

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

Case Officer: Mike Kemp	76551/APP/2025/3242
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Date Application Valid:	23/12/2025	Statutory / Agreed Determination Deadline:	24/04/2026
Application Type:	Reserved Matters	Ward:	Wood End

Applicant: **London Borough of Hillingdon Council**
 Site Address: **Land at Avondale Drive, Hayes, UB3 3PP**
 Proposal: **Reserved Matters Application (Access, Appearance, Landscaping, Layout and Scale) pursuant to Condition 1 of Application ref: 76551/APP/2025/2861 (Application submitted under Section 73 of the Town and Country Planning Act 1990 to vary Conditions 3 (Approved Plans); 4 (Approved Supporting Plans/Documents); 5 (Development Scope); 6 (Mix of Units); 7 (Phasing); 9 (Residential Density); 10 (Development Height); and 15 (Landscaping) of planning permission ref. 76551/APP/2021/4502 dated 28-09-2022. (Hybrid planning application seeking OUTLINE permission (with all matters reserved) for residential floorspace (Class C3) including demolition of all existing buildings and structures; erection of new buildings; new pedestrian and vehicular accesses; associated amenity space, open space, landscaping; car and cycle parking spaces; plant, refuse storage, servicing area and other works incidental to the proposed development; and FULL planning permission for Block A comprising 30 residential units (Class C3); new pedestrian access; associated amenity space and landscaping; cycle parking, refuse storage, and other associated infrastructure) to increase the number of homes, remove the existing parking court and increase podium size, revise the height strategy, removal of vehicle access and increase separation distances to create a new public square).**

Summary of Recommendation: **GRANT planning permission subject to 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 conditions set out in Appendix 1.

Section 106 Legal Agreement

This Reserved Matters application does not require a separate legal agreement as the original planning permission for the development (reference 76551/APP/2021/4502) was subject to a detailed Section 106 legal agreement. In addition, Members resolved at the Planning Committee held on 11th March 2026 to grant consent to a Section 73 planning application (reference 76551/APP/2025/2861) to amend the original planning permission, subject to a Deed of Variation to secure the following amendments to the legal agreement accompanying the original permission:

- Provision of affordable housing – increased to 54% by habitable room.
- Healthy streets contribution to be increased to £94,581 to account for increase in dwellings proposed.
- An uplift in the Active Travel Zone contribution to £152,400
- Public open space contribution to be reduced to £71,860 to account for proportional increase in public open space provision on site.
- Children’s play space contribution to be decreased to £55,000 to account for proportionate increase in on site play provision.
- Air Quality contribution of £135,989 to account for increase in forecast trip generation in the event that parking management measures are not implemented; and a financial contribution of £6,363 should parking management measures be introduced.

The proposals contained within the Reserved Matters application under consideration are deemed to align with the obligations set out in the legal agreement accompanying planning application 76551/APP/2021/4502 as well as the Heads of Terms outlined above, relevant to the Section 73 application (76551/APP/2025/2861). No legal agreement is therefore required as part of the Reserved Matters application, nor is any further Deed of Variation required.

1 Executive Summary

- 1.1 Planning permission is sought for the approval of all remaining Reserved Matters (Access, Appearance, Landscaping, Layout and Scale) pursuant to Condition 1 of Application ref: 76551/APP/2025/2861 (Application submitted under Section 73 of the Town and Country Planning Act 1990 to vary Conditions 3 (Approved Plans); 4 (Approved Supporting Plans/Documents); 5 (Development Scope); 6 (Mix of Units); 7 (Phasing); 9 (Residential Density); 10 (Development Height); and 15 (Landscaping) of planning permission ref. 76551/APP/2021/4502 dated 28-09-2022. (Hybrid planning application seeking OUTLINE permission (with all matters reserved) for residential floorspace (Class C3) including demolition of all existing buildings and structures; erection of new buildings; new pedestrian and vehicular accesses; associated amenity space, open space, landscaping; car and cycle parking spaces; plant, refuse storage, servicing area and other works incidental to the proposed development; and FULL planning permission for Block A comprising 30 residential units (Class C3); new pedestrian access; associated amenity space and landscaping; cycle parking, refuse storage, and other associated infrastructure) to increase the number of homes, remove the existing parking court and increase podium size, revise the height strategy, removal of vehicle access and increase separation distances to create a new public square)).

This Reserved Matters application relates to all remaining parts of the site which currently benefit from outline planning permission.

- 1.2 The proposals contained within the Reserved Matters application are consistent with Section 73 application 76551/APP/2025/2861 in terms of quantum of units that would be provided on the site, with a total of 266 homes proposed under the Reserved Matters application across all remaining phases of the development. The proposals do not exceed the maximum number of homes (266) or dwellings per hectare (285 units per hectare) as would be controlled under the recommended conditions attached to Section 73 application 76551/APP/2025/2861. The housing mix aligns fully with the target housing mix specified under the Section 73 application 76551/APP/2025/2861 and provides an appropriate mix of dwelling sizes, including the provision of larger (3 and 4 bedroom) family sized homes. In line with the Section 73 application, the proposals represent an efficient and appropriate re-use of previously developed land, and that the 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, whilst Section 73 application 76551/APP/2025/2861 sets out parameters relating to the total number of dwellings and density of development that would be acceptable on the site. The quantum of housing proposed is acceptable in principle in line with the Local Plan, London Plan and NPPF, subject to all wider implications which are assessed further below and is consistent with Section 73 application 76551/APP/2025/2861.
- 1.3 The development would align with the height parameters specified under Section 73 application 76551/APP/2025/2861. An appropriate approach is taken to the layout of the development and scale and massing of the built form on the site to ensure that this would respond appropriately to the character of the surrounding

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area. Likewise, the approach to the architectural design and treatment of the proposed development is considered acceptable and of a high standard. The development is considered to comply with Policies D3 of the London Plan (2021), BE1 of the Hillingdon Local Plan: Part 1 (2012), Policies DMHB 10, DMHB 11 and DMHB 12 of the Hillingdon Local Plan: Part 2 (2020); Policies D3, D4, D8 and D9 of the London Plan; as well as the NPPF 2024.

