

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

Case Officer: Mike Kemp 76550/APP/2025/2864

Date Application Valid:	13-11-25	Statutory / Agreed Determination Deadline:	20-03-26
Application Type:	Section 73	Ward:	Hayes Town

**Applicant:** London Borough of Hillingdon Council  
**Site Address:** Land at Austin Road, Hayes, UB3 3DW  
**Proposal:** Section 73 application to vary Conditions 3 (Approved Plans); 4 (Supporting Plans/Documents); 5 (Land Uses and Development Scope); 6 (Housing Mix); 7 (Phasing Plan) 9 (Residential Density); 10 (Building Heights); 19 (Landscaping); 22 (Parking Allocation and Management) and 50 (Wind Effects Assessment) of application reference 76550/APP/2023/2931 dated 01-05-2024. Section 73 application to vary Condition 3 of application reference 76550/APP/2021/4499 dated 28-09-22 (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; provision of a community centre (Use Class F2(b) floorspace); new pedestrian and vehicular access; 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 Blocks A and B comprising 80 residential units (Class C3); new pedestrian and vehicular access; associated amenity space and landscaping; car and cycle parking; refuse storage, servicing area, and other associated infrastructure to include temporary highways and landscaping works) to increase the parapet height by 50cm in the Detailed First Phase. Variation to increase the number of homes, to join blocks in phases 2 and 3, a reduction of parking to create green spaces, amendment to scale of street and relocation of community facility.

**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:

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 76550/APP/2021/4499 and the subsequent deed of variation secured under planning permission 76550/APP/2023/2931 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 53% by floorspace.
    - Healthy streets contribution to be increased to £190,833.
    - An uplift in the Active Travel Zone contribution to £86,335 to account for a 12.4% increase in unit numbers.
    - Healthcare (HUDU) supplementary contribution of £101,447.
    - Contribution towards canal side improvement works increased to £70,380 to account for a 12.4% increase in unit numbers.
  - B) That in respect of the application for planning permission, the applicant meets the Council's reasonable costs in preparation of the Section 106 Agreement and any abortive work as a result of the agreement not being completed.
  - C) That officers be authorised to negotiate and agree the detailed wording of the heads of terms, the proposed Legal Agreement and conditions of approval.
  - D) That, if the Legal Agreement has not been finalised within 6 months (or such other time frame as may be agreed by the Director of Planning and Sustainable Growth), delegated authority be given to the Director of Planning

and Sustainable Growth to refuse planning permission for the following reason:

*The applicant has failed to mitigate the impacts posed by the proposed development (in respect of affordable housing, health, Highways safety, sustainable travel and public access). 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 (Supporting Plans/Documents); 5 (Land Uses and Development Scope); 6 (Housing Mix); 7 (Phasing Plan); 9 (Residential Density); 10 (Building Heights); 19 (Landscaping); 22 (Parking Allocation and Management); and 50 (Wind Effects Assessment) of application reference 76550/APP/2023/2931. 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 up to 420 units within the outline part of the site, with 80 dwellings having been permitted within the detailed element of the permission are close to completion and would be provided in Phase 1 of the development.
- 1.2 A series of amendments are proposed to the parameter plans accompanying the application. Specifically, the proposals within this application would facilitate the provision of 62 additional homes, including 31 additional affordable homes. The proposals also include several changes to the layout of amenity areas, public open space, landscaping and access arrangements, as well as a reduction in on street and off-street parking. Changes are proposed to the scale and height of development across the site, including the provision of 2-3 storey mews houses either side of Austin Road. It is proposed that the community facility would be increased in size and delivered at an earlier phase in the development.
- 1.3 The provision of an additional 62 homes, including 31 additional affordable homes would represent a significant public benefit and would be achieved through making a more effective use of a previously developed and sustainable town centre 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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- 1.4 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.
- 1.5 A total of 82 residential car parking spaces are proposed within the outline area of the site. The proposed parking provision would equate to a ratio of 0.15 spaces per unit, compared with 0.23 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 included 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)).
- 1.6 The variations sought to the approved plans and Conditions 3 (Approved Plans); 4 (Supporting Plans/Documents); 5 (Land Uses and Development Scope); 6 (Housing Mix); 7 (Phasing Plan); 9 (Residential Density); 10 (Building Heights); 19 (Landscaping); 22 (Parking Allocation and Management); and 50 (Wind Effects Assessment) 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.
- 1.7 On balance, the proposal is acceptable and would be consistent with the overarching aims of the National Planning Policy Framework, The London Plan, and Hillingdon Local Plan.
- 1.8 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 2.3 hectares and accommodates the Hayes Town Centre Estate which has a series of medium rise blocks of flats and maisonettes/duplexes at a height of 3-4 storeys together with a high-rise tower, Skeffington Court, of 15 storeys. The existing estate was built in the 1970's and contains 260 homes with a mix of 1, 2 and 3 bedroom units.

- 2.2 The western and southern parts of the estate are located within Hayes Town Centre boundary, which has a district-wide role as a focal point for convenience goods and services as well as public transport links. The site is bordered to the north by Pump Lane beyond which is four storey hotel and a residential area characterised mostly by low density traditional housing.
- 2.3 To the east are two storey semi-detached dwellings along Little Road, and further afield are commercial and light industrial/warehouse units. Crown Close forms the western boundary which houses a range of commercial uses, including a multi-storey car park, a public house and retail outlets. The estate is bordered to the south by the Grand Union Canal beyond which is a series of nine storey residential blocks.
- 2.4 Vehicular access is provided off Pump Lane via Austin Road which runs along the eastern boundary. Car parking for existing residents is provided within closed car parking areas located at the ground floor of the existing residential blocks and surface car parking in the southern part of the estate. Currently, there are approximately 225 parking spaces on-site.
- 2.5 Pedestrian connections between the site and its surroundings are limited to the primary access off Pump Lane to the north, a central east-west underpass that runs through the site, and a raised east-west walkway at the southern end, along Western View. Internally within the site, pedestrian movement is north-south orientated along the boundaries and via a semi-private raised walkway which runs through the centre of the estate and is gated at both ends.
- 2.6 Hayes & Harlington train station is approximately 0.3 miles to the south. The site is situated approximately 0.4 miles north west of the A312, which connects to the A40 and the M4, both of which provide access to the M25.
- 2.7 There are no local or statutory listed buildings within the site. However, there are a number of heritage assets within close proximity, this includes Silverdale Road Warehouse (locally listed and formerly a chair factory built in 1907) to the east and the Old Crown Public House (Grade II listed building) to the west. Slightly further afield is Benlow Works, a four storey Grade II listed Victorian industrial building, which is located to the east of the site along Silverdale Road and the Parish Church of St Anselm, a Grade II listed building to the west, beyond Station Road.
- 2.8 Further to the south east and west there are two Conservation Areas, Botwell Nestles and Botwell Thorn, which sit beyond the canal.
- 2.9 Phase 1 of the development which fell within the detailed element of planning permission 76550/APP/2021/4499 is substantially complete. This phase of the development provides 80 homes, 50% of which would be socially rented within a building of between 2 and 8 storeys located on the corners of Crown Close and Austin Road with the north elevation facing Pump Lane. The facades of the building feature white brick, with secondary green glazed brick and prominent projecting metal balconies which are green and orange in colour. The building features a central podium which provides private amenity space at first floor level

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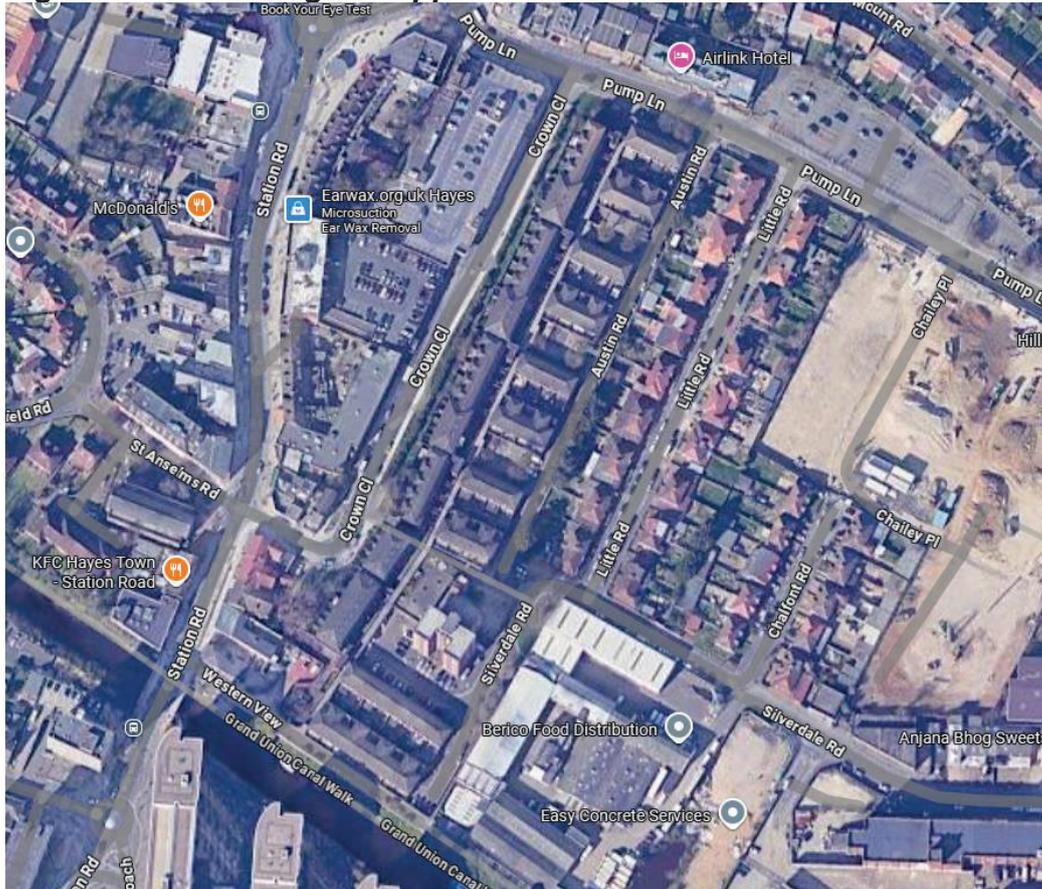
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for future occupiers, with parking provided below this at ground floor level. A temporary publicly accessible play space has been constructed to the east of the building adjoining Austin Road.

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



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



**Figure 3: View of site from Station Road to south west**



**Figure 4: Existing Maisonette Blocks on southern edge of site facing the Grand Union Canal**



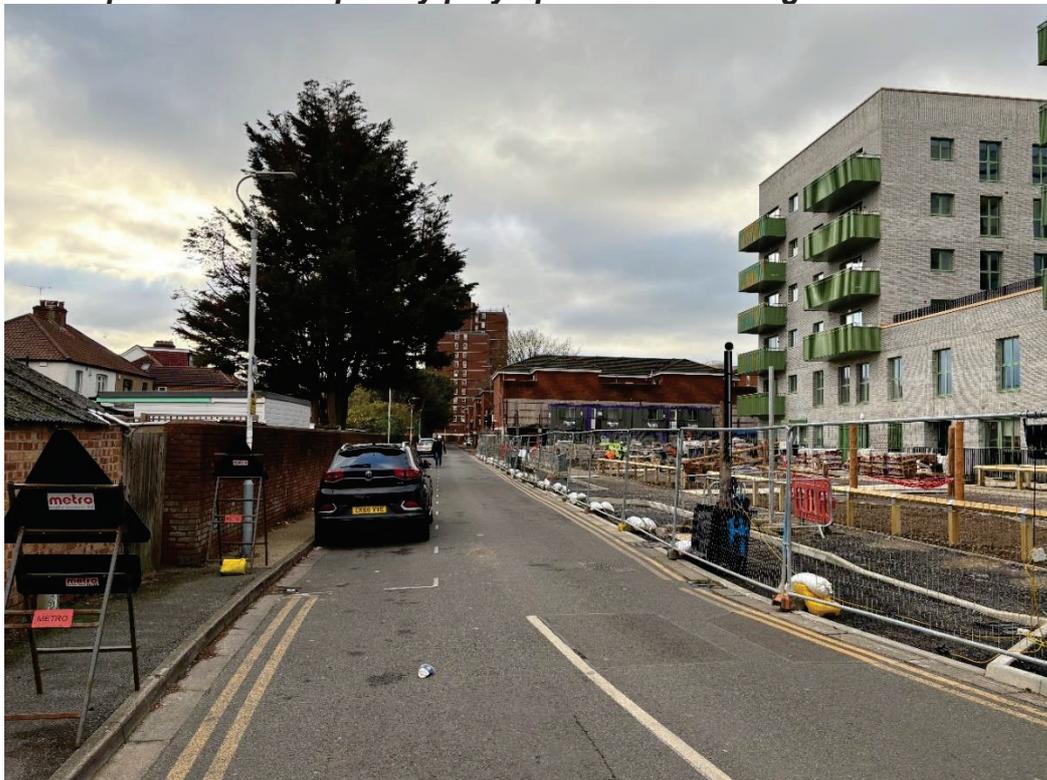
**Figure 5: View of Silverdale Road from southern edge of site**



**Figure 6: View from Crown Close to West of Site (existing Housing to rear of trees) on left hand side of image**



**Figure 7: View of Austin Road looking south from Pump Lane. Existing homes at Little Lane to the left of the image and Phase 1 of the approved development and temporary play space is on the right hand side**



**Figure 8: View of lower section of Skeffington Court and existing open space from Silverdale Road**



### **3 Proposal**

- 3.1 Permission is sought to vary conditions 3 (Approved Plans); 4 (Supporting Plans/Documents); 5 (Land Uses and Development Scope); 6 (Housing Mix); 7 (Phasing Plan) 9 (Residential Density); 10 (Building Heights); 19 (Landscaping); 22 (Parking Allocation and Management) and 50 (Wind Effects Assessment) of planning permission 76550/APP/2023/2931 under Section 73 of the Town and Country Planning Act 1990.
- 3.2 The proposals involve a series of changes to the plans relating to the outline phase of the development first consented under hybrid planning permission 76550/APP/2021/4499 which can be summarised as follows:
- Increase in the number of homes by 62 units, to include 31 additional affordable homes. Change to mix in dwelling size to provide additional family sized homes (as controlled by Conditions 5, 6 and 9 and Schedule 1 of the S106 Agreement).
  - Changes to the design and layout of the development blocks in Phases 2 and 3, including amendments to the layout and size of amenity spaces and

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podium parking (as controlled by parameter plans 1, 2, 4 and 5 listed under condition 3)

- A reduction of on street and off-street parking and amendments to landscaping and green spaces (as controlled by parameter plans 4 and 5 listed under condition 3)
- Amendments to scale and form of development facing Austin Road with 2-3 storey houses proposed on both sides of Austin Road to create a mews style streetscape (as controlled by parameter plan 3 listed under condition 3 and condition 10)
- Relocation of the community facility (and increase in size) to allow the use to be brought forward at an early phase and therefore avoiding the need for a temporary facility (as controlled by parameter plan 1 listed under condition 3 and condition 5)

3.3 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:

