

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

Case Officer: **Mike Kemp**

38058/APP/2025/2613

Date Application Valid:	09/10/2025	Statutory / Agreed Determination Deadline:	17/04/2026
Application Type:	Full	Ward:	Yiewsley

Applicant:	Troutbourne LLP
Site Address:	Land at Rainbow Industrial Estate, Trout Road, Yiewsley, UB7 7FX
Proposal:	Demolition of existing structures and phased re-development of the site to provide nine plots ranging between three and 11 storeys in height (including ground level) to include residential uses (Use Class C3), flexible retail/cafe/restaurant floorspace (Class E (a,b,c)), light industrial floorspace (Class E (g)(iii)), associated hard and soft landscaping, car parking, cycling parking, servicing, refuse and plant areas, public realm improvements, highways works and other works associated with the development.
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 enter into a legal agreement with the applicant under Section 106 of the Town and Country Planning Act 1990 (as amended) or any other legislation to secure the following:
 - i. To secure on-site affordable housing, to include a provision of 35% by habitable room with 70% being London Affordable Rent (LAR) and 30% Shared Ownership.
 - ii. Air Quality Mitigation Contribution of £145,908
 - iii. Residential Parking Permits restriction (excluding Blue Badge holders)
 - iv. An Employment/ Construction Training Scheme secured in accordance with the Council's Planning Obligations SPD.
 - v. London Healthy Urban Development Unit (HUDU) financial contribution of £618,167 to fund enhanced or new health facilities within the London Borough of Hillingdon.
 - vi. Financial contribution of £259,860 towards improvements to connections, access and enhancements of the Grand Union Canal.
 - vii. Designation of public open space within the site to remain publicly accessible in perpetuity.
 - viii. Active Travel Contribution of £154,660
 - ix. A Project Management and Monitoring Fee, equalling 5% of the total financial contributions to be paid under this agreement.
 - 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, air quality, parking, employment/construction training, health, highway 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 Planning permission is sought for the demolition of all existing structures on the site and for the phased re-development of the site to provide nine plots ranging between three and 11 storeys in height (including ground level) to include residential uses (Use Class C3), flexible retail/café/restaurant floorspace (Class E (a,b,c)), light industrial floorspace (Class E (g)(iii)), associated hard and soft landscaping, car parking, cycling parking, servicing, refuse and plant areas, public realm improvements, highways works and other works associated with the development.
- 1.2 A total of 433 dwellings are proposed within the development. 128 affordable homes are proposed, of which 88 would be socially rented and 40 intermediate tenure. Affordable housing would equate to 35% of the total habitable rooms. As a proportion of the affordable homes 70% would be socially rented and 30% intermediate (shared ownership). 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) and is eligible to follow the fast track route for affordable homes.
- 1.3 It is considered that the proposals represent an efficient and appropriate re-use of a previously developed site that is allocated for a mix of residential, commercial and industrial uses. The principle of the proposed development is therefore acceptable and has been established under the previously consented planning

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application 38058/APP/2013/1756, as set out within the section of the report relating to the principle of development. The development is therefore acceptable in principle in line with the Local Plan Parts 1 and 2, the London Plan (2021) and the NPPF (2024). The proposals would deliver an appropriate intensification of industrial use on the site, including providing higher quality light industrial space in line with the provisions of Policies E4 and E7 of the London Plan. The redevelopment of a long-standing and neglected brownfield site would provide significant enhancements to the appearance of the public realm and street scene, particularly when viewed from Yiewsley High Street, the Grand Union Canal Towpath and Trout Road. It is considered that the development is appropriately designed in a manner which is responsive to the character of the immediate locality and surrounding area, and would comply with the provisions of Policies DMHB 10, DMHB 11, DMHB 12 of the Hillingdon Local Plan Part 2; Policies D2, D3, D4, D9, G2 of the London Plan 2021; and the NPPF Chapters 11 and 12.

- 1.4 A total of 57 parking spaces are proposed of which 43 spaces would be accessible parking bays; and 14 being for general use. This would equate to an overall parking ratio of 0.13 spaces per unit which is comfortably below the maximum standards permitted under Policy T6.1 of the London Plan. Accounting for the accessibility to a range of regular public transport links, particularly the close distance to West Drayton Station, a car lite development is considered acceptable within this location. The forecast trip generation is likely to be lower than the existing use and is considered to not impact adversely on highway safety and amenity in compliance 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).
- 1.5 The development would cause a minor degree of harm to the amenity of adjoining residential properties in terms of a loss of privacy and loss of light/overshadowing, as well as the impact of the scale of the building which would affect outlook. These matters are addressed in detail within the residential amenity section of this report. The site is however largely vacant with some low-height buildings and any development which provides for an optimum density of development on this allocated site would therefore be likely to have a degree of impact upon the amenity of existing occupiers. Furthermore, there would be some amenity benefit to existing occupiers by reason of the removal of the existing noise-generating industrial uses on the site and their replacement with less disruptive residential uses and light industrial uses within a dedicated building, whereby the noise impact may be better mitigated. It is considered that appropriate levels of amenity would be retained, whilst adequate standards of daylight/sunlight outlook would be achieved for future occupiers and provision is made within the development for private balconies/terraces in the case of the proposed flats and gardens in the case of the private houses. It is concluded that the impact of the development on the amenity of the adjoining properties and future residents would be acceptable on balance, accounting for the context of the site and where affording weight to the flexibility set out under Paragraph 130 of the NPPF (2024).

- 1.6 Appropriate measures may be secured by condition or through relevant planning obligations to mitigate/control land contamination, drainage, air quality, noise impact, impact on existing trees, aviation safety; and to protect biodiversity and ensure the delivery of biodiversity net gain. The development would therefore ensure appropriate standards of environmental protection.
- 1.7 On balance, the proposal is acceptable and would be consistent with the overarching aims of the National Planning Policy Framework (NPPF) (2024), The London Plan (2021), and Hillingdon Local Plan Parts One and Two.
- 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 application site comprises a 2.5-hectare brownfield site located in Yiewsley and consists of the Rainbow and Kirby Industrial Estates. The site includes a number of single storey buildings used for industrial uses, namely for vehicle repairs, which are in a poor physical condition. A large section of the site is clear of permanent structures and had been in use for the storage of building materials although this use appears to have now ceased. An area of the site consists of vacant hardstanding, which forms a gap within the Yiewsley High Street frontage between the Aldi foodstore and a recently constructed development of residential apartments. There is a single storey building located in the south east corner of the site, which was formerly used as a light industrial purpose but now functions as the Al Falah Masjid and community centre.
- 2.2 Vehicular access to the site is currently provided via St Stephens Road to the south east or Trout Road to the north west and west of the site. Formerly vehicular access was also provided from Yiewsley High Street to the north east, however hoardings have since been erected along this frontage.
- 2.3 There are a mix of uses surrounding the site. Existing uses to the east include a mix of retail and commercial town centre uses forming a frontage, or located to the rear of Yiewsley High Street, mainly with residential uses above. Development is typically two to three storeys in scale. St Stephens Road consists primarily of low rise two-storey residential of varying age and architectural appearance. Existing development along Trout Road to the west includes relatively dense residential apartment housing constructed between 2010 and 2020 varying between 4 and 5 storeys in scale. This is in addition to piecemeal mid-20th Century housing and a three storey building in use as a nursery.
- 2.4 The Grand Union Canal and towpath adjoin the southern boundary of the site, extending from the narrow bridge at Trout Road to St Stephens Road. There are several canal boats currently moored along this part of the towpath. There are several mature trees adjoining the boundary of the site and the canal path. On the

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opposite side of the canal are two to three storey houses and apartments constructed in the early 2000's at Peplow Close, as well as the rear elevation of industrial units which front Bentinck Road.

- 2.5 The site is not located within a Conservation Area, nor within the setting of a Conservation Area. The site does not contain any listed buildings and does not lie within the immediate setting of any designated heritage assets. The application site lies within Flood Zone 1 and has a low risk of flooding. The site has a PTAL rating of 3.

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

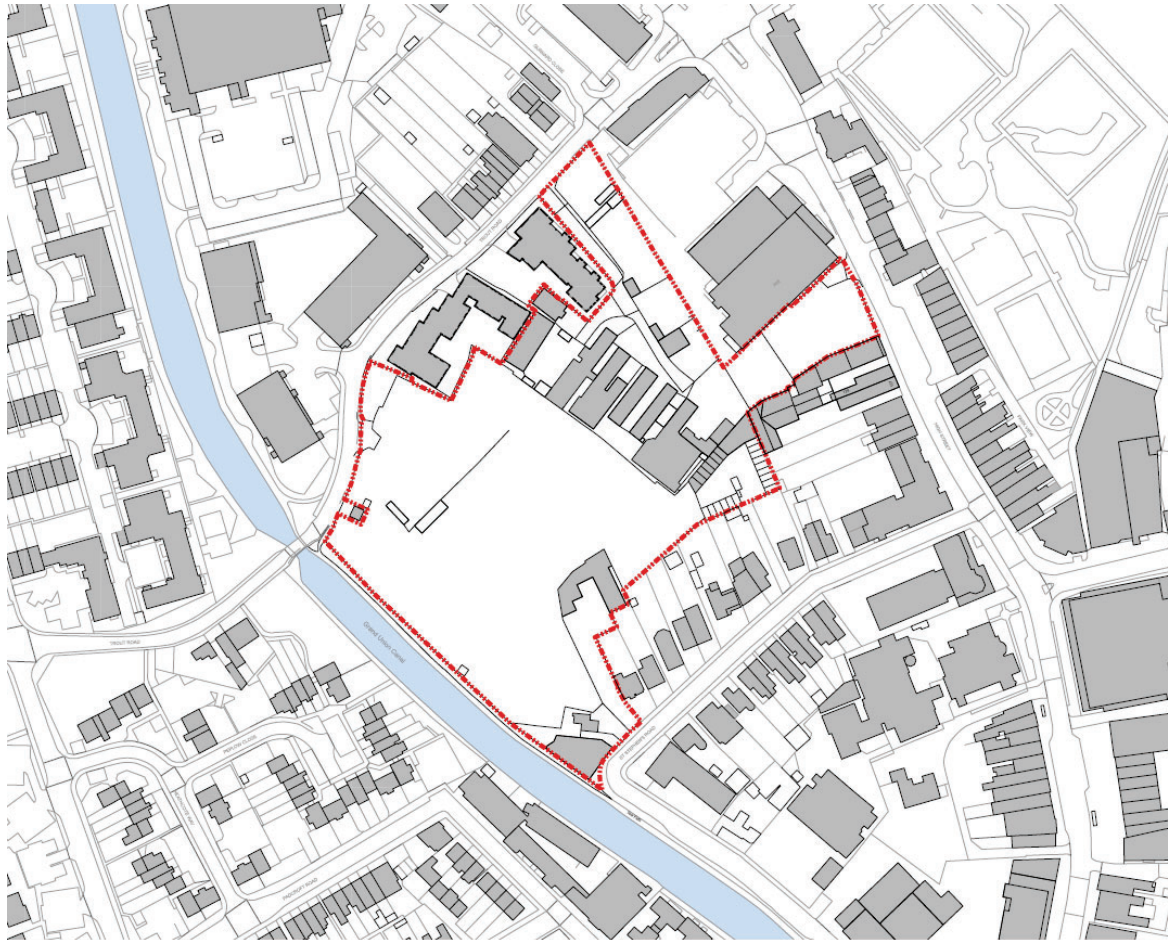


Figure 2: Aerial Image of Application Site

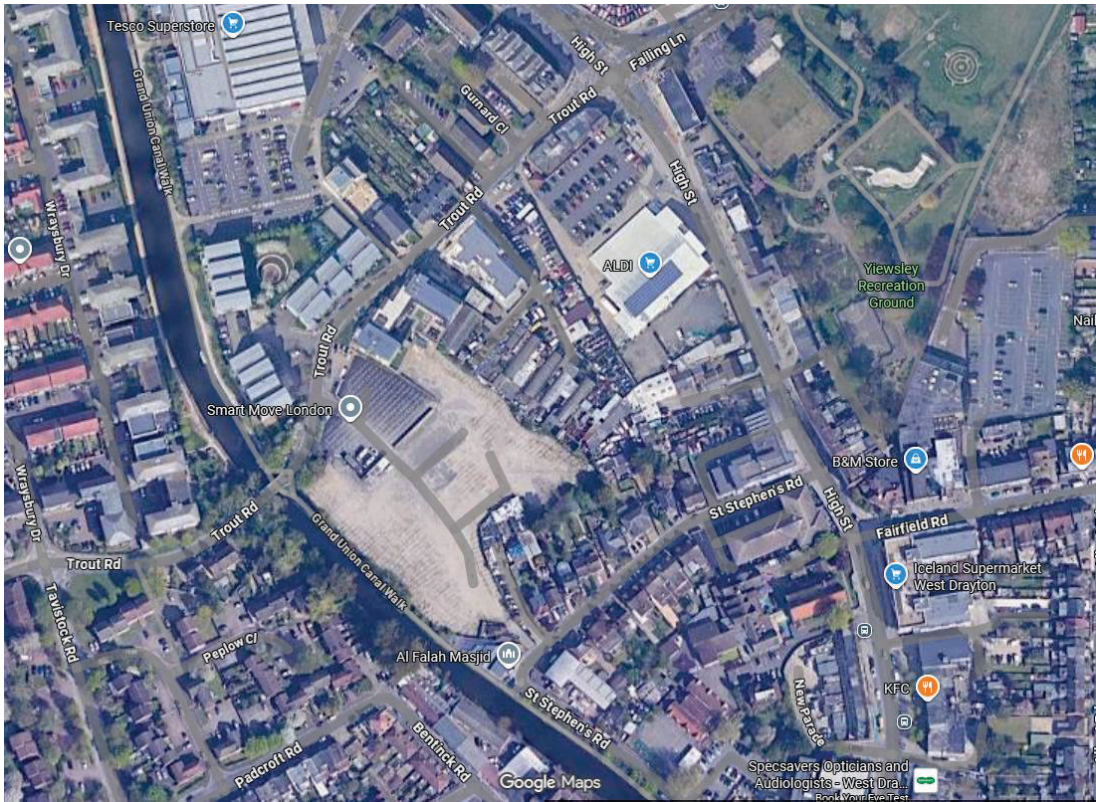


Figure 3: Photograph of Front of Site (behind blue hoardings) from Yiewsley High Street to rear of recently constructed development.



Figure 4: Photograph of South West Corner of Site viewed from Trout Road



Figure 5: View of south of the site from canal bridge at Trout Road



Figure 6: View of north west corner of site from Trout Road (Onslow Mills to right of Image)

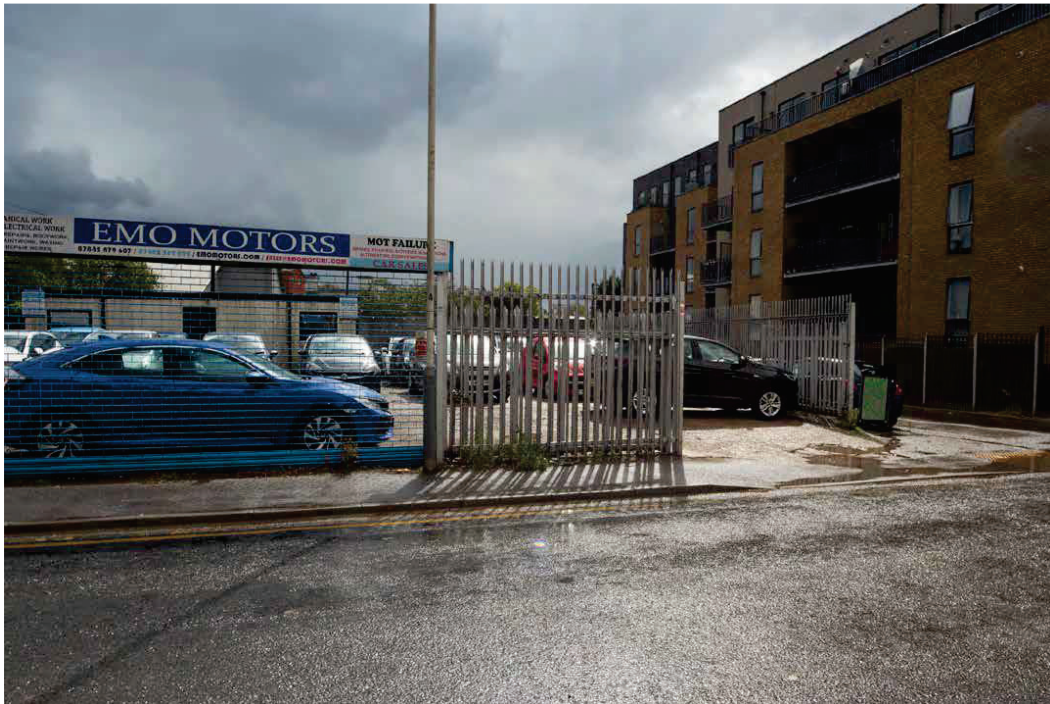


Figure 7: View of south east section of site adjacent to St Stephens Road and the Canal towpath



3 Proposal

3.1 Planning permission is sought for the demolition of all existing structures on the site and for the phased re-development of the site to provide nine plots ranging between three and 11 storeys in height (including ground level) to include residential uses (Use Class C3), flexible retail/café/restaurant floorspace (Class E (a,b,c)), light industrial floorspace (Class E (g)(iii)), associated hard and soft landscaping, car parking, cycling parking, servicing, refuse and plant areas, public realm improvements, highways works and other works associated with the development.

3.2 The table below taken from the applicants planning statement outlines the quantum of floorspace proposed on the site, associated with the various uses:

Proposed use	GIA (sqm)	GEA (sqm)
Residential (C3)	36,858.24	40,514.99
Flexible retail/café/restaurant (Class E(a,b,c))	286.30	324.20
Light industrial (Class E(g)(iii).	2,005.50	2,257.10
Ancillary (plant, cycle, refuse, energy centre)	3,028.90	3,350.20
TOTAL	42,178.94	46,446.50

3.3 A total of 433 dwellings is proposed across the site within 8 new buildings. A total of 128 affordable homes is proposed of which 88 would be socially rented and 40 intermediate tenure. Affordable housing would equate to 35% of the total habitable rooms. As a proportion of the affordable homes 70% would be socially rented and 30% intermediate (shared ownership).

3.4 The height and form of the buildings on the site would vary between 11 storeys and 2 storeys. Building G along the western edge of the site adjoining the canal and Trout Road would be the tallest building on the site at 11 storeys, whilst Building F located to the south east of this building, also adjacent to the canal towpath would be 9 storeys. Building B (B1, B2 and B3) consists of a mansion block of apartments varying between 9 and 8 storeys; whilst Building D (D1, D2 and D3) would consist of a mansion block of a lower height (up to 4 storeys). Two 5 storey buildings (A and C) are located along the north western edge of the site facing Trout Road, with the latter of these buildings adjoining one of two vehicular accesses to the site. A row of three, 3 storey townhouses (H1, H2 and H3) are proposed along the eastern edge of the site, adjacent to the Aldi service yard.

3.5 Building J would be a 2 to 3 storey building containing retail space at ground floor along the Yiewsley High Street frontage with light industrial use also proposed in the form of workshop space across the ground and first floor of the building. Two commercial units are proposed at ground floor level in Blocks F and G. These commercial units would face a new area of public realm and landscaped space extending from the High Street to the Canal towpath. It is

proposed that this area would include public open space, play provision and SuDS features.