- 1.4 The impact of the scale of the development in relation to outlook, daylight, sunlight and overlooking of surrounding properties was assessed under the Section 73 application and was deemed to be acceptable on balance, accounting for the need to achieve an appropriate density of development, whilst balancing this requirement against the impact on future occupiers. The impact of the detailed design approach taken within this Reserved Matters application is considered to not have a significantly adverse impact on the amenity of any adjoining properties consistent with the previous assessment of the impact of the Section 73 proposals given the developments conformity with the Section 73 parameter plans. It is considered that the proposals would provide suitable accommodation for future 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).
- 1.5 The proposed vehicular access arrangements are consistent with the consented access and movement parameter plans. The proposed parking ratio per dwelling would be 0.23 across the site, which would be below the maximum quantum of 0.25 spaces per unit indicatively shown within the Section 73 proposals, as 4 fewer parking spaces are proposed. The parking provision would align with Policy T6.1 of London Plan 2021 and the development would not have an adverse impact on the local highways network. The provision of cycle parking would comply with London Plan Policy T5. The proposals would improve pedestrian access and permeability through the site and seek to prioritise pedestrian movement in line with Policies T1 and T2 of the London Plan; and Policies DMT1 and DMT5 of the Local Plan Part 2.
- 1.6 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.
- 1.7 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 152 residential units

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accounting for the demolition of the existing dwellings on the site). Accordingly, it is recommended that planning permission is granted, subject to the proposed conditions.

- 1.8 On balance, the proposal is acceptable and would be consistent with the overarching aims of the National Planning Policy Framework, The London Plan, and Hillingdon Local Plan.
- 1.9 The planning application is therefore recommended for approval, subject to the conditions contained in Appendix 1; the Section 106 Heads of Terms detailed above, and Stage II referral to the Greater London Authority.

2 The Site and Locality

- 2.1 The site is approximately 1.04 hectares and accommodates the existing Avondale Drive Estate. The estate consists of three 13-storey blocks of flats, each containing 48 flats (total 144 homes). All existing dwellings are two-bedroom flats. The blocks were constructed in the late 1960's using a large panel system.
- 2.2 The Estate is bound by Avondale Drive to the south and Abbotswood Way to the east. Pedestrian access is provided onto Abbotswood Way from the estate. Both pedestrian and vehicular access is provided onto Avondale Drive to the south. Minet Junior School is located directly to the west, directly to the north of the estate is Hitherboom Park, which forms part of a Site of Nature Conservation Importance (Borough Grade 1). To the south of the estate is low rise, predominately 2 and 3 storey traditional housing.
- 2.3 Beyond Abbotswood Way to the east is the A321, the River Crane and then Minet Country Park. The A312 connects to the A40 and the M4, both of which provide access to the M25. Pedestrian and cycle access is provided to Minet Country Park (0.1 miles from the site) via an underpass which passes under the A321. The estate is approximately 0.4 miles due north-east of Hayes Town Centre.
- 2.4 The Reserved Matters application relates to all remaining parts of the site covered under the outline element of hybrid planning permission 76551/APP/2021/4502 and to surrounding covered and uncovered areas of parking, accesses and areas of hard and soft landscaping. Phase 1A of the approved development, which benefits from full planning permission adjoins Minet Junior School was completed in September 2025 and contains a total of 30 dwellings. This Reserved Matters application does not relate to Phase 1A of the site. The specific part of the site to which this Reserved Matters application relates is shown in the location plan below.

Figure 1: Location Plan (reserved matters site area outlined in red and outline area outlined in blue)