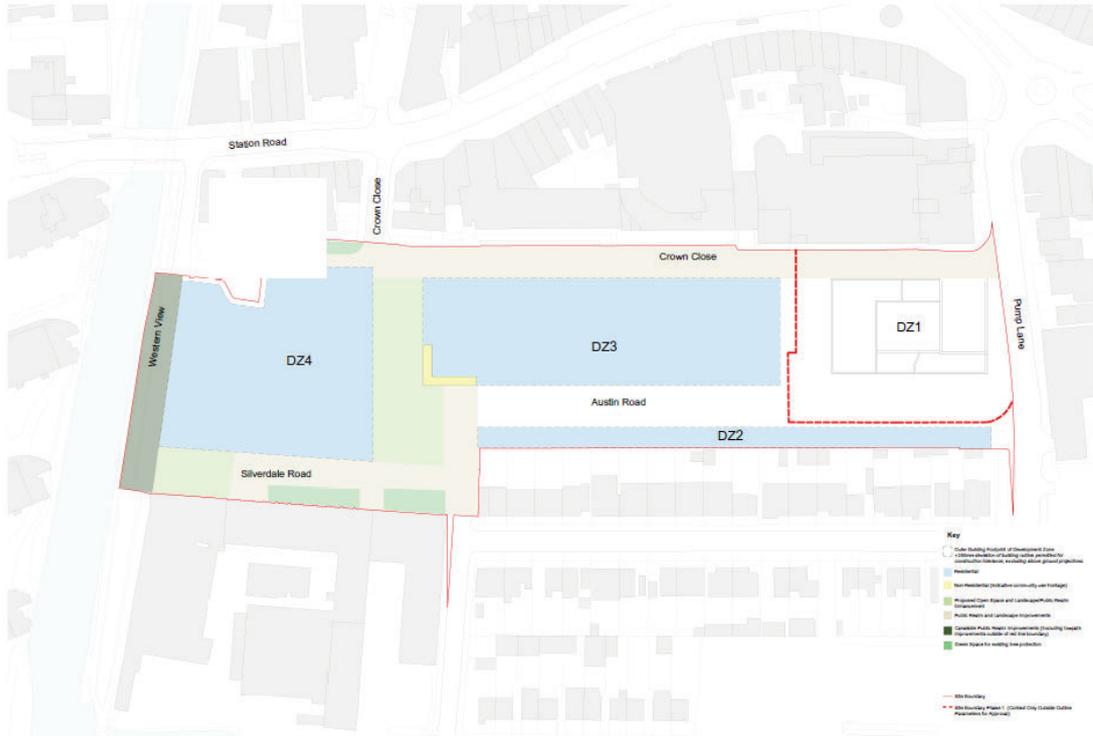
- 3.4
- Land Uses
  - Development Zones
  - Building Heights
  - Access and Movement
  - Hard and Soft Landscaping

3.5 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. A Design Code was submitted for approval; which would set parameters for future reserved matters applications, however this element of the application has since been withdrawn and is no longer being considered under the current proposals.

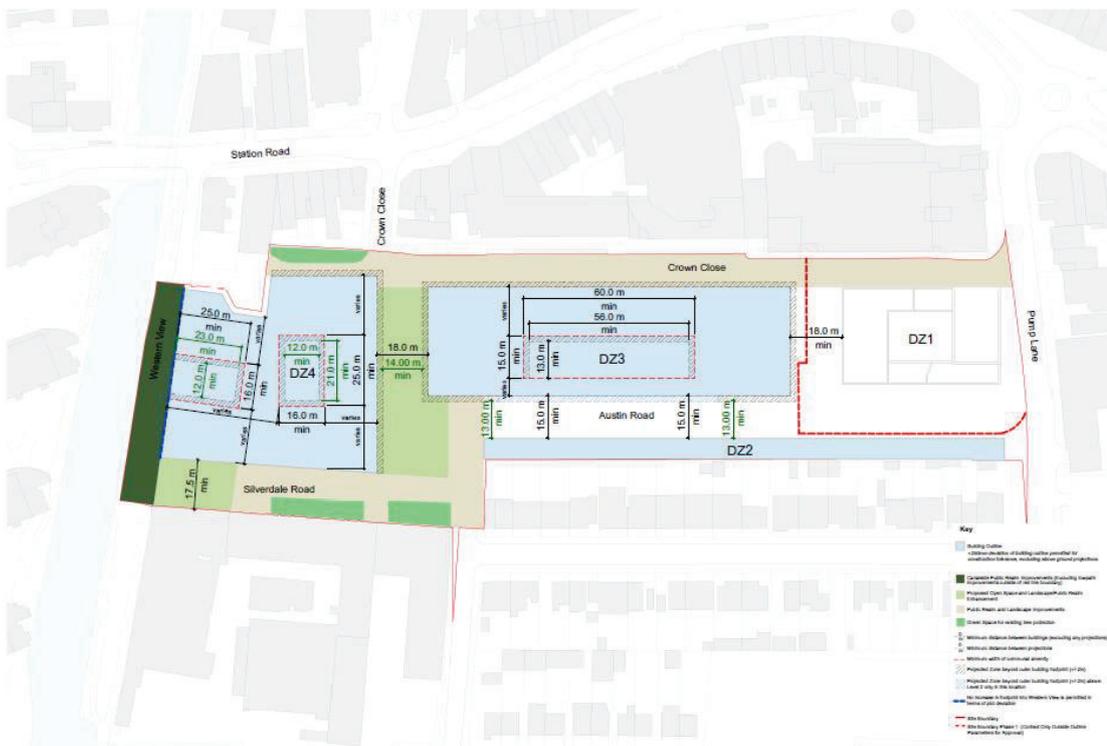
3.6 Following consultation with Heathrow Airport a revised Height Parameter Plan was submitted to limit development to the following heights:

- Development Zone 1: 58.55m AOD (including plant)
- Development Zone 2 and 3: 67.9m AOD (including plant)
- Development Zone 4: 71.88m AOD (including plant)

**Figure 9: Parameter Plan 1 Land Uses**

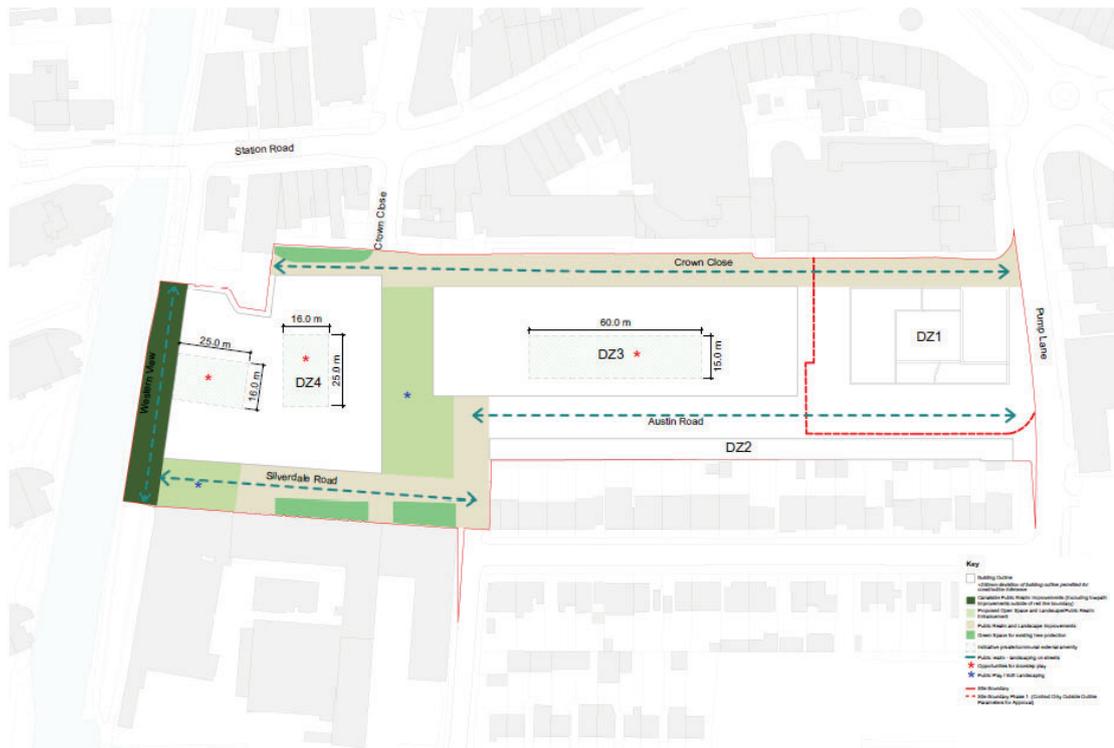


**Figure 10: Parameter Plan 2 Development Zones**





**Figure 13: Parameter Plan 5 Hard and Soft Landscaping**



#### 4 Relevant Planning History

- 4.1 A list of the relevant planning history related to the property can be found in Appendix 2.
- 4.2 Hybrid planning permission was granted in September 2022 under application reference 76550/APP/2021/4499 for the following development, which this application seeks to vary:

*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; provision of a community centre (up to 140sq.m of Use Class F2(b) floorspace); new pedestrian and vehicular access; 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 Blocks A and B comprising 80 residential units (Class C3); new pedestrian and vehicular access; associated amenity space and landscaping; car and cycle parking; refuse storage, servicing area, and other associated infrastructure to include temporary highways and landscaping works.*

4.3 A Section 73 application to vary Condition 3 of application reference 76550/APP/2021/4499 to increase the parapet height by 50cm in the Detailed First Phase was later granted in May 2024.

4.4 Separate to the original permission and subsequent variation, a number of permissions have been granted for non-material amendments to the planning permission under the provisions of Section 96a of the Town and Country Planning Act 1990, these are as follows:

- 76550/APP/2022/3662 - *Amendment of ground floor height by +200mm.*
  - *Internal alterations to the ground floor layout to improve ventilation, structural integrity, and obstruction free use.*
  - *Minor re-organisation of dwelling layouts to improve the internal arrangement.*
  - *Minor adjustments to the spacing of balconies, fenestration, and facade detailing.*
  - *Amendment to the core arrangement, lift size and window specification to meet building regulations.*
  - *Increasing roof build to accommodate the required depth of structure and falls for rainwater collection, and reduction in parapet height.*
  
- 76550/APP/2025/2740 *to remove reference within the description of development to the specific square metre floorspace relevant to the proposed community centre*
  
- 76550/APP/2025/2431 *to amend the wording of Condition 11 (Play Space for Children), Condition 12 (Permanent Access Arrangements) and Condition 19 (Permanent Landscaping).*
  
- 76550/APP/2025/2006 *to amend the tenure of 10no. Residential Units' Tenure (From Returning Leaseholder to Social Rent).*
  
- 76550/APP/2025/1256 *to amend the wording of Conditions 45 (GLA's whole life carbon assessment) and 46 (Circular Economy Statement Report).*

## **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 813 separate neighbouring properties were consulted directly regarding the proposed development. 19 site notices were posted surrounding the site. The application was advertised in the West London Gazette newspaper.

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- 6.2 Following the serving of Certificate C by the applicants in relation to a section of the site whereby the ownership is not known, the application was readvertised by direct notification, press advertisement and by site notice on 10<sup>th</sup> February 2026 for a period of 21 days. It is noted that the expiry date for the consultation is the 3<sup>rd</sup> March, the date of which this report is published. Any comments received after the expiry of the consultation will be recorded in an addendum to this report.
- 6.3 Representations received in response to public consultation are summarised in Table 1 (below). Consultee responses received are summarised in Table 2 (below). Full copies of the responses have also separately been made available to Members.

*Table 1: Summary of Representations Received*

Representations	Summary of Issues Raised	Planning Officer Response
1 letter of objection has been received in relation to the planning application.	1. The development would result in increased traffic generation and would place strain on public transport.	The matters raised are addressed in paragraphs 7.90 to 7.115 of this report which relates to transport and highways impacts.

*Table 2: Summary of Consultee Responses*

Consultee and Summary of Comments	Planning Officer Response
<p><u>Airport Safeguarding - Heathrow</u></p> <p>Initial objection raised as a building height of up to 75 metres Above Ordnance Datum (AOD) has the potential to impact upon the safeguarded airspace associated with Heathrow's third runway expansion proposals.</p> <p>Have advised that the height parameters within the development should not exceed the following:</p> <p>Development Zone 1: 58.55m AOD (including plant)            Development Zone 2/ 3: 67.9m AOD (including plant)            Development Zone 4: 71.88m AOD (including plant)</p>	<p>The concerns expressed by Heathrow have been considered carefully by officers and revisions have been sought to the height parameter plans accordingly to ensure that the plans correspond with the height limitations advised by Heathrow.</p>
<p><u>Transport for London – Underground Infrastructure Protection</u></p> <p>No comments to make.</p>	<p>Noted</p>

<p><u>Ministry of Defence Safeguarding</u></p> <p>No objection</p>	<p>Noted</p>
<p><u>NAT's (National Air Traffic Services)</u></p> <p>No objection</p>	<p>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>Land use principles: The principle of estate regeneration is established by the extant consent, and the provision of 62 additional homes (31 affordable) and up to 210 sq.m. of additional community floorspace would optimise the redevelopment of this site and is supported in land use terms.</p> <p>Affordable housing: The proposal delivers 271 affordable housing units (54% by habitable room) across the masterplan area, comprising 100% social rent. The applicant's viability assessment has been robustly interrogated by GLA officers. Review mechanisms will be required in line with the extant consent.</p> <p>Transport: An additional contribution of £46,833 towards the A312 Healthy Streets scheme to reflect the additional residential accommodation should be secured prior to Stage 2. The proposed reduction of car parking is welcomed.</p>	<p>The comments raised by the GLA are duly noted and the suggested increase in the Healthy Streets contribution would be secured through a deed of variation to the S106 agreement.</p>
<p><u>Transport for London (TfL)</u></p> <p>An updated ATZ assessment should be undertaken;</p> <p>Appropriate design and management measures should be implemented on Silverdale Road;</p> <p>A proportionate increase in the contribution to the A312 Healthy Streets scheme should be secured;</p>	<p>Comments are noted. The requirement to provide cycle parking and the submission of a Delivery and Servicing Plan and Construction Logistics Plan would be secured by</p>

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<p>A Delivery Servicing Plan, Construction Logistics Plan and Travel Plan should be re-secured.</p>	<p>condition, whilst an 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. Agreement has been reached to secure an increase in the ATZ contribution required by the applicants.</p>
<p><u>Highways</u></p> <p>No objections raised in relation to the proposed amendments to the submitted plans and variations to the conditions proposed by the applicants. The proposed increase in units would be accompanied with a decrease in the number of car parking spaces proposed, this would fall from 84no. on-plot and 29no. on-street, total of 113no. as approved under planning reference 76550/APP/2023/2931 to 48no. on-plot and 12no. on-street total 60no. This reduction car parking spaces accordance with the London Plan (2021) Policy T2 Healthy Streets which requires that development proposal should “<i>reduce the dominance of vehicles on London’s streets</i>”.</p> <p>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 £76,861 to £86,335 to reflect the 12.4% increase in unit numbers.</p>	<p>Comments are noted. The increased ATZ contribution is set out within the S106 Heads of Terms as highlighted above in this report.</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.</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</p>

