NPPF6 2024 - Building a strong, competitive economy
NPPF8 -24	NPPF8 2024 - Promoting healthy and safe communities
NPPF9 -24	NPPF9 2024 - Promoting sustainable transport