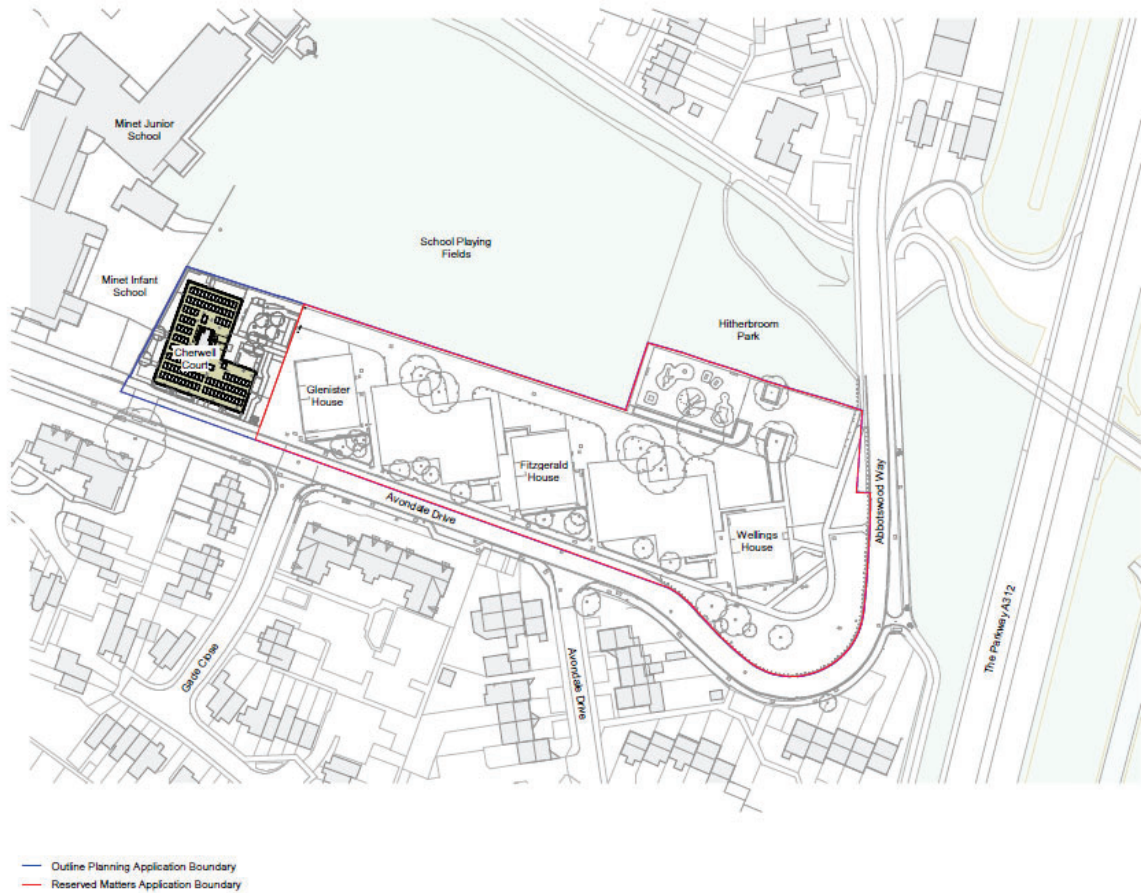


Figure 2: Aerial Image of Application Site



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



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



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



Figure 6: View of Site from Hitherbroom Park to north east



Figure 7: South east corner of Site adjoining Abbotswood Way



Figure 9: Proposed First Floor Plan



Figure 10: CGI showing view towards the development site from Avondale Drive to the west of the site.



Figure 11: CGI showing view towards the development from Abbottwood Road to the north east of the site adjacent to Hitherbroom Park.



4 Relevant Planning History

- 4.1 The applications of primary relevance to the planning application are hybrid planning permission reference 76551/APP/2021/4502, as well as Section 73 application reference 76551/APP/2025/2861 recently considered by members at the planning committee held on 11th March 2026. Members resolved to approve Section 73 application 76551/APP/2025/2861 subject to a deed of variation to secure various changes to the Section 106 agreement set out in the summary of recommendations section of the report above.

5 Planning Policy

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

6 Consultations and Representations

- 6.1 A total of 330 neighbouring properties were consulted directly regarding the proposed development. Site notices were posted surrounding the site on 20th January 2026. The application was advertised within the local press on 15th January 2026.

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

Table 1: Summary of Representations Received

Representations	Summary of Issues Raised	Planning Officer Response
1 public comment has been received in objection to the planning application.	1. Concern regarding impact of demolition works.	The submission of a Construction Management Plan that includes measures to manage works during demolition was secured by condition under the original hybrid planning permission and is therefore applicable.

Table 2: Summary of Consultee Responses

Consultee and Summary of Comments	Planning Officer Response
<u>Airport Safeguarding - Heathrow</u> No objection subject to conditions relating to the submission of a Bird Hazard Management Plan and Glint and Glare Assessment.	These conditions are attached to planning application 76551/APP/2025/286 1 and therefore are applicable.
<u>Transport for London – Underground Infrastructure Protection</u> No comments to make.	Noted
<u>Ministry of Defence Safeguarding</u> The proposed development would have no detrimental impact on the operation or capability of a defence site or asset. The MOD has no objection to the development proposed.	Noted
<u>National Air Traffic Services (NATS)</u> No objection	Noted
<u>Thames Water</u>	The recommended condition is attached

<p>No objection subject to submission of piling plan to be secured by planning condition.</p>	<p>to the outline consent and is therefore applicable.</p>
<p><u>Transport for London</u></p> <p>Consider that the site layout is responsive to the context of the site and a good balance of publicly accessible space and private space. It also makes a welcome and legible public realm connection to Hitherbroom Park, which will be clearly visible from Avondale Drive, and incorporates generous tree planting.</p> <p>Consideration should be given to omitting the railings between the Hitherbroom Link and the park.</p> <p>Careful consideration should be given to ensuring that selection of tree species do not obstruct the pedestrian paths adjacent to right of way.</p> <p>Details regarding the choice of material for crossing the access to the car parks adjacent to Avondale Drive and Abbotswood Way should aim to assert the continuity of pedestrian space and should avoid creating trip hazards for pedestrians from locations where different kerb heights meet.</p> <p>Pedestrian access to the car parking area and some of the cycle stores for the eastern building is from the footpath to the rear of the building between Hitherbroom Link and Abbotswood Way. This is not likely to feel safe to use 24/7 and mitigating measures such as lighting need to be applied to address this.</p> <p>Access to most of the cycle stores is from car parking areas, which is unlikely to feel safe and attractive. It will also be difficult for people, particularly users of larger cycles, to access these stores between and behind car parking spaces. Such an arrangement could work as a secondary means of access but the primary access should either be from a dedicated external entrance or the building lobby.</p> <p>Cycle parking should be designed in line with London Cycle Design Standards, as referred to in Policy T5 of the London Plan. This includes providing appropriate aisle widths, ensuring access to cycle</p>	<p>Officers note the issues raised within TfL's response and consider that the additional details requested may be provided as part of a detailed landscaping plan which requires the submission of details relating to surfacing, boundary treatments, soft landscaping and cycle parking, which is required by planning condition.</p>