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.	of accessible homes to be met.
<u>Noise Officer</u>  No comments to make	Noted. Matters relating to noise impacts are addressed in Paragraphs 7.116 to 7.119 of the report.
<u>Waste Strategy Officer</u>  Refuse servicing plans look appropriate but cannot find mention of numbers of bins present. For Phase 3, officers would recommend up to 52 1100L bins split between refuse and recycling; and for phase 4, officers would recommend 46. It will be important to design bin rooms with space to rotate bins if necessary.	The requested details would be set out within the reserved matters application as this relates to detailed design.
<u>Economic Development</u>  No objection subject to an Employment/Construction Training Scheme secured in accordance with the Council's Planning Obligations SPD via a S106 Agreement.	These matters are presently secured within the S106 agreement and no further variations are required .
<u>NHS – Healthy Urban Development Unit</u>  No comments to add. Have advised that the Council calculate the additional healthcare contributions using the relevant HUDU methodology.	Officers have calculated a relative increased HUDU contribution accordingly, the increased figure is stated in the Heads of Terms section of the report.
<u>Local Lead Flood Authority (Metis)</u>  No objection to the drainage strategy in principle.	Comments noted.
<u>Metropolitan Police</u>  No response received.	No objections were raised by the Police in relation to the original planning application. A condition was attached to the original planning permission requiring that security details are provided prior to the commencement

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	of each residential phase of the development, as well as a requirement to achieve Secured by Design Gold Accreditation.
<p><u>London Fire Brigade</u></p> <p>No response received.</p>	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.
<p><u>Health and Safety Executive (HSE)</u></p> <p>HSE is content with the fire safety design to the extent it affects land use planning considerations.</p>	Comments are noted.
<p><u>Urban Design Officer</u></p> <p>These changes optimise the site's density while delivering benefits, which include:</p> <ul style="list-style-type: none"> <li>• Reduced building heights along Austin Road, allowing increased daylight to the central podium garden and creating a mews-style street character;</li> <li>• The consolidation of Phases 2 and 3 removes the internal road between them, increasing amenity space within the block and reducing the need for on-street car parking;</li> <li>• Canal-edge buildings have been set back to enhance the public realm along Western View and rotated to improve sky views from the canal;</li> <li>• Retention of additional trees across the site;</li> <li>• Introduction of inset balconies along the canal-edge perimeter block;</li> <li>• Improved overshadowing conditions for the main square;</li> </ul>	Comments are noted and are discussed further within the design section of this report.

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<ul style="list-style-type: none"> <li>• Creation of active frontages along Austin Road.</li> </ul> <p>In summary, the minor amendments proposed for approval are broadly supported, as they further optimise the site and deliver benefits to the overall urban design.</p>	
<p><u>Canal and Rivers Trust</u></p> <p>The Trust consider that the S106 Canalside Improvement contribution of £60,000 previously secured, with the addition of an appropriate uplift to account for index linking since the figure was provided (in addition to future index linking provision) for towpath improvements should be secured as part of any approval.</p> <p>In addition, the Trust recommend that conditions are required to address the matters listed below, as per the previous approved scheme for the site:</p> <ul style="list-style-type: none"> <li>- Demolition and Construction Risk Assessment and Method Statement</li> <li>- Drainage details</li> <li>- Hard and Soft Landscaping details, including habitat enhancements, footpaths, towpath linkages etc and maintenance/management regimes and responsibilities.</li> <li>- Canalside/public realm improvements</li> <li>- Tree Protection</li> <li>- Landscape and Ecological Management Plan (LEMP)</li> <li>- External lighting details</li> <li>- Demolition, Construction and Environmental Management Plan</li> </ul>	<p>The financial contribution as requested would continue to be secured through the accompanying S106 agreement and would be increased, accounting for the additional dwellings proposed. The requested conditions are attached to the application.</p>

## 7 Planning Assessment

### Principle of Development

### Provision of Housing

7.1 Policy H1 of the Local Plan states that the Council will meet and exceed its minimum strategic dwelling requirement in accordance with other Local Plan policies.

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

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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 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.
- 7.5 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.
- 7.6 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.
- 7.7 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.
- 7.8 Planning permission has been granted for the demolition of the 260 homes located on the site. The original consent (and subsequent variation) permitted up to 420 units within the outline part of the site, with 80 dwellings having been permitted within the detailed element of the permission which has been completed and provided in Phase 1. It is proposed that an additional 62 units would be delivered within the outline phase of the development which would be achieved through various changes to approved parameter plans, notably through changes to height and distribution of building heights and changes to the layout of the various development. The design impact of these changes, as well as the impact associated with these amendments on other areas of material planning relevance are discussed in the relevant sections of this report below.
- 7.9 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 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

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approved unless substantial harm would be caused, and support appropriate opportunities to remediate despoiled, degraded, derelict, contaminated or unstable land.

- 7.10 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.
- 7.11 The site forms a parcel of the Site Allocation under Policy SA 23 of the Local Plan: Silverdale Road/Western View (Site C). The site allocation policy specifies that Site C should provide 400 homes (gross) in accordance with the London Plan density range for urban locations. The site policy notably pre-dates the planning application on the site which provides for a higher number of homes (500 homes). The principle of providing additional dwellings on a Town Centre brownfield site which benefits from a high level of public transport accessibility given its proximity to Hayes and Harlington Station and lies within proximity to a range of local services and facilities is supported in principle given the developments alignment with the above referenced policies, which aim to optimise the density of development deliverable on sites where appropriate. Given that the remaining allocated parts of Site Allocation SA 23 are expected to be redeveloped at a later time, consideration is given to the impact of the development on these remaining parcels (Sites A and B) and the degree to which the proposals on Site C relate to ensure that development on the remaining parcels is not inhibited. These matters are considered further in the amenity section of the report. Planning permission was granted for redevelopment of parts of Sites A and B in April 2019 under planning permission 71374/APP/2016/4027 which would have consisted of the demolition of existing buildings and redevelopment of the site to provide a podium at ground level and buildings ranging from four storeys to nine storeys, comprising 122 residential units (Use Class C3) and 230 sq.m of flexible commercial space (Use Classes A1, A3, B1, D1 or D2), together with associated car parking, vehicular access, landscaping, infrastructure works and the extension of Shackles Dock. This permission was not implemented and has since expired.
- 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. The majority of the site would fall within Hayes Town Centre, and it is therefore appropriate to consider the density against the indicative densities for development in Hayes Town Centres as set out in Table 5.2 (Policy DMHB 17). 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 150 to 250 units per hectare and 450 to 750 habitable rooms per hectare.  
The proposals would equate to a density of 225 dwellings per hectare, which would align with the guideline density target set out under Policy DMHB 17 for development within Hayes Town Centre.

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7.13 The design implications and broader impact associated with the increase in 62 units is assessed in the relevant sections of this report below, however it is considered that the 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 previously consented hybrid planning application. The provision of additional homes, above the number of dwellings previously consented is acceptable in principle in line with the Local Plan, London Plan and NPPF, subject to all wider implications which are assessed further below.

#### Housing Mix

7.14 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.

7.15 Condition 6 of planning permission 76550/APP/2021/4499 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 - 45%
- Three and four bedroom units - 18%

7.16 The above referenced mix of dwellings provided a marginally lower number of family sized dwellings than would be typically sought (20%), however the mix of units was considered acceptable on balance accounting for the urban context of the site and the need to make provision for those residents seeking to return. The application seeks to provide a revised mix of dwelling sizes which incorporate an indicative range, as opposed to the fixed percentages listed under the original permission. The range in unit sizes sought is as follows:

- One bedroom units 30-34%
- Two bedroom units 46-50%
- Three and four bedroom units 19-23%

- 7.17 The above referenced changes to the mix of dwelling sizes as controlled under Condition 6 are considered acceptable, given that the number of family sized homes (units comprising 3 or more bedrooms) would be 1% to 5% higher than the previously consented minimum of 18%. The revised mix represents a more balanced mix of units, which 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 is considered a reasonable change given the scale of the development and phased delivery of the scheme. The present wording of the condition and the lack of ability to deviate is particularly restrictive and further flexibility is considered appropriate to enable design development and greater design flexibility in the later phases of the scheme, whilst achieving a minimum level of family sized homes which at the lower end would marginally exceed the minimum 18% of three- and four-bedroom homes permitted under the original application. The wording of Condition 6 is therefore revised to reflect to the above-mentioned revised mix of dwellings; the amended wording is included in the list of conditions attached as an appendix to this report.

### Affordable Housing

- 7.18 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.
- 7.19 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.
- 7.20 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.
- 7.21 The policy position relating to the delivery of affordable housing in estate regeneration schemes is set out under Policy H8 of the London Plan 2021. The policy sets out 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

7.22 Pre-existing affordable homes on the site (prior to the demolition carried out to facilitate Phase 1) consisted of the following tenure mix:

- Affordable/social rent: 199 units; 12,177 sq.m; 715 habitable rooms
- Private leasehold: 61 units; 4,057 sq.m; 232 habitable rooms

7.23 The original planning application proposed a net increase in overall affordable floorspace of 5,686 sq m which equates to a net gain of 40 units with 91 habitable rooms, compared with what was at the time the existing provision on the estate. The original consent equates to a total affordable housing provision of 51.7% by floor space (53% by habitable room and 47.8% by dwellings) of the entire scheme. The Section 106 agreement accompanying the original permission required that a minimum of 159 socially rented dwellings must be provided within the outline area of the site, in addition to 40 affordable homes (all socially rented tenure) in Phase 1, as well as a requirement to deliver a minimum of 51.7% affordable housing provision by floorspace across the detailed and outline parts of the permission. Of the 199 affordable housing units proposed within the original application, 159 were secured as socially rented tenure, with 40 units secured as London Affordable Rent.

7.24 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.

7.25 In total 210 affordable homes are proposed under this application. It is proposed under the current application that all affordable homes would be socially rented. The proposal to no longer provide London Affordable Rent is considered acceptable in policy terms as units within this tenure would now be provided as socially rented housing. It is proposed that the affordable floor space to be delivered within the development, as a percentage of the overall floorspace would be increased marginally to 52.2%. Given the overall increase of dwellings and residential floorspace proposed within the Section 73 application, the proposals would provide 20,473sqm of affordable housing floorspace, compared with 12,177 sqm of affordable housing floorspace in the estate prior to the commencement of development (and 17,863 sqm in the 2022 hybrid permission). This equates to an uplift of 8,296 sqm from the original estate (and 2,610 sqm from the 2022 hybrid permission). Affordable housing would equate to

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48% of the dwellings proposed, 54% by habitable room; and 52% by floorspace. Under each metric the development would equate to an uplift in affordable housing compared with the existing provision within the estate and previously consented provision. Given the increase in affordable housing proposed, a deed of variation to the Section 106 agreement accompanying the planning application is required.

- 7.26 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 £21,754,940 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 has been provided by the applicants which concludes that the development would likely result in a deficit of minus £41,178,438 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 would be an increase on the previously proposed quantum of affordable homes, which must be considered a significant public benefit.
- 7.27 Accounting for the increase in units and floorspace proposed, a deed of 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 affordable housing units from 199 to 210 and to remove reference to London Affordable Rented Housing which would no longer be provided.
- 7.28 The proposed split of affordable housing 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.

#### Provision of Community Space

- 7.29 London Plan Policy GG1 reinforces the above at a regional level, recognising that in building strong and inclusive communities, development must "provide access to good quality community spaces, services, amenities and infrastructure that accommodate, encourage and strengthen communities, increasing active participation and social integration, and addressing social isolation".

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- 7.30 Policy DMCI 1 of the Hillingdon Local Plan: Part 2 (2020) also seeks to retain existing community facilities only permitting the loss of existing provision if it can be demonstrated that the specific use is no longer required. This includes confirming that it will not lead to a shortfall in provision and / or the facility is no longer appropriate, and any replacement / relocated provision offers a level of accessibility and standard of provision at least equal to that of the existing facility.
- 7.31 115 sq.m. of community floorspace is currently provided on the ground floor of Skeffington Court which would be demolished. The consented proposals included the provision of 140 sq.m. of a new, purpose-built community space to be delivered within the outline phase of the planning permission specifically under Phase 4. The present application seeks to provide a larger community space of up to 350sqm within Phase 3 of the development. The space provided would be substantially larger than the 140sqm of floorspace previously permitted and larger than the existing on-site community space (up to 115sqm). Delivery of the community space within Phase 3 of the development, as proposed would ensure that the space is provided at an earlier time, which would greatly benefit future residents of Phases 1, 2 and 3, as well as local users of the space.
- 7.32 The provision of the replacement community space is referenced within the description of development under planning permission 76550/APP/2021/4499 as the provision of '*up to 140sq.m of Use Class F2(b) floorspace*'. The specific wording of '*up to 140sqm*' of community floorspace was removed from the description of development under non-material amendment application reference 76550/APP/2025/2740 as this places an upper limit on the amount of community floorspace that could be provided within the development, which the current application seeks to increase. The restriction on the upper limit of community floorspace is similarly referenced under Condition 5 of the planning permission therefore the present application seeks to vary Condition 5 to allow for up to 350sqm of community space to be provided. The intention of Condition 5 is to restrict the overall quantum of development to ensure align with the approved parameter plans and to restrict any deviation from the approved plans which may in turn have wider material planning implications such as on the amenity of approved and existing uses, or in transport terms. The wider implications associated with the provision of a larger community space is assessed in the relevant sections of the report.
- 7.33 The provision of a larger community space at an earlier time would have demonstrable public benefits for existing and future residents and constitutes a notable public benefit. The principle of increasing the community space on the site is considered to align fully with the provisions of Policy GG1 of the London Plan and Policy DMCI 1 of the Hillingdon Local Plan: Part 2; both of which seek to promote the retention of, and enhancement of community facilities.

#### Phasing Plan

- 7.34 Condition 7 of the planning permission requires that no applications for Reserved Matters approval shall be submitted and no development within the Outline Area

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shall be commenced (except for demolition, ground and enabling work) until a Phasing Plan setting out the delivery of the phases across the Outline Area of the site has been submitted to and approved in writing by the Local Planning Authority

7.35 The application seeks to vary Condition 7 to condition that development is carried out in accordance with a phasing plan submitted under the Section 73 application reference HTC-PRP-ZZ-ZZ-DR-A-20058 Rev P02. The Phasing Plan identifies the following timescales for commencement of construction and completion:

Proposed Development Phase		Start Date	Finish Date
Construction of Phase 1 (DZ1)		Completed	
Outline Permission	Construction of Phase 2 (DZ2)	Q1 Spring 2027	Q4 Autum 2028
	Construction of Phase 3 (DZ3)	Q2 Spring 2027	Q4 Autum 2029
	Construction of Phase 4 (DZ4)	Q1 Winter 2028	Q4 Winter 2030

7.36 The timescales and spatial are considered acceptable in achieving an appropriately ordered, comprehensive and timely completion of the proposed works and the revised wording of Condition 7 as suggested is considered acceptable.

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

7.37 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.'