- 3.6 Two vehicular access points are proposed from Trout Road and St Stephens Road. The former would utilise the existing access serving the light industrial units located to the north of Onslow Mills. The access from Trout Road, would serve buildings A, B, C, G and H; whilst the access from St Stephens Road would serve Buildings D, E, F and J. Through access would not be provided via the centre of the site, although access for service and emergency vehicles would be provided. Cumulatively 57 parking spaces are proposed at ground floor level, 43 of which would function as accessible parking spaces.
- 3.7 Revised plans were received on 9th February 2026 which included amendments to increase the quantum of three-bedroom dwellings, alongside alterations to the building entrances and increase in ground floor residential floorspace across the site, notably along the canal facing elevations of Blocks E, F and G which is achieved in part through a reduction in the ground level cycle parking. The site location plan was also amended to account for updates to land ownership.

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



Figure 10: 3D Visual showing Design and Massing of Development



Figure 11: Illustrative CGI of Canal View



Figure 12: Illustrative CGI of Central Area of Public Open Space



Figure 13: Illustrative CGI of Building J adjoining Yiewsley High Street



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 The site is subject to a long and complex planning history comprising of a mixture of planning applications and enforcement activity. This includes various enforcement notices which have been served on the site.
- 4.3 Of particular relevance is outline planning permission (38058/APP/2013/1756) for the demolition of existing premises and erection of 99 residential units (C3), 50 unit extra care/dementia sheltered housing scheme (C3), 1,529.4sq.m light industrial floorspace comprising 17 business units (B1c) and 611.30sq.m of restaurant/cafe (A3) floorspace, associated open space, car parking and landscaping. Reserved matters approval was also granted under reference 38058/APP/2017/1340.
- 4.4 The above permissions are material when considering the principle of residential development on the site; however, it must be noted that this consent was not implemented and has now expired. Nevertheless, this permission is referenced within the site allocation policy - SA39 (Trout Road, Yiewsley).
- 4.5 In 2013 an enforcement investigation was undertaken into the unlawful use of the site as an off-airport car park. On 26/04/2013 it was noted that all vehicles had been removed from the site therefore the breach remedied. In 2014 an enforcement investigation was again undertaken into the unlawful use of the site as an off-airport car park. Again, upon investigation this breach was voluntarily remedied. On 31/03/2015 a Planning Contravention Notice was served on the landowner on the basis that the site was again being operated as an off-airport car park. As the breach of planning control continued an enforcement notice was served on 17/10/2016 requiring the unlawful use to cease and the land to be cleared. An appeal against the notice was successful and a temporary permission for the use as an off airport granted by the Inspectorate for up to 12 months. The date for this permission was 08/06/2017 therefore the permission expired 08/06/2018. Despite the permission expiring, the use on the land continued unlawfully, a further notice was served 21/12/2018 requiring the use of the land to cease and land to be cleared. An appeal against the enforcement notice was submitted however it is understood that due to COVID-19 and lack of airport passengers the use ceased of its own. No decision was made by PINS and the linked appeal case withdrawn.
- 4.6 In August 2019 site works were undertaken which included new drainage and laying of additional hardstanding. A further notice was served 19/02/2021 for the removal of the cabins on site and any associated signage across the front entrance of the site. On 12/04/2021 a site visit was undertaken and found there to be aggregates stored on the land along with plant machinery used for concrete batching. At the time Officers were told by site operatives that this was a temporary use for 1 month.

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- 4.7 An enforcement notice was served on the sui generis use of the site including aggregate storage, open storage, and cabins stored on the land on 15/10/2021 with a one-month compliance period to clear the land.
- 4.8 An application for temporary Planning permission (meanwhile use) was granted in 2022 (38058/APP/2022/64) for the retention of entrance gates and change of use for use class sui generis including container and skip storage; open and closed storage of building, scaffolding and lighting materials; storage of aggregate materials; vehicle storage and sales; and associated installation of portacabins, container stores, transportable silos and other structures for a period of 12 months. The meanwhile use application was approved on the basis that it would provide the council with an element of control over the harm derived by the unlawful activity on the site through the approval of a site plan securing the location and operations within the site boundary and mitigation through conditions. Unfortunately, site operators did not conform with these conditions. A subsequent planning application to use the site for these purposes for a period of three years was refused (38058/APP/2023/2220) in March 2024. A previous application to use part of the site for car parking (sui generis use) and retention of two portacabin units for 24 months (38058/APP/2018/3554) was refused in May 2020.
- 4.9 Following the refusal of 2023 application to extend the Sui Generis Use for a further 3 years enforcement proceedings re-commenced and a further notice was served requiring the unlawful operations and structures to be removed. An appeal was lodged against the notice and the refusal of the planning application, however the leaseholder agreed to withdraw the appeals and vacate the land upon agreement to vary the compliance period to 05/04/2026. It is understood that this use has now ceased.

5 Planning Policy

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 495 surrounding properties were directly notified regarding the development. Site notices were posted in multiple locations surrounding the site, whilst the application was advertised in the West London Gazette newspaper.
- 6.2 Following receipt of amended plans on 09/02/2026, full readvertisement was carried with all neighbouring properties previously notified, whilst amended site notices were posted and the application was readvertised in the West London Gazette newspaper.

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6.3 Representations received in response to public consultation are summarised in Table 1 (below). Consultee responses received are summarised in Table 2 (below). Full copies of the responses have also separately been made available to Members.

Table 1: Summary of Representations Received

Representations	Summary of Issues Raised	Planning Officer Response
A total of 16 public comments have been received in objection to the planning application.	1. Increase in traffic generation.	This matter is addressed in Paragraphs 7.129 to 7.132 of the report.
	2. Insufficient parking provided and concerns regarding displacement of parking within surrounding streets.	This matter is addressed in Paragraphs 7.122 to 7.129 of the report.
	3. Overlooking of existing properties.	This matter is addressed in Paragraphs 7.76 to 7.98 of the report.
	4. Noise from energy centre and impact on adjoining occupiers.	This matter is addressed in Paragraphs 7.99 to 7.103 of the report.
	5. Height and scale of development would be excessive.	This matter is addressed in Paragraphs 7.39 to 7.45 of the report.
	6. Overshadowing of existing properties given the height of the development.	This matter is addressed in Paragraphs 7.76 to 7.98 of the report.
	7. Pressure on existing infrastructure including schools and healthcare provision, potential increased risk of crime.	A contribution of £618,167 would be secured through the S106 agreement towards improving local healthcare provision. A contribution of would also be secured through CIL towards community infrastructure. A condition requiring appropriate

		Secured by Design Accreditation is also recommended to be attached should Members determine to approve the application.
	8. Environmental impact on canal including litter, noise and visual intrusion, including future management.	Canal and River Trust have raised no objection to the development subject to relevant conditions. Their consultation response is included below, and these matters are also addressed in the main body of this report. A Secured by Design Condition is proposed to ensure that the design of the development provides appropriate safety and security measures and would limit opportunities for crime.
	9. Concern regarding traffic generation and noise during construction works.	The impact of the development on the surrounding highways network is addressed in Paragraphs 7.118 to 7.132 of this report. A condition requiring the submission of a Construction Management and Logistics Plan would be secured by condition.
	10. Overprovision of flats in development.	The mix of housing is addressed in Paragraphs 7.23 to 7.25 of this report. There is no policy provision to include housing rather than flats, it is considered that the housing type and size is appropriate accounting for the site context.
A total of 3 public comments have been received in support of the	1. The development is well designed.	Comments in support are noted.

planning application		
	2. Welcome the provision of public spaces and cafes.	Comments in support are noted.
	3. Development will regenerate and improve quality of the area.	Comments in support are noted.

Table 2: Summary of Consultee Responses

Consultee and Summary of Comments	Planning Officer Response
<p><u>Greater London Authority (GLA)</u></p> <p>The proposed redevelopment of the brownfield site for residential-led with industrial and commercial floorspace is supported in strategic land use terms in line with London Plan Policy H1 and Good Growth Objective GG2.</p> <p>The proposal delivers 128 affordable housing units (35% by habitable room). Subject to acceptable affordable tenures and confirmation of the current land uses; the proposals may be eligible to follow the fast-track viability route.</p> <p>The masterplan principles of the building layout are broadly supported; the car parking should be reduced where possible to enhance landscaping and useable and functional space for residents. The materials are largely supported, but it is recommended that more cohesive elements are integrated to across the group of buildings. The form and massing is largely acceptable, an assessment under London Plan Policy D9(C) will be considered at Stage 2 as the building meets the definition as a tall building.</p> <p>Revised information on the Active Travel Zone assessment, cycle parking and trip generation is required.</p> <p>Other matters on sustainable development and environmental infrastructure also require resolution prior to the mayor's decision-making stage.</p>	<p>The comments in support of the principle of development, general mix of dwellings and provision of affordable housing is noted. Further discussion has taken place between the Council and the GLA, such that officers are satisfied that sufficient detail is provided to make a recommendation on the transport impact of the development, subject to relevant planning conditions. Further information has been provided in relation to the circular economy objectives of the development, the detail of which is currently under review by the GLA specialist team. Recommended conditions would be applied regarding the circular economy</p>

	outcomes and approach to whole life carbon.
<p><u>Airport Safeguarding - Heathrow</u></p> <p>No objection subject to conditions requiring the submission of a Bird Hazard Management Plan and Glint and Glare Assessment for solar panels.</p>	The suggested conditions are attached to the recommended list of planning conditions.
<p><u>Transport for London – Underground Infrastructure Protection</u></p> <p>No comments to make.</p>	Noted.
<p><u>Ministry of Defence Safeguarding</u></p> <p>The development would have no detrimental impact on the operation or capability of a defence site or asset.</p>	Noted
<p><u>National Air Traffic Services (NATS)</u></p> <p>No objection</p>	Noted.
<p><u>Thames Water</u></p> <p>No objection in relation to foul or surface water drainage. Advise that a condition is require specifying that no piling is carried out until a Piling Method Statement is submitted.</p>	The suggested condition is attached to the recommended list of planning conditions.
<p><u>NHS – Healthy Urban Development Unit</u></p> <p>There is not sufficient existing primary healthcare capacity locally to address demand generated by the development. Mitigation is therefore required in the form of a financial contribution of £618,167 towards the capital cost of delivering the additional primary care floorspace required to serve residents of the new development. Without this mitigation, the development would not comply with Strategic Policy SO9 of the Hillingdon Local Plan (2012), Hillingdon Strategic Infrastructure Plan (SIP) (2017), Policies GG3 and S2 of the London Plan (2021) and paragraphs 56 to 59 of the NPPF and related Planning Practice Guidance.</p>	The comments received from the NHS are noted and a financial contribution is accepted by the Applicant and included in the recommended Heads of Terms.

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<p><u>Canal and Rivers Trust</u></p> <p>The amendments to the scheme are generally positive though there does not seem to be any additional information in relation to the potential to move height to the centre of the site, or provision of additional visual viewpoints from the canal. Nevertheless, in terms of routes from buildings to the towpath, there appears to be an improvement for Block E, but perhaps not from other blocks. In addition, it is noted that residential units have now been included at ground floor level facing onto the canal which will aid activation, though there seems to have been a reduction in the commercial frontages to the canal and some back of house elements remain. The area to the north-west of Block G would also still appear largely secluded. Whilst it would be preferable to further increase activation to the canalside it is acknowledged that the amendments do go some way to addressing our previous concerns.</p> <p>With regards to the indicative landscape proposals, further details should be required by condition. The additional information refers to street furniture; please note our comments previously did not suggest this should be on Trust land and details on any street furniture should be addressed as part of the detailed landscaping condition. The plans do however show that some works would be required outside the red line site area on Trust land to connect with the canal corridor.</p> <p>As per our previous response, details on the future maintenance and management of the landscaping area, including landscaping outside the site boundary, should be secured by S106 obligation to mitigate the increased impacts on the canal corridor from increased use and to ensure the management regime works as a whole; not split by ownership, to ensure it feels part of the wider development.</p> <p>Any obligations for towpath / access improvements should also contain sufficient flexibility to permit funds to be allocated towards any of the measures we outlined previously, and the Trust would welcome the opportunity to review any draft S106 wording proposed for any obligations relating to the Trust's</p>	<p>The comments received from CRT are addressed further in the sections of this report relating to design, transport and ecology. A relevant landscaping condition is included. A Section 106 contribution of £259,860 is required and agreed with the Applicant towards improvements to the canal towpath north of Trout Road leading to Packet Boat Lane.</p>
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<p>infrastructure (landscaping and towpath/access improvements).</p>	
<p><u>Metropolitan Police (Secured by Design):</u></p> <p>No response received.</p>	<p>Whilst Officers have not received detailed comments from Secured by Design Officers, a condition is proposed to secure appropriate accreditation.</p>
<p><u>Metropolitan Police</u></p> <p>Financial contribution of £99,975.43 sought alongside the provision of 150sqm facility on site at peppercorn rent for use as Police Accommodation, up to 4 parking spaces for emergency vehicle use. The request is sought on the basis of the additional pressure placed upon policing resources accounting for the scale of the development.</p>	<p>The Metropolitan Police (Estate Strategy & Engagement) comments are noted and taken into consideration as part of the planning assessment. The request in this specific instance is not proposed to be secured for the following reasons:</p> <p>1) Funding responsibility: The provision of police infrastructure is not the responsibility of individual developers. The demand for policing and associated equipment arises from the wider population of Hayes and existing communities, including future residents, who contribute to policing services through general taxation, rather than development specific channels.</p>

	<p>2) Existing strategic context: There is currently no adopted MPS estates strategy that the Council can rely upon to evidence a defined policing infrastructure requirement specific to this location or this development.</p> <p>3) Policy prioritisation: Local Plan Policy DF1 requires that contributions be prioritised towards critical infrastructure such as transport and health. Given the financial viability constraints affecting the scheme, only infrastructure that is essential, evidenced, and compliant with statutory tests can be sought.</p> <p>4) Regulation 122 tests: The requests fail to meet the three legal tests set out in Regulation 122 of the Community Infrastructure Levy Regulations 2010. At the time of the assessment, within the current Planning Policy Framework, the MPS contribution is not</p>
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	considered to meet the CIL tests. This does not mean it will not under future Development Plan Frameworks.
<u>London Fire Brigade</u> No response received.	Fire safety matters have been reviewed by HSE and the GLA and are assessed to be acceptable. A condition is attached requiring the submission of a comprehensive Fire Statement prior to the first occupation of the development.
<u>Greater London Archaeological Advisory Service (GLAAS)</u> Considering of the nature of the development, the archaeological interest and/or practical constraints a two-stage archaeological condition could provide an acceptable safeguard. This would comprise firstly, an evaluation to clarify the nature and extent of surviving remains, followed, if necessary, by a full investigation.	The suggested condition is attached to the recommended list of planning conditions.
<u>Cadent Gas</u> No objection	Noted.
<u>Health and Safety Executive (HSE)</u> Following a review of the information provided in the planning application, the HSE is content with the fire safety design as set out in the project description, to the extent it affects land use planning considerations.	Comments are noted.
Internal Consultees	
<u>Planning Policy</u> Following the proposed percentage increase in 3-bedroom dwellings and agreement with the NHS that the applicant make a financial contribution towards	Noted. Matters relating to the housing mix are addressed in Paragraphs 7.23 to 7.25 of the report and

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<p>healthcare provision in the area, no objections are raised.</p>	<p>matters relating to healthcare provision are addressed in Paragraphs 7.143 to 7.148 of the report.</p>
<p><u>Highways</u></p> <p>The development would provide 14no. standard and 43no. disabled persons parking spaces, 12no. short-stay and 734no. long-stay cycle parking spaces for the residential use; 8no. short-stay, 2no. long-stay for the commercial use; and 2no. short-stay, 9no. long-stay for the light industrial use. The number of disabled persons parking and cycle parking spaces proposed is in full accordance with the standard required in the London Plan 2021 Policy T6.1 Residential Parking and T5 Cycling and is accepted.</p> <p>The number of car parking spaces proposed is significantly below the maximum that the London Plan standard would allow, this is supported as a car-lite development places less stress upon an already congested road network. This also offers air quality, climate change and public health benefits as people would chose to walk, cycle or use public transport as opposed to driving alone in a private car. The development would be in accordance with the London Plan 2021 Policy T2 which requires that development proposals should “<i>reduce the dominance of vehicle on London’s streets</i>”.</p> <p>Pedestrian access is proposed throughout the site with the aim of increasing permeability between High Street and the canal. There would be four main points of pedestrian and cycle access, which include along Trout Road, High Street, St Stephen’s Road, and the canal. The proposed development seeks to reduce the number of vehicular access points from three to two, limiting them to the north eastern access on Trout Road and the south western access on St Stephen’s Road. To avoid the creation of a ‘rat-run’ through the site, no through-route for vehicles would be provided for vehicles across the site (except for controlled access for emergency service vehicle). This would be supported through a series of turning heads located within the site, enabling vehicles to manoeuvre and egress at the same point of access.</p>	<p>The comments are noted and are addressed further within Paragraphs 7.118 to 7.132 of this report relating to transport matters. The suggested financial contribution towards active travel measures is included in the draft heads of terms identified in Paragraphs 7.133 to 7.135 of this report. A revised Travel Plan is also proposed to be secured by appropriately worded condition.</p>

<p>In accordance with the Council's requirements the applicant has submitted a Transport Assessment containing an Active Travel Zone assessment (ATZ). However, the Highway Authority considers that the scope of this document limited, it does not include a comprehensive and thorough assessment of all the routes to key destinations to identify the barriers to walking, cycling and public transport use. In response the Highway Authority has carried out an Active Travel Zone assessment of its own. The Highway Authority require that the applicant enter a Section 106 legal agreement that commits the developer to delivering the improvements identified. The Highway Authority requires a contribution of £154,660, this would be used to deliver a range of necessary active travel works within the vicinity of the site.</p> <p>A Framework Travel Plan has been submitted in support of this planning application which is broadly acceptable, the Highway Authority require that a full Travel Plan is provided for assessment, this should include targets to reduce the number of people travelling to the development site by private car, these should align with the London Plan 2021 objective of increasing mode share for walking, cycling and public transport (excluding taxis) of 53% by 2041. It should also set out those measures that would be put in place to achieve these targets, how the Travel Plan would be monitored and the steps that would be taken should the targets not be achieved.</p>	
<p><u>Access Officer</u></p> <p>The following accessibility comments should be observed:</p> <p>A convenient drop off point would be required for door to door transport services such as Dial a Ride, taxis, and hospital transport.</p> <p>An accessible parking bay should be allocated to every M4(3) wheelchair accessible/adaptable unit. Plans should be amended accordingly.</p> <p>The affordable housing M4(3) units should be suitable for 'day one occupation' by a wheelchair user. These units should be designed and fitted as</p>	<p>Comments are noted and matters relating to accessibility are further addressed in Paragraphs 7.149 to 7.152 of this report. A Delivery and Servicing Plan would be secured by condition, it is noted that the Delivery and Servicing Strategy includes allocated bays which may be used for taxi's and</p>