<p>parking areas if automated and that an appropriate mix of cycle parking stands (including providing at least 5 per cent being suitable to accommodate larger and adapted cycles (i.e. 1.8m spacing between Sheffield stands).</p>	
<p><u>Highways Authority (London Borough of Hillingdon)</u></p> <p>The safety of vehicular access is assessed to be acceptable, however to provide good visibility for vehicles leaving the Phase 1B access onto Abbotswood Way it is required that the tree proposed to be planted immediately to the south of this access is relocated, this is to improve driver sightlines.</p> <p>Across both phases of the development the ratio of car parking spaces to dwelling units would be 0.26, this is satisfactory. The applicant has confirmed that spaces would be leased and not sold.</p> <p>The quantum of disabled car parking and spaces with active electric vehicle charging spaces is in accordance with the London Plan 2021 Policy 6.1 Residential Car Parking and is accepted.</p> <p>The Parking Management Plan mentions that “any unauthorised vehicle that is observed to be repeatedly parking within the car park may then be subject to a penalty, issued by LBH via their standard procedures”. The Highway Authority require the applicant to confirm that the Council’s parking enforcement team is willing to carry out this enforcement.</p>	<p>It is considered feasible that the tree may be relocated as part of the detailed landscaping proposals to be secured by planning condition if required to achieve appropriate visibility.</p> <p>It is envisaged that the parking management within the site would be managed by the company responsible for managing the site rather than the Councils parking enforcement team. Detail for parking enforcement would be set out within the car parking management plan to be secured by planning condition.</p>
<p><u>Access Officer</u></p> <p>Play equipment, including for children with disabilities is required.</p> <p>No apparent indication of accessible M4(2) and M4(3) units shown on plan. Typical floor plan layouts lack detail, showing dimensions and clear access zones.</p>	<p>Details relating to the provision of accessible play equipment is required as a condition of the original planning permission.</p> <p>It is a requirement by condition that 90% of dwellings are constructed to meet the standards for a Category 2 M4(2)</p>

	<p>dwelling, as set out in Approved Document M to the Building Regulations (2010) 2015, and all such provisions shall remain in place for the life of the building. the remaining 10% of all units shall be constructed to accord with the technical specifications of Section M4(3)(2)(b) for a Wheelchair Accessible dwelling as set out in Approved Document M to the Building Regulations 2010 (2015 edition).</p>
<p><u>Urban Design Officer</u></p> <p>The reserved matters building heights are all shown as below the maximum of the outline application. Therefore, the massing is within the constraints of the parameter plan.</p> <p>The proposed vehicle, pedestrian and emergency routes comply with Parameter Plan 3 Access and Movement of the outline application.</p> <p>The elevations are considered overly simplistic. The use of contrasting brickwork at the building corners is not sufficient to clearly articulate a vertical or horizontal expression and is too insignificant to add interest to the elevations. The wrapping corner detail appears arbitrary and unrelated to the rest of the building, especially as the duplexes are not discernible in window arrangement and this detailed is positioned immediately edging a window which looks odd.</p> <p>Additionally, a full material specification for every material used for the proposed buildings is required at Reserved Matters stage to allow proper assessment of the quality of the proposed appearance. Additionally, all materials samples</p>	<p>Amendments have been made to the submitted plans which include additional brick detailing to the building tops and lower sections of the buildings which add some additional visual interest.</p> <p>Whilst noting that elements of the design approach are simplistic, the general design approach is considered appropriate, in keeping with the character of the area and would not appear harmful, incongruous or otherwise out of place.</p>

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<p>should be sent to the planning authority or a mock up of the materials built on site. Further, the rainwater goods should be shown on the elevations and the location of any expansion joints.</p> <p>The information provided associated with the landscape proposals both hard and soft is comprehensive. Play equipment includes too many elements that does not sufficiently encourage physical activity such as play panels. This type of equipment mainly promotes sedentary or low-movement play. More consideration should be given to play equipment that encourages activity, or is popular with a wider range of children such as swings.</p>	<p>Additional details relating to materials and play provision would be secured by planning condition.</p>
<p><u>Noise Officer</u></p> <p>No objection</p>	<p>Noted.</p>
<p><u>Waste Strategy Officer</u></p> <p>No comments received</p>	<p>Noted that no comments have been received. Details relating to waste and recycling are required in line with Condition 8 of the planning permission.</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 Deed of Variation to the original S106 Agreement.</p>
<p><u>Local Lead Flood Authority (Metis)</u></p> <p>No objection</p>	<p>Noted</p>
<p><u>Metropolitan Police</u></p> <p>No comments received.</p>	<p>No objections were raised by the Police in relation to the original planning application. A condition was attached to the Section 73 application requiring</p>

	that security details are provided prior to the commencement of each residential phase of the development, as well as a requirement to achieve Secured by Design Gold Accreditation
<u>London Fire Brigade</u> No response received.	Fire safety matters have been reviewed by HSE and the GLA and are assessed to be acceptable. A condition is attached to the Section 73 application requiring the submission of the principles of a Fire Statement and a comprehensive Fire Statement at different stages of the development.
<u>Health and Safety Executive</u> The Building Safety Regulator (BSR) is content with the fire safety design as set out in the project description, to the extent it affects land use planning considerations.	Noted
<u>Greater London Economy Circular Economy Team)</u> The Council are currently awaiting comments from the Circular Economy Team at the GLA any comments received prior to the planning committee will be published as an addendum to this report or reported verbally to members.	