- 7.38 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.
- 7.39 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.'
- 7.40 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.'
- 7.41 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.
- 7.42 The original planning application was accompanied by a Development Zones parameter plan, which outlines the parts of the site where the development of buildings would be acceptable. This plan would set the parameters for development to be delivered under future reserved matters applications. Development Zone 1 (Phase 1) which is the part of the development benefitting from full planning permission has recently been constructed. Development Zones 2 and 3 are within the centre of the site and consisted of two separate buildings. Development Zone 4 consisted of development within the south of the site, the area closest to the Grand Union Canal, whilst development Zone 5 consisted of a row of five storey buildings located along the eastern edge of the site which back onto the rear gardens of the properties on the western side of Little Lane to the east of the site.
- 7.43 Amendments are proposed to the approved Building Zones Parameter Plan 2, primarily to merge Development Zones 2 and 3 into a single development parcel consisting of buildings of varying height which would form a frontage to Crown Close and the realigned Austin Road. This has been labelled as Development Zone 3. The area occupied by Development Zone 4 located within the canal side

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area is largely unchanged, albeit that this is extended slightly to cover additional area in the south western corner of the site extending up to the red line boundary. The previously labelled Development Zone 5, adjoining the properties on the western side of Little Lane is marginally narrower than consented, which allows for the width of the realigned Austin Road to be increased. It is proposed that development within this zone would be delivered at an earlier phase in the development, alongside Development Zone 2 (Phase 2) rather than as the final phase of development as previously proposed. Other than the relatively minor reduction in the width of the development adjoining Austin Road, the length and general parameters of the Development Zone are largely unaltered.

- 7.44 The amendment to the central block (Development Zone 3) to concentrate development into a single block is consequential in terms of access arrangements through this phase of the development, as the proposals exclude a section of vehicular and pedestrian access previously proposed between Crown Close and Austin Road. Whilst this impacts on permeability through the site to a degree, access is retained either side of the building for pedestrians, with vehicular access retained between Development Zone 1 and Development Zone 3 to the north and between Development Zone 3 and Development Zone 4 to the south. Fundamentally the changes do not undermine permeability of access through the site and the useability or legibility of pedestrian access routes.
- 7.45 The Land Uses Parameter Plan 1 clarifies the use of the various buildings on the site, which is predominantly residential, aside from an area of Development Zone 3 which is shown for use as community space. This space has been moved from Development Zone 4 which would allow the space to be provided at an earlier time in the phasing of the scheme. The community space as shown within Development Zone 3 on the submitted parameter plan would remain prominently sited and occupies a central position adjacent to the proposed public square.
- 7.46 The Building Heights Parameter Plan has been subject to several changes. The height of the development proposed within Development Zone 2 would be limited to 2 to 3 storeys adjacent to the rear gardens of the properties at Little Lane (between 7 and 10 metres). Previously the height of the buildings within this area was limited to 2 storeys (7 to 10 metres). The 3 storey elements are proposed at either end of the Development Zone. The amendments to reduce the maximum height parameters at this point are considered appropriate in design terms and would achieve an appropriate transition between the larger scale of development proposed within Development Zone 3 and the first phase of the development which has been constructed and the more modest 2 storey suburban scale of the existing development to the east of the site. A lower scale of development is appropriate within this part of the site to ensure that the scale does not appear overbearing given its adjacency to the two-storey housing at Little Road. The scale of development would be sensitive to the street scene and appropriate in design terms.
- 7.47 A variation in height is proposed within the central part of the site (Development Zone 3) ranging from up to 10 storeys adjoining the location of the community

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square to 3 storeys adjoining the realigned Austin Road and up to 8 storeys along the frontage with Crown Close and the newly created access road adjoining Phase 1 of the development. The consented parameter plans had previously restricted development to between 6 and 8 storeys in this location, with the higher elements adjoining Crown Close. The illustrative massing for this part of the site includes a step down in the height of the elevations adjoining Crown Close to break up the volume of this elevation of the building. The scale of development adjoining Crown Close (up to 8 storeys) is considered appropriate given its adjacency of this part of the site to the town centre. The amendments to reduce the scale of development adjacent to the Austin Road frontage within this development zone are considered appropriate as this corresponds with the lower height of development permissible within Development Zone 2 on the opposite side of Austin Road. There would be a reduced scale of development along the realigned Austin Road, which would relate appropriately to the more suburban scale of development to the east of the site, providing a gradual transition from the more urban scale of development adjoining Hayes Town Centre. The specific massing and design approach to how this is achieved would be detailed within the reserved matters application for this Development Zone, however the indicative height parameters applicable to this part of the site would represent an appropriate scale of development, accounting for the context and character of the surrounding area.

7.48 A variation in height is proposed across Development Zone 4 which adjoins the Grand Union Canal and towpath. A height parameter of up to 12 storeys is proposed within the south east corner of the site, adjoining two areas of the site where the maximum height parameter would be 10 storeys and a further section adjoining Crown Close, where the maximum height parameter would be 9 storeys. Previously the maximum height parameters within this area of the site included 12, 10, 9 and 8 storey elements. Consequently, the maximum height parameters now proposed would allow for a larger scale and volume of development within this location. A variation in height remains within Development Zone 4, which would allow for appropriate massing to be achieved within the detailed design to reduce the bulk of this relatively high section of the site. Whilst substantial height is proposed within this Development Zone, the scale is considered appropriate accounting for the context of the site and the surrounding area. The site lies within Hayes Town Centre and there is precedent for development of taller buildings to the south of the site on the opposite side of the Canal. The land to the east of the site is allocated for a residential mixed-use development and it would be anticipated that a relatively high-density form of development would be delivered on this site.

7.49 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 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 allows for the provision of high buildings within Uxbridge Town Centre and within areas of high public transport accessibility and the development with this location-based criteria. The requirement to comply with other related policies including fire safety and aviation safety is assessed in further detail in the relevant sections of the report below. The policy sets out that development should 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.

7.50 Several parts of Development Zones 3 and 4 may be considered as tall buildings given that permissible height across different sections of these development zones, as shown on the Building Heights Parameter Plan would vary between 30.55 and 40.48sqm. A Heritage, Townscape and Visual Impact Assessment has been prepared to assess the impact of the amended height parameters in key views within surrounding context. Accounting for the presence of intervening development surrounding the site, including other development of substantial height, views of the development within mid to long range views would be highly limited, with glimpsed views from Lake Farm Country Park to the west and partial views from Nield Road. Within views from within Hayes Town Centre from Station Road, including from the Grand Union Canal bridge and from the junction with St Anselms Road, where the taller elements within Development Zones 3 and 4 would be prominent. Likewise, development within these zones would appear prominent in views from Silverdale Road to the east of the site. Whilst development would sit prominently in immediate views from within Hayes Town Centre and into the town centre in mid-range views, the scale of development would be relatively typical of development within an urban town centre context and would not appear dissimilar to the scale of other residential flatted development within Hayes, including at High Point Village on the opposite side of the canal. In townscape terms it is considered that the height of the proposed buildings would sit appropriately within the context of the site and surrounding area. The site lies in part within Hayes Town Centre in an area with high public transport accessibility and represents an appropriate location for taller buildings in line with Policy DMHB 10 of the Local Plan Part 2 and Policy D9 of the London Plan.

7.51 As discussed in detail within the above section of the report which relates 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. Though the proposals represent an intensification of development, which would be perceivable and would equate to increased height and scale, it is considered that this would be effectively achieved in a way that corresponds appropriately to the character and appearance of the surrounding area. On this basis it is considered that the design changes, where relevant to the building heights, scale and layout would 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

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Plan: Part 2 (2020); Policies D3, D4, D8 and D9 of the London Plan; as well as the NPPF 2024.

### Landscaping and Public Realm

- 7.52 The Land Uses Parameter Plan sets out parameters for the type of landscaping and public realm that would be provided within the development. Western View consists of the land immediately adjoining the Grand Union Canal and is shown as a target area for improvements in line with the consented proposals. The community square sits at the centre of the site, adjacent to the community centre and would be a focal point for the site, providing a large area of public realm which is intended to be an attractive, landscaped space with outdoor seating.
- 7.53 The present public realm along Austin Road and Crown Close is poor and the proposed parameters account for the opportunity to provide significant enhancements along the newly aligned Austin Road and the sections of Crown Close which adjoin the site. As addressed further in the relevant section of the report below, the parameter plans place emphasis on the retention of the trees adjacent to Silverdale Road along the eastern edge of the site and further trees adjoining Crown Close which were previously scheduled for removal.
- 7.54 The approved plans included the provision of 4,748 sq m of publicly accessible open space. This included a large area of open space adjacent to the community centre between Development Zones 3 and 4 and 'Western View' the area adjacent to the Grand Union Canal which would function as a pedestrian/cycle route. It is proposed that this space would be resurfaced, with new tree planting proposed to improve what is currently a low-quality area of public realm. Improvements to this space would substantially improve the quality of the public realm adjoining the canal, delivering significant public benefits in terms of enhancing connections between the Town Centre and the canal and improving the attractiveness of the canalside environment, which is an important local asset. This would be supplemented by a financial contribution of £70,380 which would be secured towards canalside improvements, including along the canal towpath.
- 7.55 The revised plans incorporate additional public open space into the development along the section of Silverdale Road which falls within the site, which would be closed for vehicles other than for servicing or emergency vehicles. It is intended that this area would be resurfaced with block paving and planting of new trees is proposed within this space. It is noted that there is a considerable difference in levels between Silverdale Road and Western View and inclusive access between the space is currently provided by a ramp located in the south east corner of the site. Both the Design and Access Statement and Access and Movement Parameter Plan sets out that pedestrian access will be provided within this location, which would be a core priority. The Design and Access Statement sets out that the access ramp would be designed as a landscaped feature, together with adjacent planting, rather than appearing as a utilitarian means of access. The revised proposals would circa 7943sqm of public open space an increase of 67% compared with the consented development and

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represents a notable public benefit. New street tree planting is proposed along Crown Close and Austin Road, which would improve the quality of the public realm along these streets, alongside contributing towards urban greening, which is addressed later in this report.

### Security

- 7.56 Whilst the Metropolitan Police were consulted regarding the planning application no response regarding the proposals. 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.

### Heritage

- 7.57 The application site is not located within a Conservation Area, nor does the site contain any local or statutory listed buildings. However, there are a number of heritage assets within close proximity, this includes Silverdale Road Warehouse (locally listed and formerly a chair factory built in 1907) to the east and the Old Crown Public House (Grade II listed building) to the west. Slightly further afield is Benlow Works, a four storey Grade II listed Victorian industrial building, which is located to the east of the site along Silverdale Road and the Parish Church of St Anselm, a Grade II listed building to the west, beyond Station Road. Further to the south east and west there are two Conservation Areas, Botwell Nestles and Botwell Thorn, which sit beyond the canal.
- 7.58 Policy DMHB 1 of the Hillingdon Local Plan: Part 2 - Development Management Policies (2020) states that the council will expect development proposals to avoid harm to the historic environment. Development that has an effect on heritage assets will only be supported where it meets certain criteria, including sustaining and enhances the significance of the heritage asset and puts them into viable uses consistent with their conservation.
- 7.59 Policy DMHB 4 of the Hillingdon Local Plan: Part 2 - Development Management Policies (2020) states: new development, including alterations and extensions to existing buildings, within a Conservation Area or on its fringes, will be expected to preserve or enhance the character or appearance of the area. It should sustain and enhance its significance and make a positive contribution to local character and distinctiveness.
- 7.60 In line with Paragraph 212 of the NPPF 2024 consideration must be given to the impact of a proposed development on the significance of this designated heritage asset and great weight should be given to the asset's conservation (and

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the more important the asset, the greater the weight should be). This is irrespective of whether any potential harm amounts to substantial harm, total loss or less than substantial harm to its significance.

- 7.61 Section 66(1) of the Planning (Listed Buildings and Conservation Areas) Act 1990 sets out that in considering whether to grant planning permission for development affects a listed building or its setting, the local planning authority or, as the case may be, the Secretary of State shall have special regard to the desirability of preserving the building or its setting or any features of special architectural or historic interest which it possesses.
- 7.62 Section 72 of the Planning (Listed Buildings and Conservation Areas) Act 1990 outlines that in the exercise, with respect to any buildings or other land in a conservation area, of any functions under or by virtue of any of the provisions mentioned, special attention shall be paid to the desirability of preserving or enhancing the character or appearance of that area.
- 7.63 In relation to the consented development, it was concluded the development would not result in harm to the significance of all of the statutory and locally listed heritage assets listed above, with the exception of the Grade II listed St Anselm Church. Having regard to the statutory duties in respect of listed buildings in the Planning (Listed Buildings and Conservation Areas) Act 1990, and the NPPF in relation to listed buildings and heritage assets. It was concluded that the proposed scheme relates more positively with the assets listed above than the existing buildings, is more sensitively designed to reflect the proportions and plot widths of building frontages and would make a positive contribution to the existing and emerging street character of this part of Hayes. The amended proposals involve changes to the massing, siting and scale of development to be carried out within Phases 2, 3 and 4. There is an increase in density of development across the site which is achieved through a corresponding increase in the height parameters within Phases 3 and 4. The consequence is an increase in the prominence of the building within surrounding views captured within the Townscape and Visual Impact Assessment. Whilst the increase in height and amendments to the massing and general volume/scale of the development would be perceivable, where accounting for the scope of the consented scheme, the impact of the development upon the setting and significance of each of the referenced heritage assets is considered to not be substantially greater than the impact of the previously consented scheme, such that the amendments would not result in any additional harm, beyond the degree previously assessed.
- 7.64 Notwithstanding this, it is considered that the development would result in less than substantial harm to the setting and significance of the Grade II listed Parish Church of St Anselm. In accordance with Paragraph 215 of the NPPF, where a development proposal will lead to less than substantial harm to the significance of a designated heritage asset, this harm should be weighed against the public benefits of the proposal.
- 7.65 Having regard to the statutory duties in respect of listed buildings in the Planning (Listed Buildings and Conservation Areas) Act 1990, and the NPPF in relation to

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listed buildings and heritage assets. The harm identified must be given considerable importance and weight. In accordance with the provisions of the NPPF the harm should be weighed against the public benefits of the proposals.

- 7.66 The public benefits of the development are substantial and include:
- Provision of 480 homes within the outline area of the site, with 51.7% of the total floor area to be provided as affordable housing.
  - Provision of 350sqm of community floorspace equating to an increase of 140sqm compared with the existing on-site provision of community space.
  - Substantial enhancements to the public realm and regeneration benefits and replacement of housing of a lower design standard with housing of a substantially greater quality.
  - The delivery of enhancement works to the public realm adjoining the Grand Union Canal.
  - Increased urban greening.
- 7.67 The above public benefits are substantial and would demonstrably outweigh the less than substantial harm that would be caused to the significance of the Conservation Area, listed buildings and non-designated heritage assets and the development is therefore considered to be acceptable where assessed against Paragraphs 215 and 216 of the NPPF.
- 7.68 The proposed development therefore complies with the NPPF, Policy HC1 of The London Plan, Policy HE1 of the Local Plan Part 1, and Policies DMHB 1, DMHB 2, DMHB 3, and DMHB 4 of the Local Plan Part 2.