<p>per the prescribed standards for a Wheelchair Accessible M4(3) unit, as set out in ADM 2015.</p> <p>The kitchen/dining/living areas within the required M4(3) units must meet the technical specifications set out in Table 3.2 and 3.4, as prescribed in Approved Document M to the Building Regulations (2015 edition). The kitchen design should be capable of providing a section of 'rise and fall' worktop to accommodate a sink and hob unit installed side by side. Plans should demonstrate a user-friendly wheelchair accessible layout within the kitchen.</p> <p>A floor plan at no less than 1:100 should be submitted for each of the different M4(3) units. All details, to include transfer zones, wheelchair storage area, and other spatial requirements within bedrooms, bathrooms, living and dining areas, should be shown on a separate plan for every different unit type.</p> <p>All new developments are required to ensure reliable, convenient and dignified means of escape for all building users in accordance with London Plan policy D5 and D12. Accordingly, where lift access is provided, at least one lift per stair core should be capable of being used as an evacuation lift in compliance with BS EN 81-20 and BS EN 81-70.</p> <p>Details should be required on the accessible play equipment for disabled children, including those with a sensory impairment, or complex multiple disabilities. Provisions could include outdoor sound tubes, colour and lighting canopies, and other play equipment that could stimulate the olfactory senses. Inclusive play is a key requirement of any new residential development.</p>	<p>hospital transport. Details of accessible play equipment are proposed to be secured by an appropriately worded condition.</p>
<p><u>Noise Officer</u></p> <p>Sufficient information has been provided by the Applicant to make a recommendation on noise. It is recommended that no objection is made on noise grounds subject to the inclusion of suitable conditions which should be met based on the design information provided and considering measurement and prediction uncertainty.</p>	<p>Relevant conditions are attached to ensure that appropriate noise mitigation is secured.</p>

<p><u>Contaminated Land Officer</u></p> <p>No objection subject to a condition requiring the submission of a scheme for dealing with contamination before the commencement of development (excluding demolition, site clearance and initial ground investigation works) and the submission of a verification report relating to remediation to be submitted before first occupation of the development.</p>	<p>The suggested condition is attached to the recommended list of planning conditions.</p>
<p><u>Urban Design Officer</u></p> <p>The proposed redevelopment of the site between the Grand Union Canal and West Drayton High Street could be supported in principle, subject to the following considerations.</p> <p>The existing site is centrally located yet currently underutilised. The proposed scheme seeks to make better use of the site through a mixed-use, residential-led redevelopment. The proposal adopts a nuanced, design-led approach that aims to establish a positive new character for the site while balancing housing delivery and wider planning objectives with site viability and overall design quality. In doing so, the scheme results in a number of competing trade-offs to achieve a viable, deliverable masterplan that also aligns with key planning objectives and maximises the site's strategic potential. The redevelopment aims to deliver much-needed affordable housing alongside premium high-quality commercial space in a well-connected location, contributing towards local employment opportunities and complementing the High Street's offer.</p>	<p>Matters relating to the design approach are addressed further in Paragraphs 7.38 to 7.65 of this report.</p>
<p><u>Waste Strategy Officer</u></p> <p>Noted that some refuse stores are located more than 10 metres from a refused collection point the maximum pull distance for operational crews is 10m. For distance that are over the 10m requirement a caretaker will be required.</p> <p>To pull the bins out on collection day before 6am. A dropped kerb must be provided, and the route must be smooth, impermeable, have a gradient of less</p>	<p>A final Delivery, Servicing and Waste Management Plan is recommended to be secured by condition.</p>

<p>than 1.2, and avoid any areas where parked cars may obstruct access.</p> <p>Access for the operational vehicles appears to be clearly demonstrated in the Design and Access Statement, and no issues are anticipated.</p>	
<p><u>Economic Development</u></p> <p>No objection subject to an Employment/Construction Training Scheme secured in accordance with the Council's Planning Obligations SPD via a S106 Agreement.</p>	<p>This request is a recommended Heads of Terms to be secured in the S106 Legal Agreement.</p>
<p><u>Air Quality Officer</u></p> <p>A section 106 agreement with the LAP of £145,908 is to be paid for Hillingdon to deliver its air quality local action plan and or implement specific measures on/along the road network affected by the proposal that reduce vehicle emissions and or reduce human exposure to pollution levels, in association with the operation of the proposed development.</p>	<p>A S106 financial contribution is included in the recommended Heads of Terms, whilst recommended conditions are also proposed to be attached.</p>
<p><u>Local Lead Flood Authority (Metis)</u></p> <p>Recommend that the following details are provided prior to determining the planning application:</p> <ul style="list-style-type: none"> •Provide an explanation on how the collected rainwater will be reused. •Greenfield, existing and proposed runoff volumes should be provided for the 1 in 100 year 6 hour storm event. •Provide supporting calculations to demonstrate that no flooding will occur on site in the 1 in 30-year event. •The applicant should provide updated calculations that use the total site area of 2.3 ha or confirm how these areas will drain if not into the proposed drainage system. •Exceedance flow routes should be illustrated on a drawing. •State a maintenance owner and consider health and safety risks relating to the construction, operation and maintenance and decommissioning of the drainage system. 	<p>The applicant has submitted an updated drainage strategy in response to the request from Metis who are currently reviewing the submitted details. Officers will provide an update to Members at Planning Committee should comments be received in time. Officers are confident that matters can be resolved through an appropriate condition.</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 site is included with the Council's site allocations and Designations Local Plan Part 2 under allocation Policy SA39 (Trout Road, Yiewsley). The application site is referred to as Site A, comprising the former Rainbow and Kirby Industrial Estates. The site policy states that the Council will support development proposals that contribute to the regeneration of Yiewsley Town Centre. Sites B and C as referred to under the site policy have since been redeveloped for residential uses.
- 7.3 The specific policy for Site A states that the site should be developed in accordance with the broad parameters of the approved scheme ref: 38058/APP/2013/1756, subject to site-specific constraints. This relates to an outline planning permission granted on 16th June 2014:
- Demolition of existing commercial premises and existing dwelling and erection of 99 residential units (C3), 50 unit extra care/dementia sheltered housing scheme (C3), 1,529.4sqm light industrial floorspace comprising 17 business units (B1c) and 611.30sqm of restaurant/cafe (A3) floorspace associated open space, car parking and landscaping.*
- 7.4 Whilst the above referenced permission was never implemented and permission has expired, the principle of a mixed used redevelopment consisting of residential, industrial and retail/commercial space has been assessed to be acceptable in planning terms under this permission and is duly reflected under Policy SA39.
- 7.5 The proposed development incorporates a similar mix of uses, albeit with a significant increase in the number of residential dwellings proposed. Whilst the previous scheme provided 149 dwellings (inclusive of extra care housing), the present proposals would provide 433 dwellings, an uplift of +284 dwellings in total as well as a minor uplift in commercial space (+156sqm). The site policy states that development should be carried out in accordance with the broad parameters of the previously consented but now expired, lower density scheme. There are substantial planning grounds to consider a higher quantum of homes on the site.
- 7.6 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 approved unless substantial harm would be caused, and support appropriate opportunities to remediate despoiled, degraded, derelict, contaminated or unstable land.

- 7.7 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.
- 7.8 In line with Paragraph 124 of the NPPF and Policy H1 of the London Plan, the site would represent a suitable site for the delivery of a high-density development which optimises the potential for housing delivery. Part of the site lies within Yiewsley and West Drayton Town Centre, whilst the remainder of the site is immediately adjacent to the town centre. While the Transport for London PTAL ratings can be a useful measuring tool for guidance on the level of sustainability of a site, it can on occasion fail to provide a realistic presentation of this. Officers consider this to be the case here given that the site is located within 800 metres of West Drayton Station (Elizabeth Line) and within walking distance to various bus stops which are on routes to Uxbridge Town Centre, Hayes Town Centre and Heathrow Airport. Furthermore, as explained above the site is partly located within the Town Centre and partly on the edge of it meaning that occupants would have access to all of the required infrastructure needs for everyday life such as schools, health care, parks, shops and other commercial and community uses. All of these reasons point towards the site being an appropriate location for a higher density optimisation of the site subject to achieving good design.
- 7.9 In relation to the quantum of units proposed, Policy DMHB17 of the Local Plan Part 2 requires that all new residential development should take account of the Residential Density Matrix contained in Table 5.3. Part of the site adjoining Yiewsley High Street falls within West Drayton Town Centre, where a density of 150-250 units per hectare, or 450-750 habitable rooms may be acceptable for mainly flatted development. It is however noted that no residential dwellings are proposed within this part of the site. The remainder of the site falls within the category of residential areas of a mainly suburban character within 800 metres of a town centre whereby a density of 50-110 dwellings per hectare or 150 to 330 habitable rooms per hectare may be acceptable. The application site measures approximately 2.3 hectares in area and the proposals which would provide 433 dwellings (188 dwellings per hectare). This would be over the density figures referenced within Table 5.3 for development within this location. In principle however, where considering the emphasis placed on achieving an optimum density of development under Paragraph 124 of the NPPF and Policy H1 of the London, there is a clear policy basis to consider that the proposed density of dwellings on the site is acceptable in principle, subject to compliance with the wider policy provisions in the Local Plan Parts 1 and 2; the NPPF 2024; and London Plan 2021.

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- 7.10 It is acknowledged that the Council cannot currently demonstrate a five-year supply of deliverable housing sites (the most recent position statement published on 01/04/2026 confirmed a 2.5 year supply). In accordance with Footnote 8 of the NPPF, the policies which are most important for determining the application are therefore considered out-of-date. Consequently, Paragraph 11(d) of the Framework is engaged, and the 'tilted balance' applies. This requires that planning permission be granted unless any adverse impacts of doing so would significantly and demonstrably outweigh the benefits, when assessed against the policies in the Framework taken as a whole.
- 7.11 The scale of the development and appropriateness of the development in design terms is discussed in further detail in the relevant section of the report below. There is however precedent within Yiewsley and West Drayton Town Centre and surrounding sites for high density residential development on sites adjoining West Drayton Station and Sites B and C of Site Allocation SA39.
- 7.12 It is considered that the proposals represent an efficient and appropriate re-use of previously developed land, and that principle of the proposed development is therefore acceptable. The principle of residential development on this site has been previously established under the previously consent 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.

Provision of Industrial Uses and Loss of Existing Industrial Uses

- 7.13 Policy E7 of the London Plan states that mixed or residential development proposals on Non-Designated Industrial Sites should only be supported where: there is no reasonable prospect of the site being used for the industrial and related purposes set out in Part A of Policy E4 Land for industry, logistics and services to support London's economic function; or industrial, storage or distribution floorspace is provided as part of mixed-use intensification (see also Part C of Policy E2 Providing suitable business space).
- 7.14 Policy E7 also requires compliance with a range of criteria set out in Part D of the Policy, namely that
- 1) *The industrial and related activities on-site and in surrounding parts of the SIL, LSIS or Non-Designated Industrial Site are not compromised in terms of their continued efficient function, access, service arrangements and days/hours of operation noting that many businesses have 7-day/24-hour access and operational requirements.*
 - 2) *the intensified industrial, storage and distribution uses are completed in advance of any residential component being occupied*

- 3) *appropriate design mitigation is provided in any residential element to ensure compliance with 1 above with particular consideration given to: safety and security the layout, orientation, access, servicing and delivery arrangements of the uses in order to minimise conflict design quality, public realm, visual impact and amenity for residents agent of change principles vibration and noise air quality, including dust, odour and emissions and potential contamination.*

- 7.15 In the context of Policy E7 of the London Plan, it is proposed that the residential development would be delivered as part of a mixed-use scheme which includes the provision of industrial floorspace (2005sqm). It is stated that there is currently 1255sqm (GIA) of industrial floorspace on the site and that the proposals would therefore amount to an increase in industrial floorspace of 750sqm, consisting of 21 individual units. This is proposed within Building J adjoining Yiewsley High Street. The status/use of the remaining parts of the site which previously contained buildings and have since been used for a series of temporary and unauthorised uses is discussed within the section above and the below section relating to the provision of affordable housing. It is however considered that these parts of the site would not have a lawful industrial use given that all existing buildings on the site have been demolished following extensive damage caused by fire in 2011 and since this time the site has not been used for industrial purposes, see appeal references APP/R5510/C/16/3163200 & 3163365. On this basis, there would not be a requirement that the applicant provide additional industrial space on the site, beyond the scope of the existing buildings to account for the industrial floorspace that was previously provided on site but has since been lost.
- 7.16 Matters referenced under Policy E7 relating to servicing and access arrangements are considered in detail in Paragraphs 7.127 and 7.129 of this report that deals with transport impacts. Matters relating to design quality, public realm, visual impact and amenity for resident's agent of change principles vibration and noise air quality, including dust, odour and emissions and potential contamination are covered within the relevant sections of this report. It is however considered that the industrial and residential uses can effectively co-exist on the site in the manner proposed without compromising the functionality of the industrial uses, or amenity of existing or future occupiers.
- 7.17 The relocation and reconfiguration of what would be flexible employment space within the proposed location would assist in providing footfall and an intensification of activity within this part of the site. This would therefore contribute towards enhancing the vitality of Yiewsley/West Drayton Town Centre.
- 7.18 The proposals would therefore deliver an appropriate intensification of industrial use on the site, whilst providing higher quality light industrial space, compared with the somewhat disordered and poorly designed arrangement of industrial uses on the site at present. The incorporation of the uses into a new building would allow for appropriate mitigation of noise and other associated amenity impacts, which is not effectively achieved through the existing on-site

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arrangement. In line with part 2) of Policy E7 of the London Plan, planning approval would be conditional on the provision that the industrial uses are provided in advance of the occupation of the residential accommodation. Subject to compliance with these provisions, it is considered that the development would comply with Policies E4 and E7 of the London Plan.

Community Use

- 7.19 A two-storey building located in the south east corner of the site (The Forge) adjacent to St Stephens Road is presently in use as an Islamic community centre and place of worship. Retrospective planning permission was granted at appeal on 07/09/2012 to change the use of the building from a Class B1 use to use as an Islamic Culture and Educational Community Centre for a temporary period of two-years. An application for the continuation of this use was refused in October 2015 and no further applications have been made to regularise this use. Planning permission was granted in June 2025 to change the use of 152-162 High Street from an office use to use as a place of worship (Use Class F1(f)). Al-Falah Masjid, presently based in The Forge would occupy this premises.
- 7.20 Policy DMCI 1 of the Local Plan Part 2 states that Proposals involving the loss of an existing community facility will be permitted if:
- A) the specific use is no longer required on-site. In such circumstances, the applicant must provide evidence demonstrating that:
 - i) the proposal would not lead to a shortfall in provision for the specific use within the local catchment area;
 - ii) there is either no demand for another suitable social infrastructure use on-site, or that the site/premises is no longer appropriate for social infrastructure uses; and
 - iii) any replacement/relocated facilities for the specific use provides a level of accessibility and standard of provision at least equal to that of the existing facility.
 - B) the activities carried out are inconsistent and cannot be made consistent with acceptable living conditions for nearby residents; and
 - C) the redevelopment of the site would secure an over-riding public benefit.
- 7.21 Policy S1 of the London Plan states that development proposals that would result in a loss of social infrastructure in an area of defined need as identified in the borough's social infrastructure needs assessment required under Part A should only be permitted where: 1) there are realistic proposals for re-provision that continue to serve the needs of the neighbourhood and wider community, or; 2) the loss is part of a wider public service transformation plan which requires investment in modern, fit for purpose infrastructure and facilities to meet future population needs or to sustain and improve services.
- 7.22 The present use of The Forge as an Islamic Culture and Educational Community Centre does not benefit from permanent planning permission. Nevertheless, planning permission however has been granted to use an alternative, more suitable premises that would better accommodate the community uses within 300 metres of the site and work is underway to implement this use. On this basis

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the loss of the community use is accepted as provision is made for this use to re-provided in a more suitable and accessible location, within the Yiewsley/West Drayton area. The proposals would therefore comply with Policy DMCI 1 of the Local Plan Part 2 and Policy S1 of the London Plan.

Housing Mix

- 7.23 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.
- 7.24 The application is accompanied by a development specification which sets out the following target housing mix:
- One-bedroom units 53% (229 units)
 - Two-bedroom units 37% (159 units)
 - Three-bedroom units 10% (45 units)
- 7.25 It is acknowledged that the development proposes a 10% provision of family sized homes (three or more bedrooms) which would sit below the quantum of larger units that may typically be sought. It is however taken into consideration that the application site sits close to the Elizabeth Line and adjacent to West Drayton Town Centre and represents an appropriate site for high density development, whereby a greater number of one- and two-bedroom dwellings would typically be expected in line with Policy H10. Furthermore, given the Council's housing land supply position identified above and the substantial contribution that the development would make towards this, it would be appropriate to ensure that an optimum delivery of residential dwellings is secured. Accounting for the context of the site, the proposed mix of dwellings is considered appropriate in line with Policy H10 of the London Plan (2021) and Policy DMH 2 of the Hillingdon Local Plan: Part 2 - Development Management Policies (2020).

Affordable Housing

- 7.26 Policy H5 of The London Plan (2021) outlines that development that provides 35 per cent or more affordable housing (measured by habitable room (may follow the Fast Track Route where the tenure mix is acceptable to the borough or the Mayor where relevant. A minimum of 50% affordable housing is however

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required for Strategic Industrial Locations, Locally Significant Industrial Sites and Non-Designated Industrial Sites appropriate for residential uses in accordance with Policy E7 Industrial intensification, co-location and substitution where the scheme would result in a net loss of industrial capacity. Policy H6 of the London Plan states that affordable residential development products should be split a minimum of 30 per cent low-cost rented homes, as either London Affordable Rent or Social Rent, allocated according to need and for Londoners on low incomes, a minimum of 30 per cent intermediate products which meet the definition of genuinely affordable housing, including London Living Rent and London Shared ownership, and the remaining 40 per cent to be determined by the borough as low-cost rented homes or intermediate products (defined in Part A1 and Part A2) based on identified need.

- 7.27 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.
- 7.28 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.
- 7.29 A total of 128 affordable homes is proposed on the site (29%) of the 433 homes proposed. Of the affordable homes 88 would be social rented and 40 shared ownership (intermediate tenure). Measured by habitable room 35% of all habitable rooms within the residential part of the development would be of affordable tenure.
- 7.30 As noted above, a minimum of 50% affordable housing is however required for Strategic Industrial Locations, Locally Significant Industrial Sites and Non-Designated Industrial Sites appropriate for residential uses in accordance with Policy E7 Industrial intensification, co-location and substitution where the scheme would result in a net loss of industrial capacity. The northern part of the site is used for light industrial uses, primarily related to vehicle servicing and repairs and would fall into the category of non-designated industrial land. It is stated that there is currently 1255sqm (GIA) of industrial floorspace on the site, it is proposed that the residential development would be delivered as part of a mixed-use scheme which includes the provision of industrial floorspace (2005sqm). The proposals would therefore amount to an increase in industrial floorspace of 750sqm, where assessed against the extent of the floorspace currently on site.

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7.31 Previously there was a greater quantum of industrial floor space provided on the site located on the land in the central and southern sections of the site within a series of buildings which were destroyed by fire in 2011, and the land has since been cleared. As noted in the planning history of the site, there have been several intervening uses on the site, both temporary and unauthorised uses which have been subject of enforcement action. The site is currently in use for the storage of construction materials and skips; temporary permission was granted for this use on the provision that this use must cease 12 months following the grant of planning permission (31/08/2022). Given that the uses are ongoing without the benefit of planning permission, these uses are unauthorised and are not lawful.