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 Policy GG4 (Delivering the homes Londoners need) of the London Plan (2021) states the aim to create a housing market that works better for all Londoners.
- 7.3 The site is located within the Hayes Opportunity Area and Hayes Housing Zone, London Plan Policy SD1 - Opportunity Areas is applicable. The London Plan sets indicative targets for the Hayes area to delivery 4,000 additional homes and 1,000 additional jobs.
- 7.4 London Plan Policy SD10 - Strategic and local regeneration is also relevant in that it provides support for regeneration initiatives that tackle inequalities including environmental, economic and social barriers that affect the lives of our communities. The provision of new homes which meet modern space and building standards, together with the improved layout of the estate will significantly improve living conditions for returning and new residents.
- 7.5 London Plan (2021) 'Policy H8; Loss of existing housing and estate regeneration' relates specifically to proposals for housing estate regeneration. And states that the loss of existing housing should be replaced by new housing at existing or higher densities with at least the equivalent level of overall floorspace. Demolition of affordable housing, including where it is part of an estate redevelopment programme, should not be permitted unless it is replaced by an equivalent amount of affordable housing floorspace.
- 7.6 Planning permission has been granted for the demolition of the existing buildings on the site consisting of 144 homes. The original planning permission included the provision of 240 homes, which equates to a net increase of 96 dwellings. The proposals would provide an additional 56 dwellings above the previously consented quantum of dwellings and a net increase of 152 units, compared to the number of dwellings currently provided on site within the three blocks of flats.
- 7.7 The proposals contained within the Reserved Matters application are consistent with Section 73 application 76551/APP/2025/2861 in terms of the number of units that would be provided on the site, with a total of 266 homes proposed across all remaining phases of the development. The proposals do not exceed the maximum number of homes (266) or dwellings per hectare (285 units per hectare) as would be controlled under the recommended conditions attached to Section 73 application 76551/APP/2025/2861.

- 7.8 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. As the proposals would facilitate the provision of 266 homes (+156 net increased accounting for the existing units that would be demolished) the substantial contribution of the development in providing new homes within the borough must be afforded significant weight where considering the public benefits of the development.
- 7.9 In line with the Section 73 application, the proposals represent an efficient and appropriate re-use of previously developed land, providing an uplift in housing on the site as part of an estate regeneration scheme and is considered acceptable. The principle of residential development on this site has been previously established under the previously consented hybrid planning application, whilst Section 73 application 76551/APP/2025/2861 sets out parameters relating to the total number of dwellings and density of development that would be acceptable on the site. The quantum of housing proposed is acceptable in principle in line with the Local Plan Parts 1 and 2, the London Plan (2021) and the NPPF (2024), subject to all wider implications which are assessed further below.

Housing Mix

- 7.10 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.
- 7.11 Section 73 application 76551/APP/2025/2861 sets out that the following mix of dwelling sizes must be delivered within the outline phase of the development:
- One bedroom homes – 32-36%
 - Two bedroom homes – 42-46%
 - Three and four bedroom homes – 20 to 24%

7.12 Any Reserved Matters application must therefore provide a mix of dwellings which falls within the above range. The mix of dwellings proposed for Phases 1B and 2 as proposed is set out below:

Size of Dwelling	Total (units)	%
1 bed	94	35%
2 bed	114	43%
3 & 4 bed	58	22%
Total	266	100%

7.13 The above housing mix aligns fully with the target housing mix specified under the Section 73 application 76551/APP/2025/2861 and provides an appropriate mix of dwelling sizes, including the provision of larger (3 and 4 bedroom) family sized homes. The proposals therefore align with Policy H10 of the London Plan and Policy DMH 2 of the Local Plan Part 2.

Affordable Housing

7.14 Affordable housing equating to 51.7% of all dwellings (by floorspace) was secured within the legal agreement accompanying planning permission 76551/APP/2021/4502. Section 73 application 76551/APP/2025/2861 proposed to increase provision to 53%. In both instances affordable housing provision would be above the existing quantum of affordable floorspace provided on site as a higher number of larger homes (3 and 4 bedrooms) are being proposed than existing. The plans submitted under this Reserved Matters application would deliver the indicative quantum of affordable floorspace proposed under the Section 73 application. On this basis the proposals would comply 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).

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

7.15 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.

7.16 Height parameter plans accompanied planning application 76551/APP/2025/2861 therefore all development on the site must sit within the height limits specified in the parameter plans. The site is not located within an area which has been designated as suitable for a tall building in locational terms in line with Local Plan Policy DMHB 10, however accounting for the wider appropriateness of the design approach and public benefits of the development,

the development height, scale and massing was considered to be acceptable, as assessed under the original planning application. A TVIA was submitted in support of the Section 73 application, this included an assessment of the impact of the development in relation to six of the twelve previously selected viewpoints, scoping out views where the development is unlikely to appear prominent, as informed by the previous TVIA. Overall, the scope of development proposed under the Section 73 outline proposals was considered to sit appropriately within the wider townscape, likewise officers would draw similar conclusions in relation to the current proposals given their consistency with the Section 73 plans and general appropriateness of the design approach.