#### Residential Amenity

- 7.69 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.
- 7.70 There are several residential dwellings surrounding the site that are likely to be impacted by the proposed development. 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 and assessment against the indicative development masterplan, as well as a maximum parameter development, although the latter is unlikely to be a realistic option given the likely poor design standard of such an approach.
- 7.71 Nos.2 to 38 Little Road lie to the east of the site which are two storey semi-detached dwellings, a number of which have been previously extended to varying degrees. Development Zone 2 would immediately adjoin the rear

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boundaries of these properties. It is proposed that development within this part of the site would be low in height at primarily 2 storeys (7 metres), extending up to 3 storeys (10 metres) at either end of this development zone. Whilst development within this part of the site would be located close to the gardens of the neighbouring properties to the east, it is considered that the scale of the development would not appear overbearing considering the relatively low height of the proposed buildings within this location. These properties benefit from relatively deep rear gardens and appropriate separation would be retained between the proposed houses and the existing properties at Little Road. Sufficient separation would be retained between Development Zone 3 and Nos.2 to 38 Little Road such that the larger scale of development in this zone would not appear overbearing in relation to these existing properties, and to ensure that there would not be significant overlooking, particularly accounting for the intervening development located in Development Zone 3.

- 7.72 The submitted Daylight and Sunlight Assessment identifies that there would be an impact upon daylight to the rear facing rooms of Nos. 2 to 38 Little Road, this would be greatest in terms of the ground floor rooms where assessed against the indicative and maximum parameter scope. Whilst the impact associated with the indicative development scope would be discernible, acceptable NSL and VSC levels would remain and are considered acceptable accounting for the urban context of the site. The impact would be greater in terms of the scope of the maximum parameters, however on balance the impact would still not be substantially detrimental, given the urban context of the site. As noted above it would be unlikely that development would be delivered to the maximum extent permissible under the design parameters. In relation to overlooking, it is considered that the buildings within this development zone may be designed in such a way that overlooking of the adjoining properties is avoided, through careful attention to the internal layout and avoidance of clear glazed rear facing windows.
- 7.73 There are residential flats located at first floor level above Nos. 63 to 75 Station Road to the south west of the site above the existing ground floor commercial units. No.1A Crown Close is a residential flat that is located above a ground floor takeaway unit. The blank rear façade of a public car park and car park serving the Iceland supermarket adjoins the site to the east on the opposite side of Crown Close. In relation to Nos. 63 to 75 Station Road and the Daylight and Sunlight implications associated with the changes to the height parameters, the submitted Daylight and Sunlight Assessment concludes that there are likely to be improvements to the habitable living spaces associated with the revised indicative massing. It is assessed that there are likely to be improvements to the first floor living space of 1A Crown Close in terms of VSC (0.8%). There will be marginally greater impacts as a result of the changes to the massing to the bedroom and kitchen windows within this property which will experience additional reductions although this is limited to 3.4% and below and each window will retain an absolute VSC of at least 18.5% which is considered acceptable in the context of the site and no significant effects in NSL are observed. In relation to sunlight the main living space within this property exceeds APSH target levels.

- 7.74 There are existing apartments located to the south of the site on the opposite side of the Grand Union Canal located within four blocks. In relation to these blocks the submitted Daylight and Sunlight Assessment relating to the illustrative masterplan concludes that of the 180 windows assessed for VSC effects, all 180 rooms will experience either no change when compared to the consented proposals or improvements in daylight as a result of the amendments. In relation to APSH the report concludes that all rooms will either experience improvements in APSH or see no change when compared to the consented proposals where all the relevant windows met the BRE targets.
- 7.75 The impact on 18-22 Pump Lane (Airlinks Hotel) is also assessed, however the degree of impact upon rooms within the hotel is considered to not be substantial and should not be subject to the same degree of assessment, given the buildings use as visitor, rather than permanent living accommodation.
- 7.76 The siting of the development, in addition to the height and corresponding impact on daylight, sunlight and outlook has been assessed by officers in relation to the remaining parcels of land falling under the site allocation (Policy SA23). The daylight and sunlight assessment includes an analysis of the impact of the works on the previously consented 'Brickfields' development. Whilst this consent has expired, the analysis provides useful guidance in relation to the impact of both the indicative and maximum parameters on daylight and sunlight to the adjoining site. In both instances it is considered that the impact of the development would not compromise delivery of development on the adjoining site by reason of overshadowing or loss of light. Likewise, it is considered that the siting of the proposed development would not compromise outlook on the adjacent site or otherwise inhibit effective use of the site on amenity grounds.
- 7.77 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

- 7.78 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.'
- 7.79 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.

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- 7.80 The submitted Daylight and Sunlight Addendum report provides an assessment of the façade of the development based upon an indicative massing to provide an overarching assessment of the likely quality of internal accommodation. This is accounting for the development being in outline only and therefore information relating to the internal layout of the living accommodation is not available. The submitted report identifies that for each of the blocks and the proposed houses located in Development Zone 2 that the vast majority of elevations will enjoy high levels of daylight in excess of 27% VSC. The situation is more constrained in relation to the rooms adjoining the internal courtyard areas within Development Zone 4, the overall performance in terms of daylight and sunlight is considered acceptable, accounting for the density of the scheme and its urban town centre location and acceptable standards of amenity can be achieved for future occupiers as part of the detailed design to be submitted under a future reserved matters application. Officers note that 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).
- 7.81 Whilst the outlook of units would be determined at reserved matters stage, the proposed approach would likely facilitate an increase in dual aspect units compared with the consented scheme. The approach would also avoid the provision of single aspect north facing units.
- 7.82 Policy DMHB 18 of the Local Plan Part 2 requires that all new residential development and conversions will be required to provide good quality and useable private outdoor amenity space in accordance with minimum amenity standards set out in Table 5.3.
- 7.83 The submitted Hard and Soft Landscaping Parameter Plan includes the provision of private courtyard areas within Development Zones 3 and 4. In terms of size these would measure 900sqm in the case of Development Zone 3 and 800sqm in the case of Development Zone 4. A similar arrangement has been constructed within Phase 1 of the development. The Parameter Plan highlights that play equipment would be provided within these spaces. The parameter plans allows for the provision of substantial areas of private amenity space that would supplement private amenity spaces that would be expected to be provided in the form of balconies and terraces in the case of ground floor flats, details of which would be required as part of the reserved matters applications within the relevant development parcels. The proposed housing within Development Zone 2 would similarly be provided with external garden spaces/terraces as indicated in the Design and Access Statement. In addition to this, future residents would have access to the adjacent areas of public open space that would be provided within the community square and new pedestrianised sections of Austin Road and Silverdale Road. In addition to this there are further areas of public open space within an accessible distance to the site. It is considered that the communal areas of private amenity space, in conjunction with the private balconies/terraces would provide an appropriate level of outdoor amenity space

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for future occupiers consistent with the provisions of Policy DMHB 18 of the Local Plan.

- 7.84 In relation to the communal areas serving the proposed dwellings, the Daylight and Sunlight Assessment identifies that three of the four communal areas exceed the 50% target of two hours of sunlight on March 21<sup>st</sup>. 34% of the courtyard space located in the centre of Area 1 would achieve 2 or more hours of sunlight. Whilst this would be below recommended levels, a reasonable proportion of the space would still achieve appropriate levels of sunlight, and it is noted that the area of public open space (Area 2) performs well in relation to sunlight. In relation to the private gardens serving the houses in Development Zone 2, it is noted that the submitted Daylight and Sunlight Assessment indicates that of the 7 of the gardens serving the 12 houses would receive less than 2 hours of sunlight across 50% of the external amenity area. This would be below the desirable level, however the property would have immediate access to high quality new areas of public open space and as such, the provision of external amenity space would be acceptable on balance.
- 7.85 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

- 7.86 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.
- 7.87 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.
- 7.88 The previously consented scheme provided a total play provision of 2,167 sqm. The target play space requirement for the permitted scheme accounting for the above referenced child yield of 322 is 3220sqm of play space. The proposed provision fell below this requirement in terms of on-site provision, however accounting for the close proximity of existing parks/recreation grounds to the application site at Botwell Green Sports and Leisure Centre to the north (within 400m walking) and Lake Farm County Park to the west (within 800m walking) which represent provision that will be available and accessible to meet the needs

of the 5–11-year-olds and 12+ years olds the level of play provision was considered to be acceptable on balance.

- 7.89 It would be expected that a minimum of 3622sqm of play space is provided within the development based upon the above referenced child yield, accounting for the indicative quantum of development. The proposals include 3656sqm of play provision (including 128sqm) provided within the Phase 1 resident's garden. This comprises private areas of amenity space to be provided within Phases 2, 3 and 4 and publicly accessible play space to be provided within the new pedestrian street, community square and the pedestrianised section of Silverdale Road. In summary, the total provision of play space would exceed the minimum requirement set out under Policy DMCI 5 of the Local Plan Part 2 and Policy S4 of the London Plan 2021.

#### Transport, Highway Impact and Parking

- 7.90 Paragraph 115 of the NPPF (2023) 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.
- 7.92 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 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.
- 7.93 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.
- 7.94 In line with the original permission, the proposals include the realignment of Austin Road and the existing junction of Austin Road and Pump Lane

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approximately 10 metres to the west of the present alignment. This would be within the location of the temporary play area which has been erected to the east of Phase 1 of the development. A similar arrangement was proposed within the previously consented plans, and the realignment of the road and junction design is considered acceptable in highway safety and amenity terms.

- 7.95 The Development Zones Parameter Plan involves the removal of a previously proposed vehicular and pedestrian route between Austin Road and Crown Close, as a singular development block is now proposed within this part of the site. The removal of the vehicular and pedestrian access is considered acceptable as this would not significantly inhibit permeability of access through the site, as pedestrian/cycle routes exist to the south and north of the development block, with a vehicular access retained to the north between the Phase 1 development and Development Zone 2.
- 7.96 Vehicular access is proposed between Silverdale Road and Austin Road. Presently this is restricted by bollards. This follows the arrangement approved under the original planning permission. It is proposed that vehicular access along the part Silverdale Road falling within the site would be restricted to access for service and emergency vehicles only. The principle is supported as this would allow the creation of a useable area of public realm extending from the enhancement works proposed to the canal area at Western View. A ramped access is proposed from the canalside area to connect with Silverdale Road to provide level DDA compliant access negotiating the considerable levels difference between Silverdale Road and the upper canalside path.
- 7.97 It is considered that the proposals provide appropriate permeability of access through the site for all users in principle. The specific design of the vehicular and pedestrian access routes would be set out under future reserved matters applications, alongside the specific enhancements to the canalside area (Western View).
- 7.98 A financial contribution of £60,000 was secured from the Section 106 agreement accompanying the original planning application towards improvements to the Grand Union Canal Towpath. This contribution would be passed to the Canal and Rivers Trust. As noted in the above sections of the report, the scale of development on the site has substantially increased compared with the consented development and therefore a proportionate increase in the contribution required should be sought. A 17% increase in the contribution sought towards the Canalside improvements is therefore considered reasonable as this would be equal to the increase in habitable floor area associated with the development. This would equate to a contribution of £70,380.
- 7.99 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).

#### Car Parking

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- 7.100 Policy T6 of the London Plan states that car parking should be restricted in line with levels of existing and future public transport accessibility and connectivity. Car-free development should be the starting point for all development proposals in places that are (or are planned to be) well-connected by public transport, with developments elsewhere designed to provide the minimum necessary parking ('car-lite').
- 7.101 The site has a PTAL of between 4 to 5 with the majority of the site falling within PTAL 5. At the time that the original application was determined in 2022 the site was classed as falling within a PTAL range of 3 and 5 with the majority of the site being within PTAL 4. The previously lower PTAL was assessed prior to the first operation of the Elizabeth Line services from Hayes and Harlington Station which is within a range of 220 to 600 metres distance depending on the closest and most distant points of the site respectively. Existing bus stops from Station Road, which are within 250 metres of all of the site provide a range of frequent services to various destinations in West London including Feltham, Brentford, Hounslow, Heathrow, Stockley Park, Uxbridge, Harrow, Northolt and Ruislip.
- 7.102 A total of 260 homes were located on the site prior to the demolition of the housing in the northern part of the site that was removed to make way for Phase 1 of the development with 223 car parking spaces provided. The approved development included the provision of 84 car parking spaces within podium spaces below each of the proposed blocks, with a further 29 spaces provided within the surrounding streets (113 in total). Overall, this equates to a ratio of 0.23 spaces per dwelling. 22 car parking spaces have been provided within the first phase of the development which has been constructed to include 2 disabled bays for "Blue Badge" holders. In addition, 3 car parking spaces will be provided on-street along the secondary internal east-west estate road to the south of Block B, to include 1 disabled bay for "Blue Badge" holders and 1 car club space. This equates to a ratio of 0.28 car parking spaces per residential unit based on the Detailed First Phase only and 3.8% provision of car parking for disabled persons.
- 7.103 Within the amended scheme parking is proposed within the podium of the building to be provided within Phase 3. A reduction in on-street parking is proposed on Austin Road to facilitate the provision of additional landscaping. Phase 4 of the development is proposed with the amended scheme to be car free, except for 7 disabled parking spaces. In total 48 on site car parking spaces are proposed within the outline area of the site (including 15 blue badge spaces), with 67 on site spaces proposed overall (including Phase 1) to serve the 562 dwellings proposed. This is alongside 15 on-street parking spaces, 5 of which would be for car club parking.
- 7.104 Policy T6.1 of the London Plan and corresponding Table 10.3 sets out car parking standards in line with the PTAL rating of sites. For all areas falling within PTAL 5, it would be expected that new housing is car free, with the exception of disabled parking. The proposals would not therefore comply with the minimum standards set out under Policy T6.1 of the London Plan. The proposals would

provide parking at a ratio of 12% on-site car parking, rising to 15% where accounting for on-site parking provision.

- 7.105 In relation to the consented scheme the overall number of parking spaces at 82 spaces would be lower than the consented total of 84 parking spaces across the site and the ratio of spaces would be lower at 0.15 spaces per unit compared with 0.23 spaces per unit as consented. The level of parking proposed is also much lower than 223 spaces that were previously provided on the site or are currently in place. The provision of on-site residents parking reflects a committed obligation between Hillingdon Council and returning residents to provide access to car parking as a result of a public ballot. Austin Road is subject to restrictions limiting parking to residents only, whilst parking on Crown Close consists of public parking bays which are subject of parking charges between 8am and 6.30pm, with a maximum permitted stay of 2 hours, whilst there are double yellow lines along the remaining sections of this road.
- 7.106 In summary whilst parking provision would be higher than the maximum standards set out in Policy T6.1 of the London Plan, the level of parking provision would be lower than the levels previously consented and considerably lower than existing parking provision on the site, or parking provided prior to the commencement of Phase 1 of the development. The resulting highway impacts associated with the provision of parking associated within the amended scheme would not have a detrimental impact on highway amenity compared with the existing provision or consented scheme. In providing low parking ratios across the site, the proposals would serve to prioritise sustainable modes of travel over use of private vehicles.
- 7.107 A car parking management plan is required under Condition 28 of planning permission 76550/APP/2023/2931 to be submitted prior to the first occupation of each phase of the development. This condition would be unchanged and would ensure that 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. Alongside returning residents, priority should be afforded to the occupiers of the larger three and four bedroom units on the site where parking is allocated.
- 7.108 Consistent with the original planning permission, no car parking is proposed for the on-site community space, akin to the current arrangement. This is considered acceptable accounting for the size of the space provided the accessibility of the community space by public transport and its distance to surrounding areas of public parking at Pump Lane and on-street parking at Crown Close.
- 7.109 Policy T6.1 of the London Plan (2021) states that 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. A condition has been attached to the planning permission requiring that a minimum of 20% of the car parking spaces are provided with EV charging.