7.32 Commentary was provided in relation to the use of the vacant land on the site by an appeal Inspector in 2016 (APP/R5510/C/16/3163200 & 3163365) relating to an enforcement notice served in relation to the unauthorised use of the land for car parking (sui-generis use). The inspector commented that:

“Following the clearance of the buildings on the site, there must be considerable doubt as to whether the site has a lawful use. Any historic use of the land would appear to have been lost with the demolition of the buildings and no Lawful Development Certificate [LDC] has been drawn to my attention to substantiate a claim to a lawful use”

7.33 Giving due regard to the Inspector’s comments and considering the current status of the site and intervening uses, it is reasonable to conclude that the site would not benefit from a lawful industrial use. Nearly 15 years have elapsed following the destruction of the buildings on the site by fire and all buildings on the site have since been cleared. The co-location of all existing functional industrial floor space is proposed within the planning application with the development delivering +750sqm of additional industrial floorspace. Based on this assessment, the development should provide a minimum of 35% affordable housing by habitable room, rather than 50% provision to meet the minimum requirements of Policy H5. On this basis 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) and is eligible to follow the fast track route for affordable homes. 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.

Compliance with Town Centre Policy, Provision of Industrial and Commercial Uses

7.34 As noted above, a section of site lies within the Yiewsley and West Drayton Town Centre which is classed as District Centre in the Local Plan. The site occupies a presently vacant plot of land between the Aldi food store and a recently

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redeveloped site, comprising a ground floor retail unit, with residential uses located above. Policy DMTC 1 of the Local Plan states that the Council will support 'main town centre uses' where the development proposal is consistent with the scale and function of the town centre. The section of the site which lies within the town centre area also lies within a secondary shopping frontage

7.35 Policy DMTC 2 of the Local Plan states that in secondary shopping areas, the Council will support the ground floor use of premises for retail; financial and professional activities; restaurants, cafes, pubs and bars; launderettes and other coin operated dry cleaners; community service offices, including doctor's surgeries provided that:

i) a minimum of 50% of the frontage is retained in retail use; and

ii) the uses specified in policy DMTC4 are limited to a maximum of 15% of the frontage;

iii) the proposed use does not result in a concentration of non retail uses which could be considered to cause harm to the vitality and viability of the town centre.

7.36 It should be noted that Policy DMTC 1 predates the introduction of the Class E use class which allows significantly more flexibility to allow for retail premises to be used for other uses falling within Class E. A ground floor retail/commercial use is proposed on the corner of the High Street and the new access route into the site. Industrial uses are also proposed at ground floor level, although not within the unit facing the High Street. Previously there was a retail unit on this part of the site prior to the demolition of the building in 2012, but the site has remained vacant since the removal of the building. The provision of a commercial unit which may be used for purposes such as for retail or use as a café/restaurant would align with Policy DMTC 1 and DMTC 2 of the Local Plan and would contribute positively to the vitality of the secondary shopping frontage.

7.37 Policy E9 of the London Plan supports generally the provision of new retail uses, particularly within Town Centres. Outside of designated Town Centres and primary and secondary shopping frontages, Local Plan Policy DMTC 1 requires that where retail floorspace is provided and would consist of more than 200sqm that a retail impact assessment is needed. Two commercial units are proposed within Buildings F and G covering a floor area of 95sqm and 100sqm, cumulatively measuring 195sqm, below the threshold of 200sqm. It is expected that a sequential approach is taken to main town centre uses to demonstrate that there are no available or suitable sites in a town centre where an edge of centre or out of centre location is proposed, using a sequential approach. The commercial uses with Buildings F and G fall outside of the defined Town Centre area for Yiewsley/West Drayton in what would be classed as an edge of centre location. As noted above the uses are small in scale and would be complementary to the Town Centre given the sites spatial proximity and the improved connections and general benefits arising from the regeneration of a prominently located brownfield site. On this basis, it is considered that the provision of what are small commercial units would be acceptable in terms of their location and spatial relationship to the town centre and would comply broadly with Policy E9 of the London Plan; and Local Plan Policy DMTC 1.

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

- 7.38 Policies DMHB 11 and DMHB 12 of the Hillingdon Local Plan: Part 2 - Development Management Policies (2020); Hillingdon Local Plan Part 1: Strategic Policies (2012) Policy BE1; as well as Policies D1, D3 and D4 of the London Plan (2021); in addition to Paragraph 135 of the NPPF each seek to ensure that development achieves the highest standard of design, which integrates positively to the character its surroundings.
- 7.39 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 or Hayes Town Centre, or within an area identified by the borough as being appropriate for such buildings. Tall buildings should be located within areas of high public transport accessibility. 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.
- 7.40 Policy DMHB 10 requires that development be of a height, form, massing and footprint proportionate to its location and sensitive to adjacent buildings and the wider townscape context. Consideration should be given to its integration with the local street network, its relationship with public and private open spaces and its impact on local views.
- 7.41 The application proposes the comprehensive redevelopment of the site which would involve the clearance of all existing buildings and the redevelopment of the site for residential, commercial and industrial uses, as well as the provision of landscaping and public open space. The site includes light industrial buildings which are of a poor design standard, whilst the southern section of the site formerly used for storage purposes has been cleared consistent with the enforcement notice requiring that this use is ceased and the site cleared. The site occupies a prominent position, with a section of the site falling within the Yiewsley/West Drayton Town Centre, forming a frontage to the Yiewsley High Street. The south western edge of the site forms a prominent frontage to the Grand Union Canal, with a towpath running adjacent to the site. The present condition of the site is unsightly and detracts from the character of the surrounding area, whilst also severing physical and visual connectivity between the canal and Town Centre. Redevelopment of the site offers substantial opportunities to enhance the character of the surrounding area, regenerating a Town Centre/edge of Town Centre site and improving the Canalside frontage.

- 7.42 As noted within the above sections of this report, a relatively high density of development is proposed consisting primarily of apartment buildings located across the site. The proposed apartment buildings (Blocks A-G) would vary between 5 and 11 storeys (17.3 and 35.8 metres) in height with the taller of these buildings being Block G (11 storeys) and Block B1 and Block F being concentrated along the canal frontage. Blocks A and F, which are located along Trout Road and Block E which would sit on the corner of St Stephens Road and the Canal path would each be 6 storeys.
- 7.43 The development would sit within the immediate context of other relatively recent apartment buildings of a similar form, albeit of a lower scale than the proposed development, this includes Caxton House and Onslow Mills, which are five and six storeys in scale and Rowlock House, Kiln Lodge and Quion House, each of which are five storeys in scale. There is precedent therefore for larger buildings within the context of the site, albeit that the scale would still be greater than that of the surrounding development. The piecemeal development of this part of the site presents significant constraints in allowing for the redevelopment of the application site, resulting in mutual overlooking between the two sites, this matter is further addressed in the amenity section of this report. Development on St Stephens Road to the south east and along Trout Road to the north consists of a more modest scale of development, typically comprising a mix of suburban and more traditional early 20th century housing. In response to the lower scale of development to the north and south east, the buildings proposed within these locations (Blocks C and E) respectively are of a generally lower scale and height.
- 7.44 Whilst parts of the development would be notably taller than surrounding development within the immediate context, there is some precedent for development for relatively tall buildings within West Drayton Town Centre, including the development on the Tavistock Works site at Tavistock Road adjacent to West Drayton Town Centre and Station. The application site is also adjacent to and partly within Yiewsley/West Drayton Town Centre as well as being located within a close distance of West Drayton Station (600 metres) and would be classed as being within an area of high public transport accessibility. On this basis the site is considered to represent an appropriate location for high buildings.
- 7.45 The approach to the siting of the taller buildings and massing more generally across the site is considered acceptable. A transition in height is proposed between the existing three to four storey buildings closest to the High Street and the taller buildings adjoining the canal. Building J would be two to three storeys in height which would be commensurate with the height of existing buildings within the High Street, including the adjacent, recently constructed four storey apartment building to the south and the parade of shops with apartments above to the south east (112 to 134 High Street). Building J includes a ground floor retail frontage, which offers the opportunity to provide an active frontage such as a café, which would contribute positively to activity and the vitality of the town centre. The provision of an adjoining area of public open space, which would include soft landscaping, seating and an extensive frontage would substantially improve what is presently vacant land located to the rear of hoardings. The

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redevelopment of this space would substantially improve the public realm and street scene as a whole. The building would have an industrial appearance in terms of its character and form, which would be in keeping with the character and heritage of the site, in terms of its former industrial use and proposed continued use for small scale light industrial workspace units.

- 7.46 Presently there is no activation to the canal frontage as the section of site adjoining the towpath consists of an area of open-air storage separated from the towpath by a metal fence. The proposals include the provision of new soft landscaping as well as pedestrian connections between the towpath and the site, as well as the town centre. The proposed ground floor plans have been amended during the application process to increase the quantum of residential space provided at ground floor level through a reduction in the extent of plant and cycle parking. Whilst some inactive uses remain at ground floor level, the extent of activation as well as the provision of landscaping and new public realm would be a substantial improvement compared with the existing context. It is noted that the previously approved outline plans from 2013 (38058/APP/2013/1756) for this section of the site included ground level car parking along the canal frontage, providing a substantially lower level of surveillance/activation along this key route.
- 7.47 A substantial area of public open space is proposed within the centre of the site, extending from the canal frontage to the High Street. This would provide an attractive area of landscaped public realm with tree planting and soft landscaping, providing visual and physical connectivity between the High Street and canal. The proposals would substantially improve the quality of the public realm, which presently consists of industrial buildings and vacant land and is substantially lacking in trees or other natural features. Commercial uses are proposed at ground floor level within Blocks F and G adjoining the public realm, this would provide activation of the open space. Amendments made to the proposed plans include the provision of additional residential space at ground floor level, following amendments to reduce the extent of cycle parking providing additional activation and surveillance of the public realm.
- 7.48 Blocks A and C both of which would be six storeys in scale would be broadly commensurate in scale with Caxton House (five storeys) and Onslow Mills (six storeys) which are located between the two buildings along the frontage of Trout Road. It is considered that the scale of these buildings responds appropriately to the adjoining development. Furthermore, the architectural design including the façade treatment and use of buff brick materials would be responsive to the architectural design of Caxton House and Onslow Mills.
- 7.49 Buildings D1 to D3 would be of a lower scale of three to five storeys. It is intended that the reduced scale would achieve a transition in height between the taller buildings facing the canal and the two-storey suburban scale of housing along St Stephens Road. Block E would be six storeys in scale and would adjoin the two-storey housing in St Stephens Road with 20 St Stephens Road being located just to the north of this building. Whilst the scale of development within this parcel

of the site would be lower than the other two buildings adjoining the canal, there would be a notable contrast between the scale of this building and the two storey housing to the north east. Whilst there would be a defined difference between the scale of blocks D1-D3 and Block E and the two-storey housing, the scale of development here is considered to be broadly appropriate, given the edge of town centre location and requirement in policy terms to achieve an optimum density of development, whilst accounting for the site-specific context. It is acknowledged that to make effective use of a sustainably located previously developed site that a contrast in scale with lower height and lower density suburban development would be likely and would be required to deliver an appropriate number of homes, thereby providing an appropriate contribution in addressing the Councils 5 year housing land supply shortfall.

- 7.50 The application is accompanied by a Townscape and Visual Impact Assessment. The submitted TVIA indicates that visibility beyond adjacent views from the High Street, Trout Road and St Stephens Road is likely to be limited. Within the context of the impact of the development in these immediate views, as discussed above it is considered that the scale of the development would be appropriate for a large, allocated edge of town centre site. Whilst larger in scale than the surrounding development, the scale of is justified by the site's location. Development along the Trout Road frontage is broadly commensurate with the scale of other relatively recent buildings along Trout Road. As also noted above, the vacant condition of the site and poor-quality existing development detracts from the character, therefore the sites reuse for residential of a good architectural standard, albeit of an increased scale would be beneficial overall considering the existing circumstances.
- 7.52 The scale and height of development, particularly Blocks G, F and E would be prominent and would alter the character of the canalside frontage when viewed from the towpath in immediate views, including those from the towpath to the north at Trout Road and canal bridge. This would however be the case with any development on the site given the sites existing vacant condition. Much of the canal frontage on both sides leading north from Colham Bridge, West Drayton to Kingsville Court and the Tesco development to the north of the site consists of apartment buildings of varying scale
- 7.53 The submitted TVIA considers longer distance views including those from the north east (Manor Farm Pastures and Yiewsley Recreation ground); and views from the west and north west beyond the developed area of West Drayton; and well as long range views from the canal towpath from the north. Within these longer range views, the vast majority of the development would be obscured by intervening buildings or vegetation with only upper sections of the development visible. In each instance the development would sit within the context of the urban edge of West Drayton and is not considered to have an adverse visual impact.
- 7.54 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

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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. On this basis, accounting for the edge of town centre location and surrounding context it is considered that the scale, height and massing would be appropriate.

- 7.55 The proposed masterplan demonstrates clear urban design benefits, notably the creation of a new public green spine and the opening up of the canal-side. These interventions in principle have the potential to strengthen local connections, enhance public access, and contribute positively to the local public realm offer, aligning with borough objectives for improving canal-side use, safety and activation, encouraging cycling, wider permeability, and quality of life improvements.
- 7.56 The green spine provides a key visual and physical connection between the High Street and canal side. Whilst this section of the site consists of a relatively narrow frontage to the High Street, the proposals include the provision of a ground floor commercial frontage adjoining the High Street and workspace frontages along the newly created route linking the High Street, the linear park and canal side. This would significantly enhance the character and appearance of this section of the High Street, which appears currently neglected. There would be the opportunity for the provision of additional soft landscaping, including the provision of trees and benches, as well as a pleached tree planting buffer which would obscure views of the blank façade of the adjoining Aldi supermarket
- 7.57 The central 'Canal Garden' is a large area of open space which would provide a mix of soft landscaping, general amenity grassland for public use, as well as play and integrated SuDS. It is intended that this space would link into the 'Canal Walk SINC' and area where would be the focus for biodiverse planting and ecological enhancement. There are notable benefits to this space in providing a development free buffer between the built form and the canal, and maintaining a green, biodiverse frontage to the towpath. The proposals within this space would substantially enhance the present visual aspect from the canal, which is compromised by way of the neglected condition of the site and provision of high utilitarian metal fencing along the towpath. The overall landscape strategy is considered to set positive principles for providing a high standard of public realm and amenity for future residents and the wider public. There is however an absence of substantial detail, as to the approach to the design and functionality of these spaces, in addition to the overall strategy for play provision, which is addressed further in the relevant section of this report. A detailed landscaping strategy would therefore be required by condition which sets out a comprehensive strategy for providing a visually attractive public realm, which includes play provision and contributes in a multi-dimensional sense to urban greening, biodiversity net gain and sustainable drainage. Further detail is also required regarding lighting to ensure that an appropriate balance is provided to ensure public safety, limit crime and anti-social behaviour and preserve biodiversity.

- 7.58 Amendments have been made during the planning process to improve the quality, legibility and prominence of elevations to the apartment buildings. Further amendments have been made to increase the provision of active frontages at ground floor level adjacent to the canal route and central park, primarily through the removal/relocation of ground floor cycle parking stores and plant. Sufficient activation is provided adjacent to these key areas of new and existing public realm providing security and natural surveillance. Particularly in the context of the canal towpath, this is a significant improvement on the existing situation where there is no surveillance of the path. The provision of commercial frontages adjacent to the new areas of public realm and towpath are a notable benefit and would assist in activating the public realm within this part of the site and drawing footfall through the site.
- 7.59 The buildings across the site differ in their architectural character in terms of the façade treatment, in addition to the noted variance in height and massing discussed in detail above. Notwithstanding this, there is a consistent palette of materials with various tones of brick as well prominent metal cladding used on the roof of Building J and as a secondary material elsewhere on the site such as adjacent to entrances and stores/plant enclosures. Differing colours of darker buff/red bricks are proposed within the centre of the site and within Building J which forms the frontage to Yiewsley High Street and within the central parcel of the site. The surrounding area is varied in its architectural character. The majority of existing development on the High Street consists of mid to late 20th century buildings of varying design and quality, although red/brown brick is predominant as the primary material. The more recent, and larger scale existing development adjoining Trout features buff brick, with the sections of the site adjoining these surrounding buildings are proposed to be of mid to light buff materials in the case of Buildings A, C and the Houses (H1, H2 and H3).
- 7.60 Building J which adjoins the High Street may be characterised as a contemporary industrial design and appearance, emphasised in the saw tooth roof design and prominent metal cladding. There is design justification for this approach in considering the proposed industrial/commercial use of the site and considering the sites historic industrial use. In a similar vein, Buildings E, F and G feature characteristics similar to historic industrial warehouse buildings typically associated with a canalside setting and similarly reflect the industrial character of the site. Within the centre of the site buildings are of a more residential character. Block B has the character of a large mansion block, whilst Block D features a mansard roof, to provide a greater degree of relationship with the pitched roof, more suburban housing to the south at St Stephens Road. Houses H1, H2 and H3 are intended to relate to the low scale of the existing traditional row of houses along Trout Road. Blocks A and C are intended in scale, architectural appearance and materiality to relate to the more recent, adjoining apartments along Trout Road.
- 7.61 Variance in the design approach is proposed which would add visual interest and the approach taken terms of architectural appearance and use of materials provides a contextual link to the sites history and surrounding area in which the site would be located. The overall architectural approach is appropriately justified

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and would be appropriate subject to conditional approval of external materials and other detailed aspects of the design.

- 7.62 In terms of the impact of the proposed development on the microclimate, the applicant team have submitted a Wind and Microclimate Assessment. The assessment concludes that there are no safety risks at ground, terrace or balcony levels were identified either within the site or the surrounding area. Positive changes are observed compared with the existing baseline conditions in terms of the comfort level at ground level throughout the development, including within the public realm, with the larger area of public space performing well, with sitting conditions across the vast majority of the public open space in summer and winter. The majority of the balconies/terraces at upper level are observed to perform well during summer and winter with comfort levels at sitting. In order to set out mitigation to ensure that spaces which perform lower than expected, a condition is recommended requiring the submission of a detailed assessment of wind effects and relevant mitigation required.
- 7.63 Whilst the Metropolitan Police were consulted regarding the planning application no response has been provided 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 is recommended which requires the applicant to achieve Secured by Design accreditation Subject to the recommended condition the proposal complies with the NPPF, Policy D11 of The London Plan, and Policy DMHB 15 of the Local Plan Part 2.

Summary of Design Approach

- 7.64 To summarise, there are clear and demonstrable benefits to be gained in design terms from the redevelopment of a site currently consisting of a long-term vacant land and various vehicle repair stores. The improvements to both Yiewsley High Street and the canal side would be particularly notable. Whilst the scale of development is comparatively large, it is considered on balance that this would be appropriate accounting for the edge of town centre location of the site and where considering the visual impact in key views. The provision of additional tree planting and new areas of public open space would provide further enhancements to the character of the area and for the amenity of future residents and the public more widely.
- 7.65 On this basis it is considered that the development would comply with the provisions of policies DMHB 10, DMHB 11, DMHB 12 of the Hillingdon Local Plan Part 2; Policies D2, D3, D4, D9, G2 of the London Plan 2021; and the NPPF Chapters 11 and 12.