- 7.17 Phase 2 of the site consists of a single development zone. The revised building heights parameter plan for this part of the site accompanying the Section 73 application proposed a maximum height parameter of six storeys across this part of the site. The six-storey parameter zone would sit behind a narrow rectangular zone adjoining the street, where the maximum permitted height would be up to two storeys. The plans accompanying this Reserved Matters application includes a row of two storey townhouses, which would face Avondale Drive with a row of three six storey buildings located to the rear, sited perpendicular to Avondale Drive. The six storey buildings would each be separated by landscaped private courtyards at first floor level serving as private amenity space for each of the houses/apartments within this phase of the development. The landscaping at first floor level would sit above ground floor podium parking provided for residents. Providing two storey townhouses at ground floor level would be positive in design terms and would provide activation along this part of the frontage to Avondale Drive and an appropriate sense of scale along the street which also relates to the lower height and scale of development opposite.
- 7.18 The height parameter plans for Phase 1B of the development accompanying the Section 73 application included maximum height parameters at 10 storeys in height which would be broken up by areas of lower height at seven storeys (26.2 metres) and 8 storeys (29.43 metres). Whilst Phase 1B of the development includes taller elements in two areas, as assessed above, the height is proportionate and sensitive to the existing context and would integrate appropriately in principle with the adjoining street scene in Avondale Drive and Abbotswood Road.
- 7.19 The distribution of height across the site would be consistent with the approved building heights parameter plan. In terms of massing, a variation in height is proposed across the site, to break up the overall volume of built form on the site, to ensure that the development would not appear imposing. The approach taken is considered to respond positively to the surrounding street scene, and whilst the development includes higher elements at 10 and 8 storeys, this would not appear imposing or dominating with the street scene. It must also be noted that there are also existing blocks of flats on the site are each 13 storeys and are therefore sizeable structures in scale which set some precedent for taller buildings on the site.

- 7.20 As noted in the above section of this report relating to the principle of development there is a clear policy directive in favour of ensuring that developments are of an optimum density which makes the best use of sites, as set out in Paragraph 124 of the NPPF; Paragraph H1 of the London Plan; and Policy DMHB17 of the Local Plan Part 2. This was afforded weight where considering the proposals submitted under the Section 73 application, whereby officers considered that the approach to the height and siting of development, as shown on the parameter plans adequately demonstrated that the increased quantum of units proposed can be delivered on the site whilst corresponding appropriately to the character and appearance of the surrounding area. Likewise, similar conclusions may be drawn from the plans presented under the reserved matters application, as the detailed plans demonstrate that a dense development, comprising taller elements can be delivered in an appropriately designed manner.
- 7.21 In terms of elevational treatment, a combination of light, medium and darker shades of red brick is proposed across the proposed buildings, with white brick detailing proposed as a means of providing expression on the corners of the buildings. The palette of materials is responsive to the existing housing development in Avondale Drive, which feature a varied palette of red and buff brick. The architectural detail also takes cues from the Minet Clinic Building which occupies a prominent position in Avondale Drive to the west of the site. Phase 1A of the development which has been completed features medium red brick as a primary material across the façade of all elevations. The variation in the tone of the red brick assists in breaking up the volume of the development, providing clear differentiation between the different sections of the built form across the site. Corner detailing featuring bands of stretcher bond white brickwork is proposed to refine the edges of the taller buildings across the site. An alternating hit and miss pattern of light and dark bricks is used on the front elevation of the duplex buildings which adds visual interest to these buildings. The approach to materiality and elevational treatment is considered acceptable, subject to the submission of a detailed schedule of materials, alongside samples which would be required as a planning condition of the Section 73 application.
- 7.22 Active frontages are proposed along Avondale Drive, Abbotswood Way, the new area of open space and northern access route adjoining Phase 1B of the development with low boundary railings and low-level hedges providing activation and surveillance of the public realm. The landscaped private courts are attractively designed and incorporate the provision of play and soft landscaping. The spaces, as assessed in the amenity section of this report are considered to provide appropriate standards of amenity for future occupiers.
- 7.23 It should be noted that approval of a detailed Design Code is required prior to the commencement of development by way of a planning condition applied to the Section 73 application. It is noted that the Design Code has been submitted for approval and is currently being reviewed by officers. The Design Code and Reserved Matters applications must be consistent in their aims in ensuring that a high standard of development is achieved across the site.

Landscaping and Public Realm

- 7.24 The Section 73 application included the removal of vehicular access and car parking from the space between the development zones to be provided within Phase 2 and Phase 1B. It is instead proposed that this part of the site would be for pedestrian use only, with vehicles restricted from using this space, except for emergency vehicles. The amendments allowed for a higher standard of public open space, compared with the consented scheme given the substantial improvements to the useability and potential attractiveness of this part of the site. The amendments allow for the inclusion of play provision within this part of the site that would be accessible to the wider public, as well as further soft landscaping and the retention of a Category B tree, which was previously scheduled for removal. As indicated within the Access and Movement Parameter Plan, the proposals would provide more direct and legible access to Hitherbroom Park, compared with the consented scheme where access would be more convoluted and would represent an enhancement compared with the consented proposals.
- 7.25 The detailed design proposals achieve consistency with the Section 73 parameter plans in providing the delivery of a high-quality area of public realm which would incorporate play equipment, new planting and retention of existing trees, whilst providing direct legible pedestrian access to Hitherbroom Park. The new area of public open space would be a valuable public asset and would improve the quality of the street scene along Avondale Drive. The proposals include the planting of several street trees along Avondale Drive and Abbotswood Road, which would enhance the general quality of the public realm, whilst contributing towards urban greening and biodiversity net gain. This additional planting along with the retention of existing trees where feasible would complement existing planting along these streets and would generally enhance the quality of the public realm.
- 7.26 2775sqm of public open space would be provided within the development site and the distribution of the open space is in alignment with the Open Space and Public Realm Parameter Plan submitted under the Section 73 application.
- 7.27 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. The majority of the balconies at upper level are observed to perform well during summer and winter with comfort levels at sitting. The assessment identifies an outdoor seating area on Phase 2 where the wind conditions are unsuitable for the intended use. As advised within the report, this may be mitigated through additional landscaping, a matter which may be addressed through the detailed landscaping scheme required by planning condition.
- 7.28 In summary, the approach to the provision of new landscaping and public realm within the development is considered appropriate and would substantially improve the quality of the public realm compared with the existing situation. The

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detailed design approach aligns with the Open Space and Public Realm Parameter Plan submitted under the Section 73 application. Subject to the submission of a detailed landscaping strategy to be secured by condition in line with the Section 73 application, the approach to landscaping and public realm would be appropriate in design terms.