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- 7.110 The extant planning permission includes conditions requiring approval of a Delivery and Servicing Plan (DSP) prior to the occupation of each development phase, and a Construction Management and Logistics Plan (prepared in accordance with TfL's construction logistics planning guidance) prior to the commencement of works for each phase. The extant planning permission also includes a condition requiring the development to be carried out in accordance with the Framework Travel Plan. It is proposed that these conditions be retained.

#### Cycle Parking

- 7.111 Table 10.2 of Policy T5 of the of the London Plan (2021) states that residential developments should provide the following long-stay cycle spaces:

- 1 no. space per studio or 1 person 1 bedroom dwelling
- 1.5 no. spaces per 2 person 1 bedroom dwelling
- 2 no. spaces per all other dwellings

In addition, residential developments should provide the following short-stay cycle spaces:

- 5 to 40 dwellings: 2 spaces
- thereafter: 1 space per 40 dwellings

- 7.112 Within the outline areas of the site there would be a requirement to provide a minimum of 887 cycle parking spaces. Details setting out the location and design of the cycle parking would be set out within subsequent reserved matters applications. Revisions are proposed to Condition 22 (Landscaping Plan) which requires details of cycle parking alongside other relevant details, to remove reference to the specific requirement for 763 cycle parking spaces to be provided within the development, which relates to a minimum figure associated with the previous quantum of development. The revision sought to ensure that cycle storage would comply with the minimum standards set out in Policy T5 (Table 10.2) of the London Plan (2021) is considered reasonable.

#### Trip Generation and Active Travel

- 7.113 The submitted Transport Assessment identifies that the proposed development will result in an additional 163 and 136 trips during the AM and PM peak in comparison to the dwellings currently on site. The proposed development represents an uplift in 39 and 33 trips during the AM and PM peak respectively in comparison to the 2021 extant permission. In the context of the consented development, the forecast increase in trip generation is considered to not be substantial and would not have a severe impact on the surrounding road network.
- 7.114 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).

- 7.115 A Healthy Streets contribution of £144,00 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 £76,861 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 £190,833 and £86,335 in terms of the active travel zone contribution are required.

### Noise

- 7.116 Policy D13 of The London Plan (2021) states that development proposals should help prevent or mitigate noise impacts.
- 7.117 Policy D14 of the London Plan (2021) states that in order to reduce, manage and mitigate noise to improve health and quality of life, residential and other non-aviation development proposals should manage noise by:
- 1) avoiding significant adverse noise impacts on health and quality of life
  - 2) reflecting the Agent of Change principle as set out in Policy D13 Agent of Change
  - 3) mitigating and minimising the existing and potential adverse impacts of noise on, from, within, as a result of, or in the vicinity of new development without placing unreasonable restrictions on existing noise-generating uses
  - 4) improving and enhancing the acoustic environment and promoting appropriate soundscapes (including Quiet Areas and spaces of relative tranquility)
  - 5) separating new noise-sensitive development from major noise sources (such as road, rail, air transport and some types of industrial use) through the use of distance, screening, layout, orientation, uses and materials - in preference to sole reliance on sound insulation
  - 6) where it is not possible to achieve separation of noise-sensitive development and noise sources without undue impact on other sustainable development objectives, then any potential adverse effects should be controlled and mitigated through applying good acoustic design principles
  - 7) promoting new technologies and improved practices to reduce noise at source, and on the transmission path from source to receiver.
- 7.118 The application site has numerous noise sources, traffic from surrounding roads and also noise from the local Strategic Industrial Land to the east of the site and whilst a noise assessment has been submitted alongside planning application 76550/APP/2021/4499 officers identified a number of areas where further details were required and conditions were applied to the permission to include details of sound insulation to be incorporated into each phase alongside details of noise control measures relating to plant equipment. These conditions would similarly

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be applied to the present proposals to protect the amenity of existing and future residents.

- 7.119 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 D13 and D14 of The London Plan (2021) and Policy DMHB 11 of the Hillingdon Local Plan Part 2 Development Management Policies (2020).

#### Air Quality

- 7.120 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.
- 7.121 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.
- 7.122 The Site is within an Air Quality Management Area and Air Quality Focus Area. An A financial contribution of £4778 was secured under the Section 106 agreement relating to the original planning application which was payable on commencement of the first detailed phase of the development. No supplementary contributions are required under later phases of the development; therefore additional contributions are not deemed to be reasonable or necessary. Furthermore, as noted in relation to the consented scheme the overall number of parking spaces at 82 spaces would be lower than the consented total of 84 parking spaces across the site and the ratio of spaces would be lower at 0.15 spaces per unit compared with 0.23 spaces per unit as consented.

## Health

- 7.123 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.
- 7.124 Policy C11 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.
- 7.125 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.
- 7.126 The HUDU Planning Contributions Model was used to assess the health service requirements and cost impacts of the development at the time of the original planning application given the increase in unit relative to the existing number of dwellings on the site. The financial contribution amounted to £49,820 was secured as part of the Section 106 legal agreement accompanying the permission. Given the proposed uplift in the number of units proposed within the current application, a proportionate increase in the HUDU contribution is required given existing healthcare capacity pressure. Accounting for the uplifted quantum of development an increased contribution of £101,447 would be payable prior to completion of the deed of variation. It is considered necessary that the recommended financial contribution is secured through a deed of variation to the original Section 106 agreement.

## Accessibility

- 7.127 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.
- 7.128 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.
- 7.129 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.

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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.

- 7.130 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

- 7.131 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.
- 7.132 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.
- 7.133 The proposals as permitted would result in the loss of 29 trees/groups/hedgerows, including 11 x B grade specimens. A row of six Silver Maple trees on the south eastern edge of the site that adjoin Silverdale Road which are classed as Category A trees of high visual amenity value were scheduled to be retained within the consented scheme. The present proposals similarly include the retention of the Category A trees, albeit that hard landscaping works are proposed within the Root Protection Area (RPA) of these trees. Landscaping/access works are also proposed within the RPA of four Category B trees located in the south west corner of the site adjoining Crown Close (T11, T12 and T13). The consented proposals included the removal of three of these three trees and therefore the revised scheme is considered beneficial, given that these trees contribute positively to the street scene and visual amenity along Crown Close. Further detail relating to the landscaping works that would be undertaken with the RPAs of these trees would be provided under reserved matters applications, whilst Condition 18 of Planning Permission 76550/APP/2023/2931 requires the submission and approval of a method statement prior to site clearance being undertaken under any phase of the development. Officers are satisfied that retention of the trees stated as remaining on the site is viable subject to the provision of this further information.
- 7.134 A total of 17 trees, 4 groups of trees and 1 hedgerow would be removed within the amended scheme which includes 6 Category B trees. Each of these trees would be either on the footprint of the proposed buildings, roadways/accesses or in such close proximity to the development footprint that their retention would be unviable and were scheduled for removal under the consented scheme. Substantial tree planting is proposed across the outline area of the site, which includes provision for 130 new trees, whilst a further 18 trees are to be planted

in Phase 1 of the development and would provide mitigation for the trees that would be removed.

- 7.135 The combination of new tree planting, provision of soft landscaping and green roofs is calculated to achieve an Urban Greening factor (UGF) of 0.42, which would exceed the minimum requirement to achieve a UGF score of at least 0.4 within residential developments as set out within Policy G5 of the London Plan 2021. Condition 40 of planning permission 76550/APP/2023/2931 includes a requirement to submit a UGF Assessment prior to the commencement of above ground works for each relevant phase within the Outline Area with a requirement that a UGF score of at least 0.4 is achieved. Officers are satisfied that the proposals as amended would be capable of achieving compliance with this requirement and it would be expected that subsequent reserved matters applications provide further detail in relation to the landscape design to ensure that the minimum UGF target is met or exceeded.
- 7.136 Accounting for the above assessment, the proposals would therefore comply with Policy DMHB 14 of the Local Plan and Policy G5 of the London Plan.

#### Ecology

- 7.137 Policy DME1 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.
- 7.138 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.
- 7.139 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.
- 7.140 The original planning application was accompanied by a Preliminary Ecological Appraisal (PEA) which confirmed that there were no overriding ecological constraints. There are no statutory designations of national or international importance within the boundary of the Site or within 2km of the Site boundary; however, the most notable being the Grand Union Canal to the south as part of London's Canal's Site of Metropolitan Importance.

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- 7.141 In terms of the Grand Union Canal specifically, the originally submitted PEA identifies the potential for impacts from construction in terms of dust deposition and water pollution due to the proximity to the site. However, through best practice measures used during the demolition and construction phases, it is concluded that any such impacts can be appropriately mitigated. The recommendations of the submitted PEA informed the previously submitted Illustrative Demolition and Phasing Strategy (including Demolition and Construction Method Statement) and the Outline Construction Logistics Plan, and it was concluded that the proposal will not result in any loss or damage to the Canalside biodiversity. The present, revised proposals are similarly considered to not impact adversely on biodiversity.
- 7.142 Approval was granted subject to a planning condition requiring the submission of details of landscaping, which included details of biodiversity net gain prior to the commencement of development within each phase. The details are required prior to the 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). 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 19 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.
- 7.143 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

- 7.144 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.
- 7.145 The site lies fully within Flood Zone 1 and is at a low risk of flooding and does not lie within a critical drainage area. The application is accompanied by a drainage strategy and Flood Risk Assessment (FRA).
- 7.146 An addendum to the submitted drainage strategy has been prepared accounting for changes to the development zone, building footprints and landscaping layout

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which has necessitated the relocation of attenuation tanks and an increase in the capacity of the tanks. The revised surface water drainage strategy has been reviewed by Metis on behalf of the Council as Local Lead Flood Authority, who have advised that the drainage strategy sets out appropriate measures to manage surface water drainage.

- 7.147 Subject to the provision of this additional information that would be secured by planning condition, it is considered that the proposed development comply 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

- 7.148 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.
- 7.149 The provision for waste management within the site has been reviewed by the Councils 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

- 7.150 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.
- 7.151 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.
- 7.152 An outline Energy Statement and Sustainability Strategy was submitted as part of the original planning application, which indicated that for the outline elements of the proposals, the Energy Strategy seeks to achieve net zero-carbon reduction, however as specific performance would only be apparent where assessed in relation to the detailed design, a carbon offset contribution

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requirement is included within the Section 106 Agreement, to capture any shortfalls that may arise in later development phases. The submitted amendment to the Outline Energy and Sustainability Strategy indicates that the revised proposals are expected to achieve an 80% reduction in operational carbon on site, with net zero carbon to be achieved via a carbon offset payment through a combination of 'be lean' energy demand reduction and efficiency; 'be clean' (heating infrastructure), which would include air source heat pumps; and 'be green' measures which includes solar photovoltaics.

- 7.153 Condition 36 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.
- 7.154 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.
- 7.155 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.
- 7.156 The principles outlined in the Circular Economy Statement are considered appropriate. As the majority of the development is in outline, a detailed Whole Life-Cycle Carbon Statement would be required alongside any subsequent reserved matters applications as the design for the various elements of the scheme proposed in outline will require appraisal alongside the outline Circular Economy Statement and the provisions of London Plan Policy SI 7.

- 7.157 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

- 7.158 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.
- 7.159 The application has been accompanied by an Aviation Safeguarding Assessment which assesses the proposals against relevant safeguarding criteria which 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 Airport and the Ministry of Defence. Following review of the originally submitted plans, Heathrow advised that a building height of up to 75 metres Above Ordnance Datum (AOD) has the potential to impact upon the safeguarded airspace associated with Heathrow's third runway expansion proposals. On this basis, following further discussions it was advised that the wording of Condition 10 should be revised to limit development to the following heights:
- Development Zone 1: 58.55m AOD (including plant)
  - Development Zone 2 and 3: 67.9m AOD (including plant)
  - Development Zone 4: 71.88m AOD (including plant)
- 7.160 Agreement has been reached with the applicants to revise the development heights parameter plans as advised above whilst agreement has also been reached to revise Condition 10 in accordance with the above listed wording. No objections have been raised by National Air Traffic Services (NATS) or the Ministry of Defence. Subject to compliance with the recommended condition, it is considered that the development would not conflict with Policy DMAV 1 of the Local Plan Part 2 - Development Management Policies.

#### Land Contamination

- 7.161 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.

- 7.162 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

- 7.163 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.
- 7.164 The application is accompanied by an outline fire strategy addendum (intended to be read in conjunction with the existing outline fire strategy. Consultation responses have been sent to the London Fire Brigade; however, no responses have been received. 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.
- 7.165 Accounting for the above, it is considered that the development would comply with Policy D12 of The London Plan (2021).

#### Microclimate Effects

- 7.166 The applicant has proposed to amend the wording of Condition 50 so that this requires future Reserved Matters to be tested using 'Computational Fluid Dynamics' modelling rather than the placing a physical model in a wind tunnel as previously required under the planning condition. This is considered acceptable as a methodological approach. A Wind Microclimate CFD study has been submitted alongside the application which concludes that wind conditions at the ground and elevated levels are safe. There are however areas where the wind conditions are unsuitable for the intended use, including entrances on the southern facade of Phase 1 and seating areas in the centre and on the north-eastern corner of the Phase 4 block. Mitigation should therefore be applied within the detailed design development, which as noted will be required under Condition 50. Subject to appropriate mitigation, the development would comply with Policy D8 of the London Plan and Policy DMHB 11 of the Local Plan Part 2.

#### Planning Obligations

- 7.167 Policy DMCI 7 of the Local Plan Part 2 states to ensure development is sustainable, 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

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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.

7.168 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

7.169 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.

7.170 Section 106 Heads of Terms are as follows:

- Provision of affordable housing – increased to 53% by floorspace.
- Healthy streets contribution to be increased to £190,833.
- An uplift in the Active Travel Zone contribution to £86,335 to account for a 12.4% increase in unit numbers.
- Healthcare (HUDU) supplementary contribution of £101,447.  
Contribution towards canalside improvement works increased to £70,380.

## **8 Other Matters**

### Human Rights

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

### Equality

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

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## 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 Conclusion / Planning Balance**

- 9.1 The provision of an additional 62 homes, including 31 additional affordable homes would represent a significant public benefit and would be achieved through making a more effective use of a previously developed and sustainable town centre 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 the parameters of the development would not have a significant adverse impact on the amenity of surrounding residential occupiers, whilst allowing scope for the adequate standards of internal and external amenity space for future occupiers.
- 9.4 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.
- 9.5 The proposals are considered to adequately address and where necessary matters of energy efficiency, air quality, land contamination, protection of trees

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and protection of biodiversity and provision of biodiversity net gain subject to the various conditions outlined above.