Heritage

- 7.66 The site is not located within a Conservation Area, nor within the setting of a Conservation Area. The site does not contain any listed buildings and does not lie within the immediate setting of any designated heritage assets. It is therefore

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assessed that the development would not result in any harm to the significance of any designated heritage assets.

- 7.67 The George and Dragon Public House and the former Methodist Chapel are both locally listed buildings of buildings of architectural and local heritage significance and would be therefore classed as non-designated heritage assets.
- 7.68 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, among other requirements, it sustains and enhances the significance of the heritage asset and puts them into viable uses, will not lead to a loss of significance or harm unless it can be demonstrated that it will provide public benefit that would outweigh the harm and it makes a positive contribution to the local character and distinctiveness of the area.
- 7.69 Paragraph 216 of the NPPF 2024 sets out that the effect of an application on the significance of a non-designated heritage asset should be taken into account in determining the application. In weighing applications that directly or indirectly affect non-designated heritage assets, a balanced judgement will be required having regard to the scale of any harm or loss and the significance of the heritage asset.
- 7.70 Owing to the layout of the site, the specific design of the proposals and spatial proximity to the George and Dragon Public House officers would conclude that the impact on the setting of this locally listed building would not be substantial, nor detrimental and would not result in harm to the significance of this non-designated heritage asset.
- 7.71 The former Methodist Chapel is located immediately opposite the rectangular parcel of the site, which forms an existing break in the built form along Yiewsley High Street. Whilst development is proposed within this parcel of the site the building would be of a height that is broadly commensurate with the existing buildings on the High Street and would be of a high standard of design. The sites existing vacant condition and presence of hoardings at ground floor level detracts from the setting of the locally listed building, whilst it is further noted that prior to its demolition in 2012 there was a sizeable, poorly designed long-term vacant commercial building on the site. It is considered that the sensitive redevelopment of the site would contribute positively to the setting of the locally listed building and would enhance, rather than harm its significance.
- 7.72 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.

Archaeology

- 7.73 The application site lies within the Colne Valley area of archaeological interest as identified in the Local Plan. An archaeological desk-based assessment (DBA) has been submitted in support of the planning application which identifies that the site lies in an area where Palaeolithic implements have been found within the gravel and brickearth. A Roman road may also cross the site. Although the site has been previously occupied by a factory, archaeology may survive outside the footprint of the former factory buildings.
- 7.74 The Greater London Archaeological Advisory Service (GLAAS) have been consulted and have reviewed the submitted DBA and recommend that archaeological trial trenching be carried out on the site. If geotechnical investigations are proposed, these should be monitored by an archaeologist and geo-archaeologist. Gravel should be sampled within the trenches and the arisings should be examined by a geo-archaeologist in order to establish the potential for Palaeolithic material on the site.
- 7.75 GLAAS have advised that a two-stage archaeological condition would be necessary. This would consist of a Stage 1 written scheme of investigation (WSI) to be submitted to and approved by the local planning authority in writing. If heritage assets of archaeological interest are identified by Stage 1 then for those parts of the site which have archaeological interest a Stage 2 WSI shall be submitted to and approved by the local planning authority in writing. Officers concur with GLAAS assessment that the suggested pre-commencement condition would be necessary to safeguard the archaeological interest on this site in line with Paragraph 218 of the NPPF and Policy DMHB 7 of the Local Plan Part 2 and is therefore included in the list of recommended conditions contained in the appendix to this report.

Residential Amenity of Existing Occupiers

- 7.76 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.
- 7.77 There are several properties surrounding the site on all sides and the impact on each of these requires assessment. The impact on the individual properties is assessed below:

Caxton House, Onslow Court, Rowlock House and Adjoining properties in Trout Road

- 7.78 Onslow Court is a five-storey block of flats which adjoins the main vehicular entrance and proposed Block C in the northern corner of the site, adjoining Trout Road. There would be a separation distance of between 16 and 17 metres between facing sets of windows within the proposed building and the windows in the north elevation of Onslow Court. There would be a separation distance of 18 metres between proposed Blocks B and Onslow Court.

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- 7.79 Caxton House is a six-storey block of flats which adjoins the north western edge of the site and faces Trout Road and is located closest to Block A in the proposed development. There would be a separation distance of between 18 and 21 metres between facing windows serving habitable rooms in Blocks D1, D2 and D3 and Caxton House.
- 7.80 Rowlock House is located to the west of the site. A separation distance of approximately 21 metres would be retained between Block A and Rowlock House, whilst a distance of approximately 32 metres would be retained between Block G and Rowlock House. It is considered that the retained separation distance would be adequate accounting for the urban context of the site and to ensure that the development would not appear overbearing in relation to these surrounding properties.
- 7.81 It is considered that the retained separation distance would be adequate accounting for the urban context of the site and to ensure that the development would not appear overbearing in relation to these surrounding properties. Where separation distance would be lower, such as between Block C and Onslow Court, these buildings would be separated by an internal access road and greater flexibility in terms of separation between facing sets of windows would typically be afforded in this scenario.
- 7.82 The applicants Daylight and Sunlight Assessment indicates that Caxton House and Onslow Court are likely to be impacted more significantly than other surrounding properties, particularly in the case of ground and first floor flats nearest to the proposed development where these units are directly facing the built form on the site. In instances the impact on existing properties is likely to be significant, where applying one or more of the BRE tests. This would also be the case with Rowlock House and Quion House, albeit to a slightly lesser degree, as noted in the conclusions below this is weighed up against the benefits of the scheme as a whole including the need to optimise the density of development on the site.
- 7.83 In relation to the amenity spaces serving Caxton House, there would be a 20% reduction in sunlight to the communal amenity spaces serving this property, however 76.6% of the communal amenity space would achieve more than 2 hours of direct sunlight on 21st March, this is considered acceptable in amenity terms.

2-20 St Stephens Road

- 7.84 Block E within the proposed development is in the southern corner of the site and the siting of this building is located closest to 20 St Stephens Road which is a two storey detached house. Block F is sited to the north west of Block E. Both buildings would impact upon the amenity of 20 St Stephens Road, as well as the other neighbouring properties located on the northern side of St Stephens Road to a varying degree. Proposed Blocks D1, D2 and D3 are located to the north of the gardens serving numbers 4a to 20 St Stephens Road.

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- 7.85 A separation distance of between 29 and 38 metres is proposed between Blocks D1, D2 and D3 and the facing windows of the adjoining properties in St Stephens Road. This is considered to be an appropriate distance in ensuring that the windows of the facing habitable rooms are not unacceptably overlooked.
- 7.86 The side facing windows in 20 St Stephens Road are understood to serve stairs and a bathroom and would not therefore be classed as habitable rooms that would be otherwise overlooked by Block E. The orientation of 20 St Stephens Road and proposed Block F would limit the degree to which any windows in the rear elevation of 20 St Stephens Road would be overlooked. A separation distance of 12 metres would be provided between the side facing windows and the rear garden of this property. Whilst there would be some loss of privacy and an impact on the outlook of this property by reason of the scale and siting of Blocks E and F, the development would not substantially compromise the amenity of future occupiers and where balanced against the need to make effective use of the site, the impact of the development on the amenity of this property is considered acceptable.
- 7.87 The submitted Daylight and Sunlight Assessment concludes that the impact of the development in terms of loss of light to the windows serving habitable rooms in each of the properties in St Stephens Road is unlikely to be substantial where considered as a whole accounting for each of the relevant BRE tests.
- 7.88 The impact on the rear garden spaces of Nos.14 to 20 St Stephens Road has been assessed in terms of the percentage areas receiving more than 2 hours of direct sunlight on 21st March. In the case of 20 St Stephens Road, there would be a percentage reduction of 32.45% when assessed against this measure, whilst 62.2% of the garden would achieve more than 2 hours of direct sunlight. Whilst there would be reduction in sunlight to the rear garden, a substantial amount of the garden would continue to benefit from appropriate daylight. In the case of the other properties, the percentage reduction in sunlight would be 2.5% to 0% and is considered marginal.

131 High Street

- 7.89 131 High Street is a recently completed development consisting of a building of three storeys at the front facing Yiewsley High Street and two storeys to the rear, comprising five two-bedroom flats and commercial space at ground floor level. The building has a blank, windowless side elevation facing the north eastern part of the application site which adjoins the side (east) elevation of proposed Block J. 131 High Street has an area of first floor amenity space at podium level which is screened by a wall to the north. Windows are located on the east and west facing elevations of the two and three storey sections of 131 facing inwards to the courtyard and rear facing windows serving habitable rooms and a terrace are located on the west elevation of 131 facing the application site. Between this building and the application site are commercial workshop units (125 and 127 High Street).

- 7.90 Building J immediately adjoins 131 High Street. It is proposed that the building would be used for light industrial purposes consisting of small workshop units across three levels. The internal parts of Block J immediately adjoining 131 High Street consists of circulation space. Whilst the height of the building is reduced where this adjoins the communal courtyard spaces serving the flats at 131 High Street. Aside from windows serving stairs that face away from any habitable living accommodation given their location to the rear of No.125 High Street there are no windows proposed within the south elevation of Block J. The siting of this block would not therefore result in overlooking or a loss of privacy to the occupiers of 131 High Street.
- 7.91 Given the siting of Block J, the building is likely to enclose the existing flats at 131 and impact on existing outlook to the north given the introduction of built form of up to three storeys across much of the southern elevation of the building. There remains however a broadly open aspect to the south and west, given that the existing development at 125 and 127 High Street is single storey in scale. The southern part of Block J which adjoins the eastern boundary of the application site would also be single storey in scale. There would be a perceivable impact on this property in relation to the NSL (No Sky Line) and VSC (Vertical Sky Component) tests listed in the Daylight and Sunlight Assessment, although each of the habitable rooms within 131 High Street is indicated to be compliant with APSH (Annual Probable Sunlight Hours) minimum levels.

11-19 Peplow Close

- 7.92 Nos.11 to 19 Peplow Close are a row of flats located on the opposite side of the Grand Union Canal to the south west of the application site. A separation distance of approximately 32 metres would be retained between Blocks E, F and G and these properties. These buildings would be 6, 9 and 11 storeys respectively. Whilst the latter of these buildings would be relatively high, an appropriate separation would be retained, such that the scale of the development would not appear overbearing in relation to these properties. Likewise, the retained separation would ensure that the development would not result in a significant loss of privacy, by reason of overlooking.
- 7.93 The submitted Daylight and Sunlight Assessment indicates that the development is likely to result in a loss of light, which in instances is likely to be significant (between 30 and 47%) in relation to the NSL BRE test relating to daylight. Notwithstanding this, however the remaining daylight performance is considered to be appropriate on balance, with the existing figures being indicative of there being no buildings on the site at the present time.

Commentary on Amenity Impact on Existing Properties

- 7.94 As noted above the siting of the development would have an impact on the amenity of the above mentioned adjoining residential dwellings, by reason of the scale of the development which would have a corresponding impact on daylight/sunlight, as well a degree of increased overlooking. Whilst there would

also be some degree of limited impact on other neighbouring properties to a lesser degree, not specifically addressed above.

- 7.95 Regarding Daylight and Sunlight Impacts, the GLA Housing Guide SPG 2016 advises that an appropriate degree of flexibility needs to be applied when using BRE guidelines to assess the daylight and sunlight impacts of new development on surrounding properties, as well as within new developments themselves. Guidelines should be applied sensitively to higher density development, especially in opportunity areas, town centres, large sites and accessible locations, where BRE advice suggests considering the use of alternative targets. This should account for local circumstances; the need to optimise housing capacity; and scope for the character and form of an area to change over time. The degree of harm to adjacent properties and daylight targets within a proposed scheme should be assessed drawing on broadly comparable residential typologies within the area and of a similar nature across London. Decision makers should recognise that fully optimising housing potential on large sites may necessitate standards which depart from those presently experienced, but which still achieve satisfactory levels of residential amenity and avoid unacceptable harm.
- 7.96 This flexibility is further reflected in Paragraph 130 (c) of the NPPF 2024 which 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).
- 7.97 The proposals would deliver an optimum density of housing on a sustainably located edge of town centre site with good standards of public transport accessibility. The site is allocated within the Local Plan for housing development, an allocation which predates development recently constructed on adjoining parcels of land, namely Caxton House, Onslow Court and 131 High Street. Presently the open outlook and degree to which these properties would benefit from daylight and sunlight is uncharacteristic overall of what is an urban edge of town centre location. Whilst individual flats, particularly those at ground floor level within these buildings would be impacted in terms of daylight/sunlight in some cases significantly, it is appropriate to afford flexibility so that development on parcels of the application site is not precluded or substantially constrained. An approach is taken in terms of the siting of the development and massing proposed to reduce the height of development to ensure that this is commensurate with the scale of adjoining development, notably Blocks A, B and C which adjoin Caxton House and Onslow Court. This serves to limit the impact of the development on the amenity of occupiers within these buildings whilst ensuring that the development potential of the adjoining parcels of the application site is optimised.
- 7.98 In summary, it is concluded that the impact of the development on the amenity of the adjoining properties would be acceptable on balance, accounting for the context of the site and where affording weight to the flexibility set out under

Paragraph 130 of the NPPF and guidance set out in the GLA Housing Guide SPG 2016.

Noise

- 7.99 The application site is partly located within the Town Centre and the rest of the edge of the Town Centre where background noise levels would naturally be higher than the average residential street. There is also a National Rail and Elizabeth Line train line which is located approximately 300 metres to the south of the site. Furthermore, to the south of the Grand Union Canal lies a large proportion of more industrial type uses including land occupied by car repair companies, open storage and waste storage and transfer facilities. These uses are within a reasonable distance for them to be factored into the assessment of existing background noise levels.
- 7.100 The northern part of the application site consists of various vehicle repair workshops and associated areas of open-air storage space used for vehicle storage and associated works. The remainder of the site was historically used for various industrial uses, prior to the removal of the buildings on the site. Other intervening uses have taken place involving open air storage. The present uses on the site are noise generating and the loss of these uses would benefit the amenity of surrounding residents, particularly those adjoining the northern and western parts of the site.
- 7.101 To compensate for the loss of the existing industrial uses on the site, workshop industrial units are proposed within Block J. The provision of the replacement industrial floorspace within a new building would be an enhancement compared with the existing circumstances as the industrial uses would be fully within the building allowing for the implementation of appropriate sound insulation measures details of which would be secured by planning condition.
- 7.102 There are other noise generating uses surrounding the site which include motor vehicle repair uses at 125 and 127 High Street; the Aldi servicing and delivery area adjoining Houses H and Block C; and motor repair units on the opposite side of the Grand Union Canal at Bentinck Road to the south. It is considered that with the implementation of appropriate sound insulation measures that appropriate standards of amenity would be provided for future residents to safeguard against existing sources of noise.
- 7.103 Subject to the provision of appropriate details to be secured by planning condition, it is considered that the development would not have a negative impact on the amenity of existing and future residents by reason of noise and therefore the development would comply with Policy D3 of The London Plan (2021) and Policy DMHB 11 of the Hillingdon Local Plan Part 2 Development Management Policies (2020).

Quality of Residential Accommodation (Internal and External)

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- 7.104 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.'
- 7.105 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.
- 7.106 Review of the submitted floor plans confirms that the development would comply with nationally described internal space standards as required under Policy DMHB 16 of the Local Plan. Due to the orientation and design of the buildings, the majority of the units within the development would be dual aspect and would benefit from appropriate standards of daylight. It is also considered that the siting and orientation would provide appropriate outlook for future occupiers.
- 7.107 The submitted Daylight and Sunlight Assessment sets out that 84% of the 1,109 rooms assessed will achieve the minimum levels of Median Daylight Illuminance (MDI) recommended within the UK National Annex for residential buildings. The overall standard of daylight/sunlight performance is assessed to be good overall, particularly accounting for the density and urban location of the development. In relation to the public open space across the site, it is indicated that 85% of the public realm would receive 2 or more hours of sunlight on the 21st of March, significantly exceeding the BRE target standard of 50%. As noted in the above section relating to the impact of the development on existing properties, the GLA Housing Guide SPG 2016 advises that an appropriate degree of flexibility needs to be applied when using BRE guidelines to assess the daylight and sunlight impacts of new development on surrounding properties, as well as within new developments themselves. This is similarly reflected under Paragraph 130 (c) of the NPPF 2024.
- 7.108 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.
- 7.109 Each of the proposed flats would be provided with either balconies or terrace spaces exceeding the minimum dimensions for balconies specified under Policy DMHB 18 of the Local Plan Part 2. Each of the three-bedroom dwellings would benefit from a combination of private gardens and a second floor terrace, providing a cumulative area of amenity space of approximately 54sqm. This would fall marginally short of the minimum requirement to provide amenity space of 60sqm for two or three bedroom homes. Cumulatively the balconies and

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terraces would provide 2601sqm of private amenity space within the development. No communal areas of private amenity space are proposed within the development.

- 7.110 Cumulatively, based upon the housing mix proposed, there would be a requirement to provide 9995sqm of private amenity space within the development. The development would fall significantly short of this requirement. The submitted Design and Access Statement clarifies that approximately 5270sqm of public open space would be provided. It is stated that a further 3987sqm of 'semi-public open space' would be provided, although officers consider that the areas of semi-public open space would have very limited amenity value, as the spaces function mainly as smaller landscaped areas adjoining parking courts and accesses. The provision of large areas of good quality amenity space and the accessibility of this space in relation to future occupiers would provide some mitigation for the under-provision of private and communal amenity spaces within the development. Yiewsley Recreation Ground and the River Pinn Manor Farm Pastures are each within 1000m of the site and are sizeable existing areas of public open space.
- 7.111 Notwithstanding this, there would be a shortfall in the quantity of both public open space and private amenity space that would be provided on site. It would be expected that that a total of 23,122sqm of public open space is provided within the development and accounting for the shortfall in public open space that is proposed, a financial contribution of £346,630 would be required to be secured through the accompanying Section 106 agreement.
- 7.112 Subject to payment of this contribution, it is considered that the proposal would provide suitable accommodation for its residents and would 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

- 7.113 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 play space should be provided per child.
- 7.114 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.

- 7.115 Where applying the GLA's child yield calculator, there would be a requirement to provide 1587sqm of play space, comprising the following quantum of play space for each age group:
- 0-4 years – 776sqm
 - 5-11 years – 542sqm
 - 12-17 years – 270 sqm
- 7.116 The applicants Design and Access Statement sets out the distribution of play provision across the site, with most of the play space being provided within the central area of public open space. The quantum of play space proposed for the various age groups would be as follows:
- 0-4 years – 782sqm
 - 5-11 years – 542sqm
 - 12-17 years – 270 sqm
- 7.117 The quantum of place space indicatively shown would exceed the minimum provision required under Policy S4 of The London Plan when applying the GLA child yield providing compliant levels of age space for each age group. The submitted plans do not however clearly indicate the form of play provision/equipment that would be provided with the plans being indicative at this stage. It is therefore necessary that further details relating to the play strategy are provided by condition, including details of equipment to ensure compliance with Policy S4 of The London Plan (2021) and Policy DMCI 5 of Hillingdon Local Plan Part 2.

Transport, Highway Impact and Parking

- 7.118 Paragraph 116 of the NPPF (2024) states that development should only be prevented or refused on highways grounds if there would be an unacceptable impact on highway safety or the residual cumulative impacts on the road network would be severe.
- 7.119 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.
- 7.120 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

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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.