Security

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

Summary of Design Approach

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

Residential Amenity

- 7.31 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.
- 7.32 A Daylight, Sunlight and Overshadowing Assessment was submitted as part of the original planning application which assessed the impact on neighbouring residential occupiers, as well as assessing the quality of daylight/sunlight for future occupiers in terms of both internal habitable rooms, private and communal amenity areas and areas of public open space. An addendum to the submitted Daylight and Sunlight Assessment was prepared in support of the amended proposals contained with the Section 73 application, which assessed the additional scope of development proposed on daylight and sunlight to neighbouring receptors and for future occupiers. The submitted report was benchmarked against the consented scheme and included an assessment against an indicative development masterplan to account for indicative distribution of height and massing. The indicative masterplan broadly aligns with

the detailed plans submitted under this Reserved Matters application in terms of the distribution of height and massing.

- 7.33 The Addendum to the Daylight and Sunlight Assessment submitted under the Section 73 application indicated that the amendments to the approved scheme, as reflected within the indicative masterplan would have a low to negligible impact on surrounding residential receptors in terms of daylight/sunlight impacts, where assessed against the BRE test criteria for Annual Probable Sunlight Hours (APSH), Vertical Sky Component (VSC) and No Sky Line (NSL). This includes an assessment of all adjoining properties on Avondale Drive, Gade Close and Clivesdale Drive. APSH measures the long terms average number of hours a south-facing window or area receives direct sunlight. VSC measures the amount of direct skylight reaching the centre of a window, expressed as a percentage of available light from an unobstructed sky. NSL determines areas within a room where no part of the sky is visible. In instances modest improvements are noted compared with the consented scheme. The Reserved Matters application includes a comparative assessment of the daylight and sunlight impacts of the Section 73 illustrative masterplan and the Reserved Matters application on existing properties. The submitted analysis indicates that any differences in daylight/sunlight to existing properties between the illustrative masterplan and Reserved Matters proposals would be minimal. This would be expected given the general alignment between the illustrative masterplan and detailed design proposals submitted under the Reserved Matters application.
- 7.34 On a similar basis, the maximum height parameters and development zone parameters submitted under the Section 73 proposals allowed for an assessment of the impact of the scale of development on existing properties in terms of outlook and the degree to which the scale of development would appear overbearing in relation to existing properties. It was concluded that accounting for the separation distance between the proposed buildings and the existing residential dwellings and where accounting for the context of the existing buildings on the site it is considered that the development would not appear overbearing in scale. Accounting for the development's consistency with the Section 73 building height and development zone parameter plans, officers would similarly conclude that the detailed proposals would not have an oppressive or overbearing impact on the surrounding residential properties.
- 7.35 In relation to the Section 73 proposals, the assessed impact of overlooking and loss of privacy to existing occupiers was based upon the location of development zones and the height parameters as the detailed design was not provided at this stage, including details of proposed windows and balcony spaces. Nevertheless, it was concluded that the development would not result in an unacceptable loss of privacy to existing occupiers. This assessment was based upon reasonable assumptions regarding the likely location of windows and balconies. Details of the internal layout of the proposed flats, windows and balcony/external amenity spaces are provided within the Reserved Matters application and conclusions can therefore be made regarding the impact of overlooking and loss of privacy resulting from the development. The site layout and position and orientation of the balcony spaces would limit the degree of overlooking that would occur. In

relation to the nearest adjoining properties to the south of the site at Gade Close and Avondale Drive there would not be direct overlooking between facing sets of windows or from balconies in most cases. An exception would be where windows are proposed within Phase 2, facing Nos.1 to 24 Gade Close. A separation distance of between 23 and 24 metres would however be retained that would afford an appropriate privacy. In the case of No.133 Avondale Drive there would be a degree of overlooking of the garden space of this property, although a separation distance of 13 metres is proposed between windows serving habitable spaces and the garden serving this property and this is considered to be an appropriate separation distance in affording privacy for future occupiers. It must also be taken into account that all surrounding properties to the south are already overlooked to a degree by the existing flats on the site. Accounting for this, the layout of the proposed development of the site and its urban context, it is considered that the development would not have an adverse impact on the residential amenity of the adjoining properties to the south by reason of overlooking or loss of privacy.

- 7.36 A separation distance of 60 metres is retained to the existing residential dwellings to the north at Abbotswood Road and it is considered that the development would not impact adversely on the amenity of any of these properties by reason of overlooking or loss of privacy. Whilst the north elevation of the buildings in Phase 2 would adjoin the Minet Junior School fields, the main aspect of the units would not be facing the school, albeit that there would be habitable windows within the north elevation of these blocks. Balconies have been sited to avoid overlooking of the school to minimise any safeguarding issues.
- 7.37 In summary, it can be concluded that the development would not have a significantly adverse impact on the amenity of any adjoining properties and the development would comply with Policy DMHB 11 of the Hillingdon Local Plan: Part 2 - Development Management Policies (2020).