- 9.6 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.
- 9.7 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 Background Papers**

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

# **APPENDICES**

## **Planning Application**

**76550/APP/2025/2864**

## 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:

HTC-PTE-ZZ-XX-DR-A-10004 (Rev. C2)

Parameter Plan 1 Land Uses: HTC- PRP-ZZ-ZZ-DR-A-20053 Rev P1

Parameter Plan 2 Development Zones: HTC-PRP-ZZ-ZZ-DR-A-20054 Rev P1

Parameter Plan 3 Building Heights: HTC-PRP-ZZ-ZZ-DR-A-20055 Rev P2

Parameter Plan 4 Access and Movement: HTC-PRP-ZZ-ZZ-DR-A-20056 Rev P1

Parameter Plan 5 Hard and Soft Landscape: HTC-PRP-ZZ-ZZ-DR-A-20057 Rev P1

Site Phasing Plan - HTC-PRP-ZZ-ZZ-DR-A-20058 Rev P02

In relation to the detailed Phase 1 proposals:

HTC-PTE-ZZ-XX-DR-A-10004 (Rev. C2)  
HTC-PTE-P1-XX-DR-A-10006 (Rev. C3)  
HTC-PTE-P1-XX-DR-A-10002 (Rev. C3)

HTC-PRP-P1ZZ-00-GA-A-20100 (Rev. P11)  
HTC-PRP-P1ZZ-01-GA-A-20101 (Rev. P10)  
HTC-PRP-P1ZZ-02-GA-A-20102 (Rev. P10)  
HTC-PRP-P1ZZ-03-GA-A-20103 (Rev. P10)  
HTC-PRP-P1ZZ-04-GA-A-20104 (Rev. P10)  
HTC-PRP-P1ZZ-05-GA-A-20105 (Rev. P10)  
HTC-PRP-P1ZZ-06-GA-A-20106 (Rev. P10)  
HTC-PRP-P1ZZ-07-GA-A-20107 (Rev. P10)  
HTC-PRP-P1ZZ-RF-GA-A-20108 (Rev. P10)  
HTC-PRP-P1ZZ-ZZ-ELV-A-20200 (Rev. P10)  
HTC-PRP-P1ZZ-ZZ-ELV-A-20201 (Rev. P9)  
HTC-PRP-P1ZZ-ZZ-ELV-A-20202 (Rev. P9)  
HTC-PRP-P1ZZ-ZZ-ELV-A-20203 (Rev. P9)  
HTC-PRP-P1ZZ-ZZ-ELV-A-20204 (Rev. P9)  
HTC-PRP-P1ZZ-ZZ-ELV-A-20205 (Rev. P8)  
HTC-PRP-P1ZZ-ZZ-ELV-A-20206 (Rev. P8)  
HTC-PRP-P1ZZ-ZZ-ELV-A-20207 (Rev. P9)  
HTC-PRP-P1ZZ-ZZ-SEC-A-20220 (Rev. P8)  
HTC-PRP-P1ZZ-ZZ-SEC-A-20221 (Rev. P6)  
HTC-PRP-P1ZZ-ZZ-SEC-A-20222 (Rev. P8)  
HTC-ISS-XX-XX-RP-S-7200  
HTC-TEP-P1-00-DR-L-90103 (Rev. 02)  
HTC-TEP-P1-00-DR-L-90110 (Rev. 02)  
HTC-TEP-P1-01-DR-L-90111 (Rev. 02)  
HTC-TEP-P1-02-DR-90112  
HTC-TEP-P1-00-DR-L-90120 (Rev. 02)  
HTC-TEP-P1-01-DR-L-90121 (Rev. 02)  
HTC-TEP-P1-02-DR-90122;  
HTC-PRP-P1ZZ-XX-SA-A-33000 Revision C01 - Schedule of Accommodation

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 (2012) and 2 (2020) and the London Plan (2021).

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

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

Red Line Site Location Plan HTC-PTE-ZZ-XX-DR-A-10000 rev C2  
Planning Statement (inclusive of Economic Impact Assessment (including Social Value Assessment) - 10 March 2022  
Design and Access Statement - March 2022  
Design and Access Addendum - October 2025  
Development Specification Statement - 10 March 2022  
Air Quality Assessment (including Air Quality Neutral Assessment) REF - 2104170-01  
December November 2021  
Arboricultural Impact Assessment - *December 2021*  
*Arboricultural Impact Assessment Addendum dated December 2021*  
*Archaeological Desk Based Assessment dated November 2021*  
Aviation Safeguarding Assessment Ref: EAS/P1239/R1/Issue 1 (2021)  
Aviation Safeguarding Assessment Addendum - September 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 March 2022  
Outline Construction Logistics Plan Addendum (October 2025)  
Daylight and Sunlight Report (including Overshadowing Assessment) 26 November 2021  
Daylight and Sunlight Report Addendum (October 2025)  
Delivery and Servicing Plan dated March 2022  
Delivery and Servicing Plan Addendum (October 2025)  
Economic Impact Assessment (including Social Value Assessment) - December 2021  
Outline Energy Statement and Sustainability Strategy dated 30/11/2021  
Energy Statement and Sustainability Strategy Addendum (October 2025)  
Detailed Energy Statement and Sustainability Strategy dated 30/25/11/2021  
Overheating Risk Assessment (for Detailed First Phase) Project/Ref: 07890 - Hayes Town Centre - 29/11/2021  
Financial Viability Assessment - December 2021  
Fire Strategy (Detailed Strategy) and Completed Gateway 1 Form - November 2021  
Fire Strategy (Outline Strategy) - November 2021  
Outline Fire Strategy Addendum (October 2025)  
Wind Microclimate Impact Assessment dated November 2021  
Wind Microclimate Impact Assessment Addendum (October 2025)  
Noise Assessment - revised March 2022  
Noise Assessment Addendum (October 2025)  
Foul Sewage and Utilities Statement Project/Ref: 07890 - Hayes Town Centre December 2021  
Transport Assessment dated 11 March 2022  
Transport Assessment Addendum (October 2025)  
Framework Residential Travel Plan dated November 2021 11 March 2022  
Water Cycle Strategy (incorporated into Energy Statements and Drainage Strategy) Ref: P450729-WW-HT-XX-RP-C-0002

**Flood Risk Assessment Ref : P450729-WW-HT-XX-RP-C-0001 P5**

**Heritage, Townscape and Visual Impact and Tall Building Assessment - dated December 2021**

**Heritage, Townscape and Visual Impact and Tall Building Assessment Addendum (October 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**

The proposed land uses within the reserved matters shall be strictly in accordance with the maximum floor area (Use Class C3 - 33,529 sqm NIA); 482 residential units (Use Class C3); and up to 350 sq m of community facility space Class F2 (b)).

**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 - 30% to 34%

Two bedroom units - 46% to 50%

Three and four bedroom units - 19 to 23%

**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. NONSC Non Standard Condition - Phasing**

The development shall be carried out in accordance with the approved Phasing Plan (HTC-PRP-ZZ-ZZ-DR-A-20058 Rev P02) or any amendments thereto that may be subsequently agreed in writing with the local planning authority.

All 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 including Austin Road realignment**

Prior to commencement of any works (except for demolition, ground and enabling works) within the outline area a detailed Design Code (to include the realigned Austin Road) shall be submitted and approved in writing and Reserved Matters applications shall conform with the approved Design Code.

The development shall thereby be carried out in accordance with the approved design Code. The Design Code shall provide the following information:

#### Contents Sheet

##### 1. 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. Hayes Town Centre Masterplan

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

##### 4. Character Areas and Street Types

- a. Character and Approach
- b. Austin Road

- c. Pump Lane
- d. Crown Close
- e. Community Square
- f. Silverdale Road
- g. Canalside

- 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. Mews Houses
  - c. 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 225 homes per hectare.

### REASON

To avoid overdevelopment of the site in accordance with the Policy DMHB 17 of the Hillingdon Local Plan: Part 2 (2020).

## 9. A35 Height

No building or structure shall exceed the following heights in the respective Development Zones:

- Development Zone 1: 58.55m AOD (including plant)
- Development Zones 2 and 3: 67.9m AOD (including plant)
- Development Zone 4: 71.88m AOD (including plant)

### 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>) 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. A4 Fencing to Protect Root Areas**

Prior to the commencement of above ground works relating to the outline phase of the development, excluding demolition and enabling works, details of the permanent play space 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. It shall include a timetable for the implementation of the permanent works in conjunction with the removal of the temporary arrangements (as approved under planning reference 76550/APP/2023/3004) and shall be constructed and permanently retained thereafter in accordance with the approved details.

The temporary arrangements approved under planning reference 76550/APP/2023/3004 shall be constructed prior to occupation of the development and shall be retained until the permanent play areas are provided unless otherwise agreed in writing with the Local Planning Authority.

#### **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).

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

##### **DETAILED FIRST PHASE**

Prior to the commencement of above ground works relating to the outline phase of the development, excluding demolition and enabling works, details of the permanent access arrangements, to include roads/turning/loading facilities/sight lines and parking areas (including the marking out of parking spaces) for the Detailed First Phase shall be submitted and approved in writing by the Local Planning Authority. This shall include a timetable for the implementation of the permanent works in conjunction with the removal of the temporary arrangements (as approved under planning reference 76550/APP/2023/3004) and shall be constructed and permanently retained thereafter in accordance with the approved details.

The temporary arrangements approved under planning reference 76550/APP/2023/3004 shall be constructed prior to occupation of the development and shall be retained until the permanent access arrangements are provided unless otherwise agreed in writing with the Local Planning Authority.

## OUTLINE AREA/PHASES

The roads/turning/loading facilities/sight lines and parking areas (including the marking out of parking spaces) of each relevant development phase within the Outline Area shall be constructed prior to occupation of that development phase and 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).

## 12. COM21 **Sound insulation /mitigation**

Each phase of the development within the outline area shall not be occupied until full and final details are provided to, and approved by, the Local Planning Authority for that relevant development phase of the sound insulation scheme(s), 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.

Phase 1 of the development shall be implemented in accordance with the sound insulation and noise control measures approved under discharge of conditions application 76550/APP/2025/1624.

### REASON

To safeguard the amenity of the occupants of the development in accordance with Policy EM8 of the Hillingdon Local Plan: Part One - Strategic Policies (November 2012) and Policy DMHB 11 of the Hillingdon Local Plan Part 2 (2020).

## 13. NONSC **Noise**

Each phase of the development within the outline area shall not be occupied until full and final details are provided to, and approved by, the Local Planning Authority for that relevant development phase 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.

Phase 1 of the development shall be implemented in accordance with the noise control measures relating to plant as approved under discharge of conditions application

76550/APP/2025/1505.

#### REASON

To safeguard the amenity of the occupants of the development and s Surrounding properties in accordance with Policy EM8 of the Hillingdon Local Plan: Part One - Strategic Policies (November 2012) and Policy DMHB 11 of the Hillingdon Local Plan Part 2 (2020).

#### 14. COM6 Levels

No development in relation to the canal side and Western View area in Phase 4 shall take place until plans of the site showing the existing and proposed ground levels and the proposed finished floor levels of all proposed buildings have been submitted to and approved in writing by the Local Planning Authority. Such levels shall be shown in relation to a fixed and know datum point. Thereafter the development shall not be carried out other than in accordance with the approved details.

#### REASON

To ensure that the development relates satisfactorily to adjoining properties in accordance with policy DMHB 11 of the Hillingdon Local Plan Part 2 (2020).

#### 15. RES7 Materials (Submission)

No development (except for demolition, ground and enabling work) within the outline phase of the development hereby approved shall take place until details of all materials and external surfaces, including details of balconies, for that development phase 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.

Phase 1A of the development shall be carried out and maintained in accordance with the details of external materials including balcony design details approved under discharge of conditions application 76550/APP/2024/134.

#### REASON

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

#### 16. 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, within the relevant development phase 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, within the relevant development phase 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.

#### **17. RES8 Tree Protection**

No site clearance or construction work of any phase of the development in the outline area of the permission 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 within the relevant development phase 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.

Phase 1 of the development shall be carried out in accordance with the method statement and details of tree protection measures relevant to this phase of the development as approved under discharge of conditions application 76550/APP/2022/3753.

#### 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).

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

The temporary arrangements approved under planning reference 76550/APP/2023/3004 shall be constructed prior to occupation of the development.

Prior to the commencement of above ground works relating to the outline phase of the development, excluding demolition and enabling works, further details of the permanent landscaping, shall be submitted and approved in writing by the Local Planning Authority. This shall be in accordance with the approved Hardworks and Planting Plans and shall include:

- 1.A timetable for the implementation of the permanent works in conjunction with the removal of the temporary arrangements.
- 2. Written specification of planting and cultivation works to be undertaken
- 3. Schedule of plants giving species, plant sizes, and proposed numbers/densities where appropriate to include pollution absorbing trees.
- 4. Details of Hard Landscaping
  - 4.a Refuse Storage including food waste and refuse strategy
  - 4.b Cycle Storage for 149 long stay and 4 short stay bicycles;
  - 4.c Means of enclosure/boundary treatments
  - 4.d 23 car parking spaces including 2 blue badge spaces shall be provided for Phase 1
- 5. Hard Surfacing Materials
  - 5.a External Lighting to include LED/energy efficient lighting
  - 5.b Other structures (such as furniture)
- 6. Living Walls and Roofs
  - 6.a Details of the inclusion of living walls and roofs
  - 6.b Justification as to why no part of the development can include living walls and roofs

## 7. Details of Landscape Maintenance

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

7.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.

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

8.b Proposed finishing levels or contours

9. Further detail of Biodiversity Net Gain

## OUTLINE AREA/PHASES

No development (except for demolition, ground and enabling work) within each relevant development phase hereby approved within the Outline Area shall take place until a landscape scheme for that development phase has been submitted to and approved in writing by the Local Planning Authority in consultation with Heathrow Airports Ltd, the MoD, and the Canal and River Trust. 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

to include pollution absorbing 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.c Means of enclosure/boundary treatments

2.d Car Parking with a unit number to parking space ratio no greater than 0.15 with active electric vehicle charging points at 20% of all parking spaces 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 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 to include how this contributes to the estate-wide achievement of Biodiversity Net Gain within the development hereby permitted. Thereafter the development shall be carried out and maintained in full accordance with the approved details.

#### 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) and DMT 2 of the Hillingdon Local Plan Part 2 (2020) and Policy G5 of the London Plan (2021).

#### **19. NONSC Play area details**

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

#### REASON

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

#### **20. 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).

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

Prior to occupation of each phase of the development within the outline area of the 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 (3% on Phase 4) 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.

Phase 1 of the development shall be carried out in accordance with the Parking Management and Allocation Plan approved under discharge of conditions application 76550/APP/2025/1419.

#### 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).

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

Prior to the occupation of any relevant phase of this development within the outline area, 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 1 of the development shall be carried out in accordance with the delivery and servicing plan approved under discharge of conditions application 76550/APP/2025/788.

#### 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).

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

Prior to the commencement of any relevant phase within the outline area of the site, 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.

Phase 1 of the development shall be carried out in accordance with the details relating to construction management and logistics approved under discharge of conditions application 76550/APP/2023/471.