- 7.121 To avoid the creation of a 'rat-run' through the site, no through-route for vehicles would be provided for vehicles across the site (except for controlled access for emergency service vehicle). This would be supported through a series of turning heads located within the site, enabling vehicles to manoeuvre and egress at the same point of access.

Car and Cycle Parking

- 7.122 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').
- 7.123 The application site is classed as PTAL 3 and has good accessibility to public transport. The site is within 800 metres of West Drayton Station (Elizabeth Line) and lies within close proximity to bus stops on the High Street that provide regular services to Uxbridge, Ruislip, Hayes, Hounslow and Heathrow Airport. In line with Policy T6.1 of the London Plan, a maximum provision of up to 0.75 spaces may be provided for one or two bedroom dwellings; and 1 space for three bedroom or larger units.
- 7.124 A total of 57 parking spaces is proposed of which 43 spaces would be accessible parking bays; and 14 being for general use. This would equate to an overall parking ratio of 0.13 spaces per unit which is comfortably below the maximum standards permitted under Policy T6.1 of the London Plan. Accounting for the accessibility to a range of regular public transport links particularly the close distance to West Drayton Station, a car lite development is considered acceptable within this location. Furthermore, the site is adjacent to a range of local shops, facilities and services available in Yewsey/West Drayton Town centre.
- 7.125 In considering the impact of overspill parking, officers note that all the surrounding streets are subject of parking controls and are restricted to parking for residents only. This includes Trout Road and St Stephens Road. It would be

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required that the applicant enter into a legal agreement which prohibits future occupiers from obtaining permits to park vehicles within the surrounding streets in the interests of preventing overspill parking within streets where there is existing parking pressure. Accounting for good range of access to public transport, the level of parking proposed is considered appropriate and would reduce vehicle movements associated with the development and thereby pressure on the surrounding road network.

- 7.126 The applicant has stated that electric parking provision would be provided to serve a minimum of 20% of all parking spaces. This would comply with the minimum requirements specified under Policy T6.1 of the London Plan and provision would be secured by planning condition with passive provision for all remaining spaces
- 7.127 A condition is attached to secure the submission and approval of an appropriate Delivery and Servicing Plan to ensure compliance with Policy T7 of The London Plan (2021).
- 7.128 It is considered that an appropriate quantum of cycle parking has been provided within the development. It is noted that this has been reduced in line to increase the quantum of residential floorspace proposed at ground floor level, adjoining the community park and canalside parts of the site. The reduction in cycle parking is based upon an objective assessment of need for cycle parking set out within the GLA's recently published Support for Housing LPG document dated March 2026. A total of 419 cycle spaces are provided for residents, of which 14 spaces are allocated for visitors, based upon a ratio of 0.7 spaces per 1 bed unit; 1.2 spaces per two bed unit; and 1.5 spaces for units of 3 or more rooms. A total of 2 long-stay and 8 short-stay cycle parking spaces are proposed for commercial uses located in Plots F, G and J. A total of 1 long-stay and 4 short-stay cycle parking spaces are provided for workspace uses in Plot J. The proposed ratio of parking spaces is considered acceptable accounting for the location of the site, whilst giving consideration to the GLA's recently published guidance. Details, including the location and specification of all cycle parking would be required by condition to ensure compliance with Policy T5 of the London Plan.

Trip Generation

- 7.129 Accounting for the proposed ratio of parking spaces, overall quantum of development and associated servicing needs it is estimated that the combined trip generation for all the uses on the site would equate to 237 two-way trips over a 24-hour period and 62 servicing and delivery trips. This is compared with 277 trips associated with the existing uses, including 19 delivery/servicing trips. This would equate to a reduction of 40 trips over a 24hr period.
- 7.130 Accounting for the low parking provision and likely reduction in trip generation, highlighted above, it is considered that the development would not have a significant cumulative adverse impact on the existing road network and highway safety in general.

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- 7.131 In relation to traffic associated with construction activity, the submission of a Construction Management and Logistics Plan will be required by condition prior to the commencement of development. It is considered that vehicle movements associated with construction activity can be appropriately managed, including the appropriate routing of construction vehicles, management of access into the site; and avoidance of deliveries at peak AM and PM hours.
- 7.132 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).

Active Travel and Public Transport

- 7.133 An Active Travel Zone (ATZ) assessment has been submitted, which identifies several improvements to the active travel environment on routes to key trip attractors. The Highways Authority and TfL have both considered the scope of the ATZ Assessment to be limited as it does not include a comprehensive and thorough assessment of all the routes to key destinations to identify the barriers to walking, cycling and public transport use. In response the Highway Authority has carried out an Active Travel Zone assessment of its own. The Highway Authority require that the applicant enter a legal agreement that commits the developer to delivering the improvements identified. This is a requirement of the published London Plan 2021 Policy T2 Healthy Streets that requires that development proposals should “*demonstrate how they will deliver improvements that support the ten Healthy Streets indicators in line with Transport for London guidance*”. This investment would broaden residents travel choice thereby reducing their reliance on the private car for trip making. If this investment is not provided resident may resort to owning a car and in the absence of parking on-plot they may park injudiciously on-street leading to parking stress, and increased risk to road safety and hindering the free flow of traffic. The Highway Authority requires a contribution of £154,660; this would be used to enhance active travel within the immediate vicinity of the site.
- 7.132 As noted within the design section of this report, the development would provide key improvements to pedestrian access and permeability of movement within the area. A direct, accessible and attractive route between the High Street/Town Centre and the canal towpath and new east to west and east to north connections between Trout Road and St Stephens Road and the High Street respectively would be provided within the development, this would provide notable public benefits.
- 7.133 It is noted within the consultation response received from the Canal and Rivers Trust that improvements to the existing towpath to the north of Trout Road are identified as necessary. The Council consider that a financial contribution would be reasonable and necessary accounting for the scale of the development and

increased use of the canal towpath, which is a well-used active travel route and is likely to be used extensively by future occupiers of the site. A financial contribution of £259,860 is requested towards the resurfacing of a 900-metre section of the path between Trout Road and Packet Boat Lane. The contribution would be secured through the accompanying Section 106 agreement.

- 7.134 Within their consultation response, the GLA initially raised concern regarding the potential impact on the surrounding public transport network and advised that a contribution towards bus service enhancements may be required. This request has since been withdrawn following further review by TfL of existing service provision and it is considered that a financial contribution towards bus service enhancements would no longer be considered necessary.
- 7.135 A Framework Travel Plan has been submitted in support of this planning application which is broadly acceptable. The Highway Authority require that a full Travel Plan is provided for assessment, this should include target to reduce the number of people travelling to the development site by private car, these should align with the London Plan 2021 objective of increasing mode share for walking, cycling and public transport (excluding taxis) of 53% by 2041. It should also set out those measures that would be put in place to achieve these targets, how the Travel Plan would be monitored and the steps that would be taken should the targets not be achieved. Should the application be determined for approval then it is recommended that a revised Travel Plan be secured by way of an appropriately worded condition.

Air Quality

- 7.136 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.
- 7.137 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.
- 7.138 The proposed development is located within the LBH Air Quality Management Area and within and/or in the catchment area of the West Drayton/Yiewsley Focus Area, bringing additional traffic emissions which will contribute to detriment of local air quality. As per the London Plan, developments need to be air quality neutral as minimum and LBH requires development proposals located in Focus Areas (or that are likely to affect such sensitive areas) to apply a more stringent air quality neutral approach and be air quality positive (LBH Air Quality Local Action Plan 2019-2024), contributing to the reduction of emissions in these sensitive areas.

- 7.139 According to LBH Local Action Plan, proposed development with impacts within Focus Areas (or with impacts on Focus Areas) require more stringent air quality neutral procedures and needs to be Air Quality positive, with a total emission mitigation approach. The proposed development is air quality neutral and is not air quality positive and therefore further appropriate mitigation is required.
- 7.140 The level of mitigation required from the proposed development for traffic emissions is £171, 657. Once all deductions were applied, the remaining value of mitigation due is £145,908. Flat rate deductions applied are as follow: Travel Plan (10%), Green Sustainable Measures (5%), totalling a reduction of £25,749. Therefore, a financial contribution of £145,908 is required to be paid for Hillingdon to deliver its Air Quality Local Action Plan and or implement specific measures on/along the road network affected by the proposal that reduce vehicle emissions and or reduce human exposure to pollution levels, in association with the operation of the proposed development. This contribution would be secured through the accompanying Section 106 agreement.
- 7.141 A condition requiring the submission of a plan setting out details relating to the control of dust and emissions during demolition and construction is recommended to be attached should the application be determined for approval. A condition is also recommended that All Non-Road Mobile Machinery (NRMM) of net power of 37kW and up to and including 560kW used during the course of the demolition, site preparation and construction phases shall comply with the emission standards set out in Chapter 7 of the GLA's supplementary planning guidance "Control of Dust and Emissions During Construction and Demolition" dated July 2014 (SPG), or subsequent guidance.
- 7.142 Subject to securing the air quality contribution through a Section 106 legal agreement, alongside the submission of appropriate details to be secured by condition, the proposal is considered to comply with Policies SI 1 and GG3 of The London Plan, Policy EM8 of the Local Plan Part 1, and Policy DMEI 14 of the Local Plan Part 2.

Health

- 7.143 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.
- 7.144 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.
- 7.145 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.

- 7.146 The NHS have identified capacity issues with healthcare infrastructure capacity in the direct vicinity of the proposal site, namely Otterfield Medical Centre, Yiewsley Family Practice and the High Street Practice, which are most likely impacted by the proposed development given their proximity to the site and predominant patterns of patient access in the area. All these surgeries are within the Colne Union Primary Care Network (PCN). These practices are within a reasonable walking distance of less than 15 minutes from the development site. The NHS have assessed the capacity of the impacted practices to establish if they have adequate overall floorspace (clinical rooms and supporting accommodation) to provide services to the existing local population, in line with the 2019 NHS Long Term Plan objectives relating to primary care provision. The development would therefore have an impact on primary healthcare provision in the area as there would not be capacity within the local area to accommodate the population growth that will be generated by the development.
- 7.147 The implications, if unmitigated, would therefore be unsustainable. There had been early engagement with the NHS regarding the delivery of a new health centre on the site, however following review of existing capacity in the area the NHS have advised that a substantial financial contribution would be acceptable in the circumstances. A financial contribution of £618,167 has therefore been calculated and requested by the NHS Healthy Urban Development Unit (HUDU) to increase capacity to provide health services to account for a net population increase resulting from the development. This would need to be secured through a legal agreement. The required S106 contribution is therefore based on delivering the required additional floorspace via extension/refurbishment of existing NHS premises.
- 7.148 Given the capacity issues identified above by the NHS, the scale of development proposed and additional pressure on local healthcare services, the requested financial contribution is considered reasonable and necessary to mitigate the impact of the development in line with Policy GG3 of the London Plan; Policy C11 of the Local Plan and Paragraph 98 of the NPPF.

Accessibility

- 7.149 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.
- 7.150 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.

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- 7.151 The council's Access Officer has reviewed the proposals. It is required that 10% of this development would need to meet the standards for M4(3) Category 3 - wheelchair user dwellings. The units should be interspersed throughout the development, to include all typologies and tenures. All remaining units must be designed to the standards for Category 2 M4(2) Accessible and Adaptable dwellings, as set out in Approved Document M 2015. Details are also required to demonstrate that convenient and dignified means of escape for all building users is provided alongside accessible play equipment. It is recommended that compliance with these requirements be secured by an appropriately worded condition.
- 7.152 Subject to the above-mentioned condition, 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

- 7.153 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.
- 7.154 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.
- 7.155 The trees contained within the site itself are limited to a cluster of four sycamore trees located in the north west corner of the site adjoining Trout Road. It is proposed that these trees would be retained with crown reduction carried out. There is a row of trees located along the Grand Union Canal towpath of varying quality (Category U to B2) which provide a collective contribution to the visual amenity of this route and the character of the area as a whole. It is proposed that five individual trees would be removed, alongside a group of Norway maple and Sycamore trees. There is a further row of trees located along the south eastern boundary of the site in several of the adjoining properties at St Stephens Road. These trees are outside of the site and would be retained.
- 7.156 In relation to the trees that would be removed these are of a relatively low quality. Five of the trees/tree groups are classed as Category U (lowest category); whilst two of the trees are classed as Category C2 (of low visual amenity value).
- 7.157 Retention of the trees that are not indicated for removal is considered feasible given their location outside of their spatial proximity to the proposed buildings. Given the relative value of the trees to the visual amenity of the area, conditions are required specifying that all trees scheduled for retention must be retained accordingly and protected during the course of all works.

- 7.158 The combination of landscaping measures proposed within the site, which are discussed in the above section relating to design/landscaping would deliver an urban greening factor score of 0.419. This would exceed the minimum UGF score of 0.4 required for residential developments as set out in Policy G5 of the London Plan.
- 7.159 The proposals would therefore comply with Policy DMHB 14 of the Local Plan and Policy G5 of the London Plan.

Ecology

- 7.160 Policy DMEI 7 of the Local Plan states that the design and layout of new development should retain and enhance any existing features of biodiversity or geological value within the site. If development is proposed on or near to a site considered to have features of ecological or geological value, applicants must submit appropriate surveys and assessments to demonstrate that the proposed development will not have unacceptable effects. Similarly, Policy G6 of the London Plan states that development proposals should manage impacts on biodiversity and aim to secure net biodiversity gain.
- 7.161 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.
- 7.162 The majority of the buildings on the site have been identified as negligible or no suitability to accommodate bats. The residential bungalow at 22 St Stephens Road is identified as offering low suitability for bats, whilst the Al Falah Masjid was identified as offering moderate potential for roosting bats. Emergence surveys were carried out which conclude no presence of bats within either building. The site is identified as not offering suitable habitats for any other protected species.
- 7.163 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.
- 7.164 The majority of the site consists of hardstanding or existing buildings and therefore has no discernible ecological value. A small area of the site in the south west corner would be classed as other broadleaved woodland, whilst other sections of the site are classed as vacant/derelict land; and sparsely vegetated land owing to the time which parts of the site has been vacant. The biodiversity net gain report assesses the site as having a baseline biodiversity value of 0.96 habitat units and 0.31 watercourse units.

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- 7.165 It is proposed that additional habitat areas would be created throughout the site consisting of green roofs, modified grassland, shrub planting and a total of 151 individual trees, 650 metres of hedgerow habitat, and enhancements to the riparian habitat along the canalside.
- 7.166 The enhancements proposed are expected to provide on-site net gain of 416.57% in habitat units compared to the baseline condition of the site at present, as well as a +2.36 increase in hedgerow units (currently 0 units). There would be an expected -0.02 decrease in watercourse units which would need to be compensated for with a minimum 10% increase delivered. It is identified that the increase in watercourse units would need to be delivered off-site. Within the submitted consultation response the Canal and Rivers Trust have advised that the shortfall in watercourse units may be delivered on land owned by the CRT. In any event confirmation is required demonstrating that off-site biodiversity credits are required where any net gain cannot be delivered on site, in this case this is likely to be limited to watercourse units.
- 7.167 To ensure the delivery of appropriate biodiversity net gain (whether on or off-site) a Biodiversity Gain Plan would be required by condition. This would be required to include a Biodiversity Gain Plan and On-Site Enhancement and 30-year Habitat Management Plan. Subject to the submission of these plans by condition, it is considered that the development would comply with Policy DMEI 7 of the Local Plan and Policy G6 of the London Plan.

Flooding and Drainage

- 7.168 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.
- 7.169 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).
- 7.170 The drainage strategy includes the incorporation of swales into the public realm as well as a natural water storage area located close to the south western edge of the site adjacent to the canal. Green roofs are proposed across the majority of the buildings on the site. Permeable paving is proposed across the access roads and pedestrian routes through the site. Three cellular storage tanks are proposed across the site, the largest of which would be provided below the central area of public open space.
- 7.171 The submitted Drainage Strategy and Flood Risk Assessment is currently being reviewed by Metis, the council's Drainage Consultants, following the submission of further information including drainage calculations, rainwater collection, details of runoff volumes and maintenance calculations. An updated response

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regarding the acceptability of the submitted information will be provided to Members at planning committee should it be received within an appropriate timeframe. Officers are confident that acceptable details can be secured by an appropriately worded condition.

- 7.172 Subject to the submission of a detailed Sustainable Drainage Strategy, which is recommended to 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).
- 7.173 It is noted that within their consultation response that Thames Water have raised no objection to the development on the basis of surface water drainage or foul water network capacity. This is subject to a piling method statement to be submitted before any piling works are carried out, this is subject to a condition that is recommended to be attached should the application be determined for approval.

Waste Management

- 7.174 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.
- 7.175 The provision for waste management within the site has been reviewed by the council's Waste Management Team and is considered broadly acceptable from an operational perspective. A final Delivery, Servicing and Waste Management Plan is recommended to be secured by condition that would set out a final strategy for the management of waste disposal and collection on site. Subject to the provision of this final strategy, the proposals are therefore considered to comply with Policy D6 of the London Plan.

Sustainability

- 7.176 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.
- 7.177 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:

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- 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.

7.178 A combination of the following measures are proposed to reduce energy usage:

- High insulation and high-performance glazing.
- Minimisation of air permeability.
- Thermal bridging.
- Maximising natural lighting.
- High efficiency and sensor-controlled lighting.
- Mechanical Ventilation Heat Recovery (MVHR)
- Waste water heat recovery.

7.179 A site-wide communal heating system is proposed which would feature centrally located, highly efficient air source heat pumps (ASHPs) to provide heating and hot water to all residential units. In addition to ASHPs, solar Photo Voltaic panels (PVs) is proposed to provide an onsite source of renewable energy.

7.180 The combination of the measures listed within the applicant's energy statement are forecast to achieve an 80.75% reduction in carbon emissions, where assessed against the building regulations baseline requirement. This would significantly exceed the minimum target requirement of 35% as set out within Policy SI 2 of the London Plan. In relation to the savings achieved through energy efficiency measures, this is forecast to be 15.6% for the residential part of the development and 9.4% for the non-residential parts. This falls short of the target requirements of 10% for residential and 15% for non-residential developments as set out under Policy SI 2 of the London Plan. As such, a carbon offset payment is required to be secured. The Applicant's submitted Energy Statement identifies that there would be a need to offset 3103.8 tonnes of CO2 offsite associated with the residential development and 14.5 tonnes associated with the non-residential element of the scheme over 30 years. This would equate to a financial contribution of £296,238.50 as an offsetting payment, which would be secured through the accompanying Section 106 legal agreement.

7.181 The applicant has submitted a Whole Life-cycle Carbon (WLC) Assessment, as required by London Plan Policy SI2. The WLC Assessment does not yet comply with London Plan Policy SI2. Further technical information is required on operational modelling methodology, information on Built Environment Carbon Database, all material types and quantities for all applicable building element categories, estimated mass (kg) of reusable and recyclable materials for each building element, details of refrigerants and the GWP template. A condition is therefore recommended requiring that the applicant submit a post-construction assessment to report on the development's actual WLC emissions.

7.182 London Plan Policy SI 7 requires development proposals to integrate circular economy principles as part of the design process, and referable applications

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must submit a Circular Economy Statement. A Circular Economy has been prepared and submitted in support of the planning application which is currently subject to review by the GLA. A post-construction report is required, which is recommended to be secured by planning condition.

- 7.183 Accounting for the above assessments, the proposal complies with Policy SI 2 of the London Plan (2021) and Policy DME1 2 of the Hillingdon Local Plan Part 2 Development Management Policies (2020).

Airport Safeguarding

- 7.184 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.
- 7.185 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. A Bird Hazard Management Plan will be required to mitigate the risk of birdstrike in relation to landscaping, ecological enhancements and design elements. A Glint and Glare Assessment would also be required to mitigate risk of glare from the provision of solar panels. Conditions are proposed to be attached to any grant of planning consent that would secure both a Bird Hazard Management Plan and Glint and Glare Assessment.
- 7.186 Subject to the submission of the required assessments listed above, it is considered that the development would accord with Policy DMAV 1 of the Hillingdon Local Plan Part 2.

Land Contamination

- 7.187 The application is accompanied by a Phase 1 Contamination Assessment Report which addresses on site sources of potential contamination associated with historic and existing industrial uses on the site. The risks from soil and groundwater contamination and ground gas are assessed to be moderate.
- 7.188 The Phase 1 Contamination Assessment Report has been reviewed by the council's Contaminated Land Officer who has advised that the report provides and appropriate assessment of risk. A condition is recommended requiring the submission of a written method statement outlining details of remediation required, this shall be submitted prior to the commencement of development.
- 7.189 Subject to the submission of appropriate details required under this condition, it is considered that risks of contamination may be appropriately addressed and

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mitigated in compliance with Policy DMEI 12 of the Local Plan Part 2 - Development Management Policies.

Fire Safety

- 7.190 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.
- 7.191 The application is accompanied by a Fire Safety Statement in respect of the outline phases and a separate more detailed report for the former cinema. 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 and are considered to set out appropriate measures to mitigate fire risk. The submitted drawings confirm a second staircase is included within all buildings over 18 metres as required. The details have been reviewed by the GLA and HSE, both of whom have raised no objection to the development on fire safety grounds. It is therefore considered that the development would comply with Policy D12 of the London Plan.

Planning Obligations

- 7.192 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 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.
- 7.193 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
- 7.194 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.

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7.195 Section 106 Heads of Terms are as follows:

- i. To secure on-site affordable housing, to include a provision of 35% by habitable room with 70% being London Affordable Rent (LAR) and 30% Shared Ownership.
- ii. Air Quality Mitigation Contribution of £145,908
- iii. Residential Parking Permits restriction (excluding Blue Badge holders)
- iv. An Employment/ Construction Training Scheme secured in accordance with the Council's Planning Obligations SPD.
- v. London Healthy Urban Development Unit (HUDU) financial contribution of £618,167 to fund enhanced or new health facilities within the London Borough of Hillingdon.
- vi. Financial contribution of £259,860 towards improvements to connections, access and enhancements of the Grand Union Canal.
- vii. Designation of public open space within the site to remain publicly accessible in perpetuity.
- viii. Active Travel Contribution of £154,660
- ix. A Project Management and Monitoring Fee, equalling 5% of the total financial contributions to be paid under this agreement.

8 Other Matters

Human Rights

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

Equality

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

Local Finance Considerations and CIL

- 8.3 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.

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- 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.
- 8.5 Please note, this commentary has been provided for the purpose of assisting in the determination of the planning application only. If approved, the final CIL liability would be set out in the CIL Liability Notice following determination of the application in line with the CIL Regulations. This would be issued following a full review of all the material available to the Council's Planning Obligations Team at that time.

9 Conclusion / Planning Balance

- 9.1 It is acknowledged that the Council cannot currently demonstrate a five-year supply of deliverable housing sites (the most recent position statement published on 01/04/26 confirmed a 2.5 year supply). In accordance with Footnote 8 of the NPPF, the policies which are most important for determining the application are therefore considered out-of-date. Consequently, Paragraph 11(d) of the Framework is engaged, and the 'tilted balance' applies. This requires that planning permission be granted unless any adverse impacts of doing so would significantly and demonstrably outweigh the benefits, when assessed against the policies in the Framework taken as a whole.
- 9.2 The application is considered to comply with the Development Plan in this case. In addition, when considered against the policies of the Framework (read as a whole), any adverse impacts of granting consent (as identified within this report) would not significantly and demonstrably outweigh the benefits. In reaching this decision, substantial weight is afforded to the contribution that the proposal makes towards the Borough's housing supply (net contribution of 433 residential units).
- 9.3 It is considered that the proposals represent an efficient and appropriate re-use of a previously developed site which is allocated for a mix of residential, commercial and industrial uses. The principle of the proposed development is therefore acceptable and has been previously established under the previously consented planning application and is acceptable in principle in line with the Local Plan, London Plan and NPPF. The proposals would deliver an appropriate intensification of industrial use on the site, whilst providing higher quality light industrial space in line with the provisions of Policies E4 and E7 of the London Plan. The redevelopment of a long-standing and neglected brownfield site would provide significant enhancements to the appearance of the public realm and street scene, particularly where viewed from Yiewsley High Street, the Grand Union Canal Towpath and Trout Road. It is considered that the development is appropriately designed in a manner which is responsive to the character of the

street scene and surrounding area and would comply with the provisions of policies DMHB 10, DMHB 11, DMHB 12 of the Hillingdon Local Plan Part 2; Policies D2, D3, D4, D9, G2 of the London Plan 2021; and the NPPF Chapters 11 and 12.

- 9.4 A total of 57 parking spaces is proposed of which 43 spaces would be accessible parking bays; and 14 being for general use. This would equate to an overall parking ratio of 0.13 spaces per unit which is comfortably below the maximum standards permitted under Policy T6.1 of the London Plan. Accounting for the accessibility to a range of regular public transport links particularly the close distance to West Drayton Station, a car lite development is considered acceptable within this location. The forecast trip generation is likely to be lower than the existing use and is considered to not impact adversely on highway safety and amenity in compliance 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).
- 9.5 The development would impact on the amenity of adjoining residential properties regarding privacy and loss of light/overshadowing, as well as the impact of the scale of the building which would affect outlook. The site is however largely vacant with some low-height buildings and any development which provides for an optimum density of development on this allocated site would be expected to have a degree of impact upon the amenity of existing occupiers. Furthermore, there would be some amenity benefit to existing occupiers by reason of the removal of the existing noise-generating industrial uses on the site and their replacement with less disruptive residential uses and industrial uses within a dedicated building, whereby the noise impact may be better mitigated. It is considered that appropriate levels of amenity would still be retained for future occupiers, whilst adequate standards of daylight/sunlight and outlook would be achieved for future occupiers and provision is made within the development for private balconies/terraces in the case of the proposed flats and gardens in the case of the private houses. It is concluded that the impact of the development on the amenity of the adjoining properties would be acceptable on balance, accounting for the context of the site and where affording weight to the flexibility set out under Paragraph 130 of the NPPF.
- 9.6 Appropriate means may be secured by condition or through relevant planning obligations to mitigate/control land contamination, drainage, air quality, noise impact, impact on existing trees, aviation safety; and to protect biodiversity and ensure the delivery of biodiversity net gain. The development would therefore ensure appropriate standards of environmental protection.
- 9.7 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.
- 9.8 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

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report, and subject to the necessary Stage II referral to the Greater London Authority.

10 Background Papers

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

APPENDICES

Planning Application

38058/APP/2025/2613

Appendix 1: Recommended Conditions and Informatives

Conditions

1. A1 Time Limit

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

REASON

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

2. B1 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:

458-PTA-ZZ-ZZ-DR-A-3000 Proposed site block plan

458-PTA-ZZ-ZZ-DR-A-4000 Proposed site elevations

458-PTA-ZZ-00-DR-A-1100 Masterplan General arrangement plan - Level 00

458-PTA-ZZ-01-DR-A-1101 Masterplan General arrangement plan - Level 01

458-PTA-ZZ-02-DR-A-1102 Masterplan General arrangement plan - Level 02

458-PTA-ZZ-03-DR-A-1103 Masterplan General arrangement plan - Level 03

458-PTA-ZZ-04-DR-A-1104 Masterplan General arrangement plan - Level 04

458-PTA-ZZ-05-DR-A-1105 Masterplan General arrangement plan - Level 05

458-PTA-ZZ-06-DR-A-1106 Masterplan General arrangement plan - Level 06

458-PTA-ZZ-07-DR-A-1107 Masterplan General arrangement plan - Level 07

458-PTA-ZZ-08-DR-A-1108 Masterplan General arrangement plan - Level 08

458-PTA-ZZ-09-DR-A-1109 Masterplan General arrangement plan - Level 09

458-PTA-ZZ-10-DR-A-1110 Masterplan General arrangement plan - Level 10

458-PTA-ZZ-11-DR-A-1111 Masterplan General arrangement plan - Level 11 Roof

458-PTA-A-ZZ-DR-A-1200 Building A General arrangement

458-PTA-A-ZZ-DR-A-1300 Building A Elevations

458-PTA-B-ZZ-DR-A-1200 Building B1, B2, B3 General arrangement

458-PTA-B-ZZ-DR-A-1201 Building B1, B2, B3 General arrangement

458-PTA-B-ZZ-DR-A-1202 Building B1, B2, B3 General arrangement

458-PTA-B-ZZ-DR-A-1203 Building B1, B2, B3 General arrangement

458-PTA-B-ZZ-DR-A-1204 Building B1, B2, B3 General arrangement

458-PTA-B-ZZ-DR-A-1300 Building B1, B2, B3 North and South elevations

458-PTA-C-ZZ-DR-A-1200 Building C General arrangement plans

458-PTA-C-ZZ-DR-A-1300 Building C Elevations

458-PTA-D-ZZ-DR-A-1200 Building D1, D2, D3 General arrangement
458-PTA-D-ZZ-DR-A-1201 Building D1, D2, D3 General arrangement
458-PTA-D-ZZ-DR-A-1202 Building D1, D2, D3 General arrangement
458-PTA-D-ZZ-DR-A-1300 Building D1, D2, D3 North and South elevations

458-PTA-BD-ZZ-DR-A-1300 Building B1,D1,B3,D3 East and West elevations
458-PTA-BD-ZZ-DR-A-1301 Building B1,D1,B2 D2 West elevations
458-PTA-BD-ZZ-DR-A-1302 Building B2,D2,B3,D3 East elevations

458-PTA-E-ZZ-DR-A-1200 Building E General arrangement
458-PTA-F-ZZ-DR-A-1200 Building F General arrangement
458-PTA-G-ZZ-DR-A-1200 Building G General arrangement
458-PTA-E-ZZ-DR-A-1300 Building E Elevations
458-PTA-F-ZZ-DR-A-1300 Building F Elevations
458-PTA-G-ZZ-DR-A-1300 Building G Elevations

458-PTA-H-ZZ-DR-A-1200 Houses H1, H2 and H3 General arrangement
458-PTA-H-ZZ-DR-A-1300 Houses H1, H2 and H3 Elevations

458-PTA-J-ZZ-DR-A-1200 Building J Ground floor General arrangement
458-PTA-J-ZZ-DR-A-1201 Building J Level 1 General arrangement
458-PTA-J-ZZ-DR-A-1202 Building J Level 2 General arrangement
458-PTA-J-ZZ-DR-A-1203 Building J Roof General arrangement
458-PTA-J-ZZ-DR-A-1300 Building J Elevations

458-PTA-LA-00-DR-A-2000 Proposed masterplan landscape plan
458-PTA-LA-00-DR-A-2200 Ground floor landscape plan
458-PTA-LA-00-DR-A-2201 Ground floor landscape plan
458-PTA-LA-00-DR-A-2202 Ground floor landscape plan
458-PTA-LA-00-DR-A-2203 Ground floor landscape plan

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

REASON

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

3. COM4 Approved supporting documents

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

458-PTA-MP-ZZ-RP-A-0001 - Design and Access Report
458-PTA-ZZ-ZZ-SH-A-0002 - Schedule of accommodation

Air Quality Assessment dated September 2025 - 10.092
Aviation Safeguarding Assessment dated October 2025 - KLG211/R1/Issue 1
Daylight Sunlight and Overshadowing Report dated 9th September 2025 - 21281
Framework Travel Plan dated September 2025 - 24/119 D002 Rev 2.0
Noise Assessment dated September 2024 - 10.092 Rev 2.0
Operational Waste Management Strategy dated September 2025 - 24-119 D012 Rev 1.0
Planning Fire Statement Revision 01
Sustainability Statement dated September 2025 - 10.092 Version 02
Townscape Visual Impact Assessment dated October 2025 - 5029-TVIA
Ventilation and Extraction Statement dated September 2025 - 10.092
Whole Life Cycle Carbon Assessment dated September 2025 - 10.092 Version 02
Wind Microclimate Assessment Report dated September 2025 - 21281
Arboricultural Impact Assessment dated October 2025 - 240546-TMA-XX-RP-AP-2700-P00
Archaeological Desk Based Assessment dated August 2025 issue 1
Delivery and Servicing Management Plan dated September 2025 Version 2.0 - 24/119 D003
Phase 1 Contamination Assessment Report dated 24th September 2025 - RMA-RC2789
Issue 2
Transport Assessment dated September 2025 Version 2.0 - 24-119 D001 Rev 2.0
Ecological Appraisal (including Biodiversity Net Gain) dated October 2025
Energy Statement dated September 2025 Issue 02
Utilities Statement dated September 2025 Revision P02
Whole Life Carbon Assessment dated September 2025 Revision 02
Affordable Housing Statement dated October 2025
Planning Statement dated 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 the development complies with the provisions Hillingdon Local Plan Parts 1 (November 2012) and 2 (January 2020) and the London Plan (2021).

4. COM4 Phasing Plan

Prior to the commencement of development, a Phasing Plan setting out the delivery of the phases across the site shall be submitted to and approved in writing by the Local Planning Authority. The Phasing Plan shall confirm the extent of each phase of development. The development shall 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 provision of the Hillingdon Local Plan Parts 1 (2012) and 2 (2020) and the London Plan (2021).

5. OM9 Commercial Units Use Restriction

The commercial units at ground floor level, as identified on drawing nos. 458-PTA-F-ZZ-DR-A-1200 PL2; 458-PTA-G-ZZ-DR-A-1200 PL2; 458-PTA-J-ZZ-DR-A-1200 PL2 shall only be used for purposes falling under use Class E (a, b and, c) of the Town and Country Planning (Use Classes) Order 1987 (as amended) and shall not be used for any other purposes including uses falling under use Class E (f or g).

REASON

To safeguard the amenity of the occupants of the proposed development in accordance with Policy DMHB 11 of the Hillingdon Local Plan Part 2 (2020) and to ensure the provision of Town Centre uses in Building J in accordance with Policies DMTC 1 and DMTC 2.

6. NONSC Building J Use Restriction

The ground, first and second floor spaces within Building J indicated on drawing nos. 458-PTA-J-ZZ-DR-A-1200 PL2; 458-PTA-J-ZZ-DR-A-1201 PL2; and 458-PTA-J-ZZ-DR-A-1202 PL2 labelled for use as workspace/makerspace shall only be used only for purposes falling under use Class E(g)(iii) of the Town and Country Planning (Use Classes) Order 1987 (as amended).

REASON

To ensure the reprovision of an appropriate quantity and standard of industrial floorspace on the site to compensate for the loss of existing industrial floorspace and to ensure that a deficit in the provision of industrial floorspace in line with Policies E4 and E7 of the London Plan 2021.

7. RES7 Hours of Use

The ground floor commercial premises (falling under use Class E (a, b and, c) of the Town and Country Planning (Use Classes) Order 1987 (as amended)) shall only be open to the public between the following hours:

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

REASON

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

8. RES9 M4(3) Compliance

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

REASON

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

9. NONSC Plant Noise

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

REASON

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

10. NONSC Internal Noise Standards

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

REASON

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

11. NONSC Piling

No piling shall take place until a Piling Method Statement (detailing the depth and type of piling to be undertaken and the methodology by which such piling will be carried out, including measures to prevent and minimise the potential for damage to subsurface sewerage infrastructure, and the programme for the works) has been submitted to and approved in writing by the Local Planning Authority in consultation with Thames Water.

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

REASON

The proposed works will be in close proximity to underground sewerage utility infrastructure

and piling has the potential to significantly impact / cause failure of local underground sewerage utility infrastructure. Development is required to comply with Policy SI 5 of the London Plan (2021).

12. NONSC Materials

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

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

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

REASON

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

13. NONSC Play Provision

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

REASON

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

14. NONSC Parking Design and Management

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

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

REASON

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

15. NONSC Covered and Secure Cycle Storage

Prior to the first occupation of the development, details of covered and secure cycle storage, shall be submitted to and approved in writing by the Local Planning Authority. Thereafter, the development shall not be occupied or brought into use until the approved cycling facilities have been implemented in accordance with the approved plan, with the facilities being permanently retained for use by cyclists.

REASON

To ensure the provision and retention of facilities for cyclists to the development and hence the availability of sustainable forms of transport to the site in accordance with Hillingdon Local Plan Part 2 Policies (2020) Policy DMT 1, DMT 2 & DMT 6 and Policies T4 and T6 of the London Plan (2021).

16. NONSC Residential Travel Plan

Prior to the first occupation of the residential development hereby approved, a Residential Travel Plan shall be submitted to and approved in writing by the Local Planning Authority. The approved plan shall thereafter be adhered to in perpetuity for the relevant phase of the development.

REASON

To encourage a sustainable transport modal shift in accordance with Policy T4 of The London Plan (2021).

17. NONSC EV Charging

Prior to first occupation of the development, details of the provision of active and passive electric vehicle charging points shall be submitted to and approved in writing by the Local

Planning Authority. The relevant phase of the development shall not be occupied until the approved electric vehicle charging points have been implemented. These shall be retained as such and in working order thereafter.

REASON

To support carbon-free travel and more sustainable modes of transport, in accordance with Policy T6 of the London Plan (2021).

18. NONSC Delivery and Servicing Plan

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

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

REASON

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

19. NONSC Fire Statement

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

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

REASON

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

20. NONSC Secured by Design

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

REASON

In pursuance of the Council's duty under section 17 of the Crime and Disorder Act 1998 to consider crime and disorder implications in exercising its planning functions; to promote the well being of the area in pursuance of the Council's powers under section 2 of the Local

Government Act 2000 to ensure the development provides a safe and secure environment in accordance with Policy DMHB 15 of the Hillingdon Local Plan: Part 2 (2020) and Policy D11 of the London Plan (2021).

21. NONSC Tree Retention

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

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

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

REASON

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

22. NONSC Tree Protection

No site clearance or construction work shall take place for each relevant development phase, until the details have been submitted to, and approved in writing by, the Local Planning Authority with respect to:

1. A method statement outlining the sequence of development on the site including demolition, building works and tree protection measures.
2. Detailed drawings showing the position and type of fencing to protect the entire root areas/crown spread of trees, hedges and other vegetation to be retained shall be submitted to the Local Planning Authority for approval. No site clearance works or development shall be commenced until these drawings have been approved and the fencing has been erected

in accordance with the details approved. Unless otherwise agreed in writing by the Local Planning Authority. Such fencing should be a minimum height of 1.5 metres.

Thereafter, the development shall be implemented in accordance with the approved details. The fencing shall be retained in position until development is completed.

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

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

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

REASON

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

23. NONSC Construction Management and Logistics Plan

Prior to commencement of development a full and detailed Construction Logistics Plan and Construction Management Plan shall be submitted to and approved in writing by the Local Planning Authority. These documents shall be prepared in accordance with the GLA Control of Dust and Emissions from Construction and Demolition SPG (or any successor document) relevant to that phase has been submitted to, and approved in writing by, the Local Planning Authority. The development shall be carried out in accordance with the approved Construction Management Plan.