#### 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).

#### **24. NONSC Overheating Strategy**

Prior to the commencement of any relevant phase works within the outline phase of the

permission, 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 1 of the development shall be carried out in accordance with the control measures to limit overheating as approved under discharge of conditions application 76550/APP/2024/134 and all measures shall be implemented and retained for the lifetime of the development.

#### REASON

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

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

Prior to superstructure works commencing in the outline phase 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:

- a) 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'.
- b) 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.
- c) 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.
- d) 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.
- e) 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 provisions of the BHMP approved for Phase 1 of the development under discharge of conditions reference 76550/APP/2024/134 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.

#### 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).

#### **26. NONSC Flood Risk Assessment and Drainage Strategy**

Prior to commencement (except for demolition, ground and enabling work) within the outline area of the site (excluding demolition and site clearance), a scheme for the provision of sustainable water management in line with the approved Flood Risk Assessment and Drainage and SuDs Strategy shall be submitted to, and approved in writing by the Local Planning Authority in consultation with the Canals and River Trust. 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 including the canal.
- 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. 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.

Phase 1 of the development shall be carried out in accordance with the sustainable water management measures approved under discharged of conditions application 76550/APP/2023/1538 and this phase of 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).

## 27. NONSC Contamination

(i) The development shall not commence (except for demolition) within the outline phase of the development hereby permitted until a scheme to deal with contamination 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.

All parts of the development within Phase 1 of the permission shall be carried out in accordance with the remediation measures approved under discharge of conditions applications 76550/APP/2023/469 and 76550/APP/2025/2704.

#### 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).

#### **28. 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).

### **29. NONSC Low Emission Strategy**

Prior to superstructure works within the outline phase 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 1 of the development shall be carried out in accordance with the Low Emission Strategy approved under discharge of conditions application 76550/APP/2024/134 and all agreed measures 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 DMEI 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).

### **30. NONSC Secured by Design**

Prior to the commencement of any superstructure works for each residential phase in the outline phase of the development, 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 before the development in that phase is occupied and thereafter retained.

Phase 1 of the development shall be carried out in accordance with the security measures approved under discharge of conditions application 76550/APP/2024/317 and all approved measures shall be implemented before the development in that phase is occupied and shall thereafter be retained.

#### 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 excising 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.

### **31. NONSC Fire Statement**

A) Prior to the commencement of development for each relevant phase within the Outline Area, 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).

### **32. NONSC Obscured glazing**

Detailed; Phase 1 development condition: The partitions which separate the private terraces on the first floor flats serving flats B.00.006, B.00.007, A.01.002 A.01.001, A.00.003, A.00.004, B.01.001, shall be glazed with permanently obscured glass to at least scale 4 on the Pilkington scale and be non-opening below a height of 1.8 metres taken from internal finished floor level for so long as the development remains in existence.

#### **REASON**

To prevent overlooking and safeguard the privacy of future occupiers, in accordance with Policy DMHB 11 and DMHB 16 of the Hillingdon Local Plan: Part 2 (2020) of the Hillingdon Local Plan: Part 2 (2020).

### **33. NONSC Lighting**

Prior to its installation details of any external lighting associated each phase of development within the outline area, 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.

In relation to the relevant phase of the development fronting the canalside, the details of any external lighting within 50 metres of the canal (including levels of illumination, position, design, structure, direction of illumination and associated glare) shall be submitted to, and approved in writing by, the Local Planning Authority in consultation with the Canal and River Trust. Any external lighting affecting the canal should be angled downwards, with light directed into the application site and it should not provide flood lighting to the canal corridor to show consideration for bats and other nocturnal species.

Phase 1 of the development shall be implemented and maintained in accordance with the details of external lighting as approved under discharge of conditions application 76550/APP/2025/547.

#### **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 and the amenity of neighbouring properties in accordance with Policy DMHB 11 and DMHB 16 of the Hillingdon Local Plan: Part 2 (2020) of the Hillingdon Local Plan: Part 2 (2020).

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

Prior to the commencement (except for demolition, ground and enabling work) for each phase of development within the outline area of the site, 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 detail 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.

Phase 1 of the development shall be carried out in accordance with the measures set out in the Energy Statement and Sustainability Strategy approved under discharge of conditions application 76550/APP/2023/3018.

#### REASON

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

### **35. NONSC Energy Performance**

Prior to occupation of each relevant phase of the development within the outline part of the site, 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 1 of the development shall be carried out in accordance with the Be Seen Energy Monitoring and Operational Energy Statement as approved under discharge of conditions application 76550/APP/2025/804.

#### REASON

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

### **36. 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.

#### REASON

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

### **37. NONSC CCTV**

Prior to the occupation of each relevant 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

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

Phase 1 of the development shall be implemented and maintained in accordance with the details of security lighting and CCTV approved under discharge of conditions application 76550/APP/2025/547.

#### 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.

### **38. NONSC UGF**

Prior to the commencement of above ground works for each relevant phase within the Outline Area, an Urban Greening Factor (UGF) Assessment (UGF) shall be submitted to the local planning authority and approved in writing. The UGF Assessment shall use the Greater London Authority Urban Greening Factor calculator available at the time of the submission. The 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 accordance with Policy G5 of the London Plan (2021).

### **39. NONSC Estate Management Regime**

Prior to the occupation of each relevant phase of development within the outline area of the site 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 1 of the development shall be maintained and managed in accordance with the details approved under discharge of conditions application 76550/APP/2025/2005.

#### 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).

#### **40. 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) for each relevant development phase 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 DMEI 11 and DMEI 12 of the Hillingdon Local Plan: Part 2 (2020).

#### **41. NONSC Phase 4 condition**

Prior to the commencement of Phase 4 works (except for demolition, ground and enabling work) full details of the public realm improvements to the canal corridor including future maintenance and management responsibilities and regimes should be submitted to and approved by the Local Planning Authority in consultation with the Canal and River Trust as part of any reserved matters submissions for development along the canalside (Phase 4).

#### 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).

#### **42. NONSC Pump Lane shared surface**

The shared use footway to be provided within Phase 1 of the development shall be provided in accordance with the details approved under discharge of conditions application 76550/APP/2025/545 prior to the first occupation of this phase of the permission and shall be retained in full accordance with the approved details unless otherwise agreed in writing with the Local Planning Authority.

#### REASON

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).

#### **43. NONSC Whole Life Cycle**

No later than 3 months following first occupation of the development, the post construction tab of the GLA's whole life carbon assessment template should be completed accurately and in its entirety 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, 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.

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

No later than 3 months following first occupation of the development, 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, along with any supporting evidence as per the GLA's Circular Economy Statement Guidance. 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.

#### **45. 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.

#### **46. NONSC Structural Stability**

Prior to the commencement of Phase 4 works further details on construction methodology, including details of all earthmoving, excavations and the design and construction of all foundations and any necessary mitigation measures shall be submitted to and approved and approved in writing by the Local Planning Authority in consultation with the Canal and River Trust.

#### REASON

To ensure that that the extent of any risk of such works to the stability of the cutting and any retaining structures can be properly quantified and assessed in accordance with Policy DMEI 8 of the Hillingdon Local Plan: Part 2 (2020).

#### **47. A37 Refuse Collection Area (Residential)**

Prior to the commencement of Phase 4, details of on-site refuse and recycling storage, including the on-site management plan for bin rotation and collection shall be submitted to and approved by the Local Planning Authority, this shall include plans and documentation. Such facilities shall be provided prior to occupation of the development and thereafter permanently retained.

#### REASON

To ensure adequate collection arrangements are in place in accordance with policy DMHB11 of the :Local Plan Part 2 (2020).

#### **48. NONSC Wind mitigation measures**

Any Reserved Matters application shall include a detailed assessment of the wind effects and related mitigation for that phase of development. The assessment shall include computational fluid dynamics (CFD) testing to assess the comfort and safety levels at relevant locations around and within the site. The assessment will demonstrate that all locations assessed meet appropriate safety and comfort criteria in accordance with the Lawson distress criteria (LDDC method).

#### 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).

#### **49. NONSC Obstacle Lighting - Aviation Safety**

Obstacle lights shall be placed on the corners of the tallest building associated to Development Zone 4. These obstacle lights must be steady state red lights with a minimum intensity of 2000 candelas. Periods of illumination of obstacle lights, obstacle light locations and obstacle light photometric performance must all be in accordance with the requirements of Uk Regulation (EU) 139/2014.

#### **REASON**

Permanent illuminated obstacle lights are required on the tallest building associated to Development Zone 4 to avoid endangering the safe movement of aircraft and the operation of Heathrow Airport in accordance with the requirements of Policy DMAV 1 of the Hillingdon Local Plan: Part 2 (2020).

#### **50. 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 in accordance with the requirements of Policy DMAV 1 of the Hillingdon Local Plan: Part 2 (2020).

### **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. I42 Canal informative 1**

The applicant/developer should refer to the current "Code of Practice for Works affecting the Canal & River Trust" to ensure that any necessary consents are obtained (<https://canalrivertrust.org.uk/businessand-trade/undertaking-works-on-our-property-andour-code-of-practice>).

**5. I43 Canal informative 2**

The applicant/developer is advised that any encroachment or access over or on to the Trust's property requires written consent from the Canal & River Trust and they are advised to contact Bernadette McNicholas of the Canal & River Trust's Estates Team on 07920 495745 or [Bernadette.mcnicholas@canalrivertrust.org.uk](mailto:Bernadette.mcnicholas@canalrivertrust.org.uk) in order to ensure that the necessary licences or commercial agreements are obtained prior to any work being carried out on or adjacent to Trust owned land.

**6. I44 Canal informative 3**

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

**7.**

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.

## **8. 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))

## **9.**

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).

## **10. I70 LBH worked applicant in a positive & proactive (Granting)**

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

## 11. I72 Section 106 Agreement

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

## 12. I73 Community Infrastructure Levy (CIL) (Granting Consent)

Under the terms of the Planning Act 2008 (as amended) and Community Infrastructure Levy Regulations 2010 (as amended), this development is liable to pay as a phased development the London Borough of Hillingdon Community Infrastructure Levy (CIL) and the Mayor of London's Community Infrastructure Levy (CIL). This will be calculated in accordance with the London Borough of Hillingdon CIL Charging Schedule 2014 and the Mayor of London's CIL Charging Schedule 2012. Before commencement of works the development parties must notify the London Borough of Hillingdon of the commencement date for the construction works within each relevant development phase (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.

## 13.

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.

## I53 Compulsory Informative (2)

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

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
NPPF14 -24	NPPF14 2024 - Meeting the challenge of climate change, flood and coastal change
NPPF15 -24	NPPF15 2024 - Conserving and enhancing the natural environment

NPPF16 -24	NPPF16 2024 - Conserving and enhancing the historic environment
NPPF5 -24	NPPF5 2024 - Delivering a sufficient supply of homes
NPPF7 -24	NPPF7 2024 - Ensuring the vitality of town centres
NPPF8 -24	NPPF8 2024 - Promoting healthy and safe communities
NPPF9 -24	NPPF9 2024 - Promoting sustainable transport
SA 23	Silverdale Road/ Western View. Hayes

## Appendix 2: Relevant Planning History

76550/APP/2021/4499 Land At Austin Road 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; provision of a community centre (up to 140sq.m of Use Class F2(b) floorspace); new pedestrian and vehicular access; 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 Blocks A and B comprising 80 residential units (Class C3); new pedestrian and vehicular access; associated amenity space and landscaping; car and cycle parking; refuse storage, servicing area, and other associated infrastructure to include temporary highways and landscaping works.

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

76550/APP/2022/3662 Land At Austin Road 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 76550/APP/2021/4499, dated 28-09-2022, which is for 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; provision of a community centre (up to 140sq.m of Use Class F2(b) floorspace); new pedestrian and vehicular access; 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 Blocks A and B comprising 80 residential units (Class C3); new pedestrian and vehicular access; associated amenity space and landscaping; car and cycle parking; refuse storage, servicing area, and other associated infrastructure to include temporary highways and landscaping works.

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

- Amendment of ground floor height by +200mm.
- Internal alterations to the ground floor layout to improve ventilation, structural integrity, and obstruction free use.
- Minor re-organisation of dwelling layouts to improve the internal arrangement.
- Minor adjustments to the spacing of balconies, fenestration, and facade detailing.
- Amendment to the core arrangement, lift size and window specification to meet building regulations.
- Increasing roof build to accommodate the required depth of structure and falls for rainwater collection, and reduction in parapet height.

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

76550/APP/2023/2931 Land At Austin Road Hayes

Section 73 application to vary Condition 3 of application reference 76550/APP/2021/4499 dated 28-09-22 (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; provision of a community centre (up to 140sq.m of Use Class F2(b) floorspace); new pedestrian and vehicular access; 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 Blocks A and B comprising 80 residential units (Class C3); new pedestrian and vehicular access; associated amenity space and landscaping; car and cycle parking; refuse storage, servicing area, and other associated infrastructure to include temporary highways and landscaping works) to increase the parapet height by 50cm in the Detailed First Phase.

**Decision:** 26-03-2024 Approved

76550/APP/2025/1256 Land At Austin Road Hayes

Application for a Non-Material Amendment to Planning Permission Reference 76550/APP/2023/2931 dated 10-11-2023 to amend the wording of Conditions 45 (GLA's whole life carbon assessment) and 46 (Circular Economy Statement Report).

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

76550/APP/2025/2006 Land At Austin Road Hayes

Application for a Non-Material Amendment to planning permission reference 76550/APP/2023/2931 dated 10-11-2023 to amend the tenure of 10no. Residential Units' Tenure (From Returning Leaseholder to Social Rent).

**Decision:** 17-09-2025 Approved

76550/APP/2025/2431 Land At Austin Road Hayes

Non-Material Amendment to planning permission reference 76550/APP/2023/2931 dated 01-05-2024 to amend the wording of Condition 11 (Play Space for Children), Condition 12 (Permanent Access Arrangements) and Condition 19 (Permanent Landscaping).

**Decision:** 17-10-2025 Approved

76550/APP/2025/2740 Land At Austin Road Hayes

Non-Material Amendment to planning permission reference 76550/APP/2023/2931 dated 01.05.2024 to remove reference within the description of development to the specific square metre floorspace relevant to the proposed community centre.

**Decision:** 17-11-2025 Approved

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

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

#### Part 1 Policies:

PT1.BE1	(2012) Built Environment
PT1.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
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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
LPP D4	(2021) Delivering good design
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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
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LPP H4	(2021) Delivering affordable housing
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LPP H8	(2021) Loss of existing housing and estate redevelopment
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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
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LPP T6	(2021) Car parking
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NPPF12 -24	NPPF12 2024 - Achieving well-designed places
NPPF14 -24	NPPF14 2024 - Meeting the challenge of climate change, flood and coastal change
NPPF15 -24	NPPF15 2024 - Conserving and enhancing the natural environment
NPPF16 -24	NPPF16 2024 - Conserving and enhancing the historic environment
NPPF5 -24	NPPF5 2024 - Delivering a sufficient supply of homes
NPPF7 -24	NPPF7 2024 - Ensuring the vitality of town centres
NPPF8 -24	NPPF8 2024 - Promoting healthy and safe communities
NPPF9 -24	NPPF9 2024 - Promoting sustainable transport
SA 23	Silverdale Road/ Western View. Hayes