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).
- (i) Details of wheel washing facilities.
- (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).
- (x) a dust risk assessment, including means to monitor and control dust, noise and vibrations, following the published guidance by The Institute of Air Quality Management (IAQM) on how to assess impacts of emissions of dust from demolition and construction sites.

The relevant phase of development shall be carried out in strict accordance with the approved Construction Logistics Plan.

REASON

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

24. NONSC External Lighting

Prior to installation details of any external lighting including levels of illumination, position, design, structure, direction of illumination, shall be submitted to and approved in writing by the Local Planning Authority in consultation with the Canal and Rivers Trust. The development shall be implemented and maintained in accordance with those details as may be approved.

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).

25. NONSC Estate Management

Prior to the first occupation of the development, an Estate Management and Maintenance Plan setting out maintenance and management responsibilities for all communal play spaces, public realm, communal amenity spaces and all publicly accessible open spaces to be delivered under this phase, 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.

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).

26. NONSC Whole Life Carbon

Prior to the 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, along with any supporting evidence as per the guidance. Confirmation of submission to the GLA shall be submitted to, and approved in writing by, the local planning authority, prior to occupation of the relevant building.

REASON

In the interests of sustainable waste management and in order to maximise the re-use of materials in accordance with Policy SI 2 of the London Plan (2021).

27. NONSC Circular Economy

Prior to the first occupation of the development, a post construction monitoring report, for the relevant phase, shall be completed in line with the GLA's Circular Economy Statement Guidance. The report should be submitted to and approved by the Local Planning Authority in writing before first occupation of the development.

REASON:

In order to maximise the re-use of materials and in the interests of sustainable waste management in accordance with Policies SI 7 and SI 8 of the London Plan.

28. NONSC Landscape Scheme

Notwithstanding the approved plans, prior to commencement of works above ground level (excluding demolition), a landscape scheme shall be submitted to and approved in writing by the Local Planning Authority, in consultation with relevant stakeholders (including the Canal

& River Trust). The scheme shall include:-

1. Details of Soft Landscaping

1.a Planting plans (at not less than a scale of 1:100)

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

1.c Schedule of plants giving species (including pollution absorbing species), plant sizes, and proposed numbers/densities where appropriate

2. Details of Hard Landscaping

2.a Refuse Storage

2.b Cycle Storage (including access provisions, in accordance with London Cycling Design Standards)

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

2.d Car Parking Layouts:

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

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

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

3. Details of Landscape Maintenance

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

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

4. Schedule for Implementation

5. Other

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

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

6. Confirmation of the final Urban Greening Factor score

Confirmation of financial contribution and agreement with the Canal and River Trust to carry out landscaping and public realm works on the land between the canal towpath and the application site.

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

REASON

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

29. NONSC WSI

No demolition or development shall take place until a Stage 1 Written Scheme of Investigation (WSI) has been submitted to and approved by the local planning authority in writing. For land that is included within the WSI, no demolition or development shall take place other than in accordance with the agreed WSI, and the programme and methodology of site evaluation and the nomination of a competent person(s) or organisation to undertake the agreed works.

If heritage assets of archaeological interest are identified by Stage 1 then for those parts of the site which have archaeological interest a Stage 2 WSI shall be submitted to and approved by the Local Planning Authority in writing. For land that is included within the Stage 2 WSI, no demolition/development shall take place other than in accordance with the agreed Stage 2 WSI which shall include:

- A. The statement of significance and research objectives, the programme and methodology of site investigation and recording and the nomination of a competent person(s) or organisation to undertake the agreed works
- B. Where appropriate, details of a programme for delivering related positive public benefits
- C. The programme for post-investigation assessment and subsequent analysis, publication & dissemination and deposition of resulting material. This part of the condition shall not be discharged until these elements have been fulfilled in accordance with the programme set out in the stage 2 WSI.

REASON

To prevent and mitigate potential harm to archaeological assets in accordance with Policy DMHB 7 of the Local Plan Part 2; Policy HC1 of the London Plan; and the NPPF 2024.

30. NONSC Bird Hazard Management Plan

Prior to the commencement of above ground works (excluding demolition) a Bird Hazard Management Plan has been submitted to and approved in writing by the Local Planning Authority. The submitted plan shall include details of:

- Management of any flat/shallow pitched/green roofs on buildings within the site which may be attractive to nesting, roosting and "loafing" birds.
- The installation of 'No Feeding of Birds' signage on parts of the development adjacent to the Grand Union Canal.

The Bird Hazard Management Plan shall be implemented as approved and shall remain in

force for the life of the buildings. 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 flat roofs and not to encourage the feeding of 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).

31. NONSC Glint and Glare Assessment

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

REASON

To ensure the development does not endanger the safe movement of aircraft or the operation of Heathrow Airport. The airport requires a Glint and Glare Assessment to be completed to determine the full impact on Air Traffic Control Tower and pilots approaching the airport to accord with the requirements of Policy DMAV 1 of the Hillingdon Local Plan: Part 2 (2020).

32. NONSC Contamination

(i) The development hereby permitted (excluding demolition, site clearance and initial ground investigation works) shall not commence (excluding demolition, site clearance and initial ground investigation works) until a scheme to deal with unacceptable contamination, (including asbestos materials detected within the soil), has been submitted to and approved by the Local Planning Authority (LPA). All works which form part of any required remediation scheme shall be completed before any part of the development is occupied or brought into use unless the Local Planning Authority dispenses with any such requirement specifically and in writing. The scheme shall include the following measures unless the LPA dispenses with any such requirement specifically and in writing:

(a) A site investigation, including where relevant soil, soil gas, surface water, 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 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 and/or engineering purposes shall be clean and free of contamination. Before any part of the development is occupied, all imported soils shall be independently tested for chemical contamination, and the factual results and interpretive reports of this testing shall be submitted to and approved in writing by the Local Planning Authority.

REASON

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

33. NONSC BNG Plan

Prior to commencement of above ground construction works for the development, a Biodiversity Gain Plan for the development, or development phase, demonstrating compliance with the 10% biodiversity net gain requirement in accordance with the Environment Act 2021, shall be submitted to and approved in writing by the Local Planning Authority. The Biodiversity Gain Plan shall include:

i. Baseline Biodiversity Assessment: Using the latest Defra Biodiversity Metric, a report of the site's pre-development biodiversity value including the site watercourse units; and
ii. On-Site Enhancement and 30-year Habitat Management Plan (HMP) detailing measures to achieve BNG on-site, including species protection, habitat creation, and ongoing management strategies to maintain gains for a minimum of 30 years. The HMP should, as a minimum, include:

- a) Description and evaluation of the features to be managed.
- b) Aims, objectives and targets for management.
- c) Description of the management operations necessary to achieving aims and objectives.
- d) Prescriptions for management actions.
- e) Preparation of a works schedule, including an annual works schedule.
- f) Details of the monitoring needed to measure the effectiveness of management.
- g) Details of the timetable for each element of the monitoring programme.

- h) Details of the persons responsible for the implementation and monitoring.
- i) Report to the Council routinely regarding the state of the Biodiversity Net Gain requirements for development in years 1 (post-completion), 3, 5, 10, 20, and 30, with biodiversity reconciliation calculations at each stage; or

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

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

The development shall be constructed and operated in accordance with the approved details prior to occupation of the relevant phase and shall be retained as such.

REASON

To ensure the development delivers a Biodiversity Net Gain and secures the protection and effective management of the remaining habitat on site in accordance with Section 15 of the National Planning Policy Framework, Policy G6 of The London Plan (2021), and Policy DMEI 7 of the Hillingdon Local Plan Part 2 (2020).

34. RES15 Control of Dust - Construction

No development shall commence until a Plan has been submitted to, and approved in writing by, the LPA. This must demonstrate compliance (drawn up accordance with) the GLA Control of Dust and Emissions from Construction and Demolition SPG (or any successor document).

REASON

Compliance with London Plan Policy SI 1 and in accordance with Mayor of London "The Non-road mobile machinery (standard condition recommended by Mayor of London, London Local Air Quality Management Policy Guidance 2019).

35. NONSC Non-Road Mobile Machinery

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

REASON

Compliance with the London's Low Emission Zone for non-road mobile machinery as per requirements of the London Environment Strategy in accordance with Policy SI 1 of the London Plan 2021 and Policy DMEI 14 of the Hillingdon Local Plan Part 2 (2020).

36. NONSC Wind Effects

Prior to the commencement of above ground works, a detailed assessment of the wind effects and related mitigation for that phase of development. The assessment shall 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).

37. NONSC Sustainable Water Management

Prior to the commencement of development (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. The scheme shall clearly demonstrate how it manages water and demonstrates ways of controlling the surface water on site by providing information on:

a) Sustainable Drainage features:

- i. Surface water discharge - the submitted drainage strategy must identify the proposed method and location of discharging collected surface water from the site in accordance with the hierarchy set out in Policy SI 13 of the London Plan (2021). Where the proposal does not utilise the most sustainable solution, justification must be provided. Any proposal that includes a connection to a private sewer network should provide details of the condition and ownership of the entire drainage route to a public sewer or ordinary watercourse.
- ii. SuDS - the submitted drainage strategy should incorporate Sustainable Drainage System (SuDS) elements that are embedded, where practicable, within the landscaping plan for the development. Preference should be given to above-ground SuDS elements that control water at source and provide wider biodiversity, water quality and amenity benefits. 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.
- iii. Runoff rates - provide the greenfield and proposed runoff rates for a variety of return periods including 1 in 1 year, 1 in 30, 1 in 100, and 1 in 100 plus 40% climate change. Developments should aim to meet greenfield runoff rates unless a suitable justification can

be provided.

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.

Thereafter the detailed 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).

38. NONSC Sustainable Drainage Completion

No building shall be occupied until evidence (photographs and installation contracts) is submitted to demonstrate that the sustainable drainage scheme for the relevant phase of development has been completed in accordance with the submitted details. The sustainable drainage scheme shall be managed and maintained thereafter in accordance with the agreed management and maintenance plan for all of the proposed drainage components.

REASON

To comply with the Non-Statutory Technical Standards for Sustainable Drainage Systems, the National Planning Policy Framework Paragraph 103, London Plan Policies SI 12 and SI 13, along with associated guidance to these policies and Hillingdon Council's Local Plan Part 1 Policy EM6.

39. NONSC Detailed Energy Assessment

Prior to above ground works for the relevant phase, a detailed Energy Assessment shall be submitted to and approved in writing by the Local Planning Authority. The Energy Assessment shall conform to the GLA Energy Assessment Guidance (June 2022 or amended) and shall set out the specific measures (including specifications, type and location) to achieve the zero carbon target required by London Plan SI2. The Energy Assessment shall set out clearly the baseline performance across the development (total kWhr per annum and kgCO₂ per annum) and then how the 'be lean', 'be clean' and 'be green' measures set out in the London Plan shall be applied. The Energy Assessment shall be accompanied by plans and specification of any low or zero carbon technology to be used, including plans of its inclusion with the development. The report shall also clearly set out any 'shortfall' in carbon emissions below the zero carbon target that will form part of a carbon offset payment. The development must proceed and operate in accordance with the approved scheme.

REASON

To ensure the development contributes to a reduction in CO₂ emissions in accordance with Policy SI 2 of the London Plan (2021).

Informatives

1. I52 Compulsory Informative (1)

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

2.

Due to the site being within 6km of Heathrow Airport the crane operator is required to submit all crane details such as maximum height, operating radius, name, and phone number of site manager along with installation and dismantling dates to the CAA Airspace Coordination and Obstacle Management Service (ACOMS) system.

For notification, please follow the link via CAA website:

Crane notification | Civil Aviation Authority (caa.co.uk)

Once crane notification has been received from the CAA, Heathrow Works Approval Team will assess and issue the necessary crane permit. No cranes should operate on site until a crane permit has been issued.

Specific CAA guidance for crane lighting/marking is given in CAP1096: Guidance to crane users on the crane notification process and obstacle lighting and marking (caa.co.uk)

3.

Written schemes of investigation will need to be prepared and implemented by a suitably professionally accredited archaeological practice in accordance with Historic England's Guidelines for Archaeological Projects in Greater London. This condition is exempt from deemed discharge under schedule 6 of The Town and Country Planning (Development Management Procedure) (England) Order 2015.

4.

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

5.

The applicant is advised that any surface water discharge to the Grand Union canal or modification to existing sewer infrastructure will require prior consent from the Canal & River Trust. As the Trust is not a land drainage authority, such discharges are not granted as of right-where they are granted, they will usually be subject to completion of a commercial agreement. Please contact Chris Lee, Utilities surveyor on chris.lee@canalrivertrust.org.uk to discuss this further.(chris.lee@canalrivertrust.org.uk).

6.

The applicant/developer is advised to contact Bernadette McNicholas of the Canal & River Trust's Estates Team (Bernadette.mcnicholas@canalrivertrust.org.uk) in order to ensure that the necessary licences or agreements are obtained prior to any works being carried out on, over or under Trust owned land/waterspace.

7.

Cadent Gas Ltd own and operate the gas infrastructure within the area of your development. There may be a legal interest (easements and other rights) in the land that restrict activity in proximity to Cadent assets in private land. The applicant must ensure that the proposed works do not infringe on legal rights of access and or restrictive covenants that exist. If buildings or structures are proposed directly above the apparatus the development may only take place following diversion of the apparatus. The applicant should apply online to have apparatus diverted in advance of any works, by visiting cadentgas.com/ourservices/gas-diversions Prior to carrying out works, including the construction of access points, please register on www.linesearchbeforeudig.co.uk to submit details of the planned

8. 115 Control of Environmental Nuisance from Construction Work

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

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

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

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

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

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

9. 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.

10. I63 Public Sector Equality Duty of the Equality Act 2010.

As part of the decision making process the Local Planning Authority have taken due regard to the public sector equality duty of the Equality Act 2010.

The Equality Act 2010 seeks to protect people accessing goods, facilities and services from discrimination on the basis of a 'protected characteristic', which includes those with a disability. As part of the Act, service providers are obliged to improve access to and within the structure of their building, particularly in situations where reasonable adjustment can be incorporated with relative ease. The Act states that service providers should think ahead to take steps to address barriers that impede disabled people.

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

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

Hillingdon CIL Charging Schedule 2014 and the Mayor of London's CIL Charging Schedule 2012. Before commencement of works the development parties must notify the London Borough of Hillingdon of the commencement date for the construction works (by submitting a Commencement Notice) and assume liability to pay CIL (by submitting an Assumption of Liability Notice) to the Council at planning@hillingdon.gov.uk. The Council will then issue a Demand Notice setting out the date and the amount of CIL that is payable. Failure to submit a valid Assumption of Liability Notice and Commencement Notice prior to commencement of the development may result in surcharges being imposed.

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

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

153 **Compulsory Informative (2)**

The decision to GRANT planning permission has been taken having regard to the policies and proposals in the Hillingdon Local Plan Part 1 (2012) and Part 2 (2020) set out below, including Supplementary Planning Guidance, and to all relevant material considerations, including The London Plan - The Spatial Development Strategy for London consolidated with alterations since 2011 (2016) and national guidance.

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 39	Trout Road, Yiewsley

Appendix 2: Relevant Planning History

38058/APP/2012/1203 Rainbow And Kirby Industrial Estates Trout Road Yiewsley

Demolition of existing buildings and existing dwelling and erection of 108 residential units, a 50 unit extra care/dementia sheltered housing scheme, 1,529 m2 light industrial floorspace and 437 m2 of restaurant/cafe floorspace associated open space, car parking and landscaping (Outline Application with Access, Layout and Scale being determined).

Decision: 22-02-2013 Withdrawn

38058/APP/2013/1756 Rainbow And Kirby Industrial Estates Trout Road Yiewsley

Demolition of existing premises and erection of 99 residential units (C3), 50 unit extra care/dementia sheltered housing scheme (C3), 1,529.4sq.m light industrial floorspace comprising 17 business units (B1c) and 611.30sq.m of restaurant/cafe (A3) floorspace, associated open space, car parking and landscaping (Outline Application).

Decision: 16-06-2014 Approved

38058/APP/2017/1340 Rainbow And Kirby Industrial Estates Trout Road Yiewsley

Reserved Matters relating to Appearance and Landscaping of outline planning permission ref: 38058/APP/2013/1756 dated 23-07-2014 for Demolition of existing premises and erection of 99 residential units (C3), 50 unit extra care/dementia sheltered housing scheme (C3), 1,529.4sq.m light industrial floorspace comprising 17 business units (B1c) and 611.30sq.m of restaurant/cafe (A3) floorspace, associated open space, car parking and landscaping.

Decision: 04-12-2018 Approved

38058/APP/2018/3554 Land At Rainbow Industrial Estate Trout Road Yiewsley

Continued use of land for car parking (sui generis use) and retention of two portacabin units for 24 months.

Decision: 04-12-2018 Refused **Appeal:** 22-05-2020 Withdrawn

38058/APP/2022/64 Land At Rainbow Industrial Estate Trout Road Yiewsley

Retention of entrance gates and change of use for use class sui generis including container and skip storage; open and closed storage of building, scaffolding and lighting materials; storage of aggregate materials; vehicle storage and sales; and associated installation of portacabins, container stores, transportable silos and other structures for a period of 12 months (retrospective application).

Decision: 18-05-2022 Approved

- 38058/APP/2025/40 Land At Rainbow Industrial Estate Trout Road Yiewsley
 Request for a Screening Opinion under The Town and Country Planning (Environmental Impact Assessment) Regulations 2017 for the construction of a residential-led mixed-use scheme comprising several buildings ranging from two to eleven storeys in height to deliver approximately 400 homes, light industrial space, commercial space, public gardens, and a green link from the High Street to the canal.
Decision: 16-04-2025 Screen/Scope Issued
- 60929/APP/2005/1988 Land West Of High Street And North Of Trout Road Yiewsley West Drayton
 REDEVELOPMENT OF SITE TO PROVIDE 116 RESIDENTIAL UNITS AND RETAIL STORE (7,390 sq.m) WITH ASSOCIATED CAR PARKING AND ACCESS FROM HIGH STREET AND TROUT ROAD (OUTLINE APPLICATION)
Decision: 05-10-2005 Refused **Appeal:** 28-11-2006 Withdrawn
- 60929/APP/2006/1742 Land West Of High Street And North Of Trout Road, Yiewsley
 REDEVELOPMENT OF SITE TO PROVIDE 87 RESIDENTIAL UNITS AND RETAIL STORE (7,390 SQ.M) WITH ASSOCIATED CAR PARKING AND ACCESS FROM HIGH STREET AND TROUT ROAD (OUTLINE APPLICATION).
Decision: 21-12-2006 Refused
- 60929/APP/2006/1743 Land W Of High Street,N Of Trout Road And E Of Grand Union Canal Yiewsley
 REDEVELOPMENT OF SITE TO PROVIDE 90 RESIDENTIAL UNITS AND RETAIL STORE (7,390 sq m gross) ASSOCIATED PARKING, ACCESS AND LANDSCAPING (OUTLINE APPLICATION)
Decision: 26-03-2007 Not Determined **Appeal:** 26-03-2007 Dismissed

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
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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 39	Trout Road, Yiewsley