Quality of Proposed Residential Accommodation (Internal and External)

- 7.38 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.'
- 7.39 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. This includes ensuring that development complies with Nationally Described Space Standards (NDSS). This

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would be the case within the proposed development, as each of the flats aligns with the relevant NDSS relevant to the proposed dwelling sizes and number of occupiers.

- 7.40 Of the 266 units proposed 123 would be dual aspect (47%), whilst 160 (60%) of the units would be either dual or enhanced aspect (two different orientations, with the second aspect not meeting the full definition set out within the Housing Design Standards LPG). No north facing single aspect homes are proposed. The GLA's Support for Housebuilding LPG withdrew previous guidance requiring new homes to be dual aspect unless exceptional circumstances make it impractical or undesirable and requires that flexibility should be afforded to the provision of dual and single aspect dwellings by decision makers. Where single aspect dwellings are proposed, it should be demonstrated by the applicant that they will have adequate passive ventilation, daylight and privacy, and avoid overheating.
- 7.41 The submitted Daylight and Sunlight Assessment includes an assessment of all habitable rooms within the development, where assessed against the Illuminance (SDA) and Sunlight Exposure (SE) tests. Performance is assessed to be reasonable with 84% of all rooms within the development achieving compliant standards of daylight performance. The scale of development and proximity between the blocks has resulted in some level of underperformance within the development, however some level of underperformance is unlikely to be avoided where also developing the site to an optimum density.
- 7.42 As noted, Paragraph 130 of the NPPF (2024) 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) which is considered to be the case in this instance. Taking this into account, it is considered that the proposals achieve an appropriate balance in increasing the density of development and number homes provided on the site, whilst ensuring that appropriate standards of amenity are provided for future occupants.
- 7.43 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. Each of the proposed apartments would be provided with balconies of a depth which complies with the minimum dimensions set out under Policy DMHB 18 of the Local Plan Part 2. In the case of ground floor flats and apartments adjacent to the internal communal areas, external yard spaces are proposed, the design of which are considered appropriate in amenity terms.
- 7.44 The applicant's Design and Access Statement and Hard and Soft Landscaping Parameter Plans which accompanied the Section 73 application indicated that 1,825 sqm of communal (private) amenity space would be provided within the development to serve future occupiers, this would be in addition to private areas of amenity space such as balconies/terraces. The quantum of communal

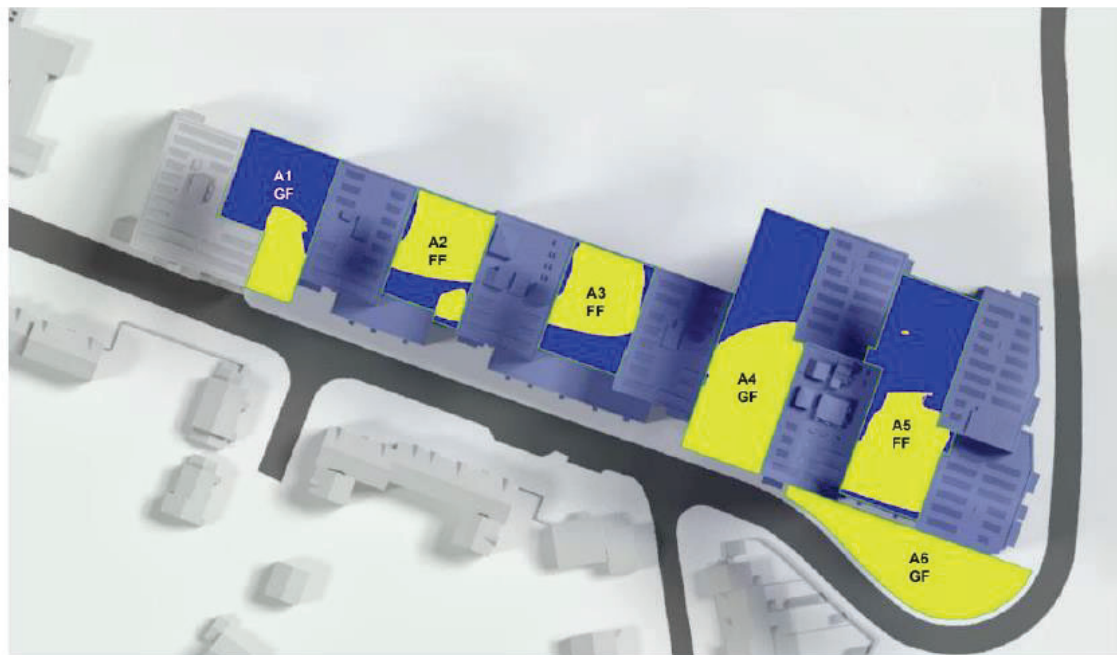
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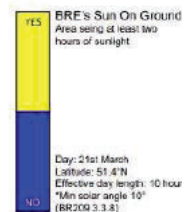
amenity spaces is consistent with the provision of communal amenity space shown under the plans accompanying the Section 73 application. As assessed under the Section 73 application there would be a shortfall in terms of the size of communal amenity space that would be provided, accounting for the quantum of development, however this should be balanced against the existing and proposed provision of public open space on site, and within the surrounding area. Approximately 2775sqm of public open space would be provided within the development site, whilst the site adjoins Hitherbroom Park and is within 200 metres of an extensive area of public open space at Minet Country Park, as well as a smaller area of public open space approximately 400 metres to the north adjoining Priory Close. A public open space contribution of £71,860 would also be secured towards improving public open spaces within the vicinity of the site. On this basis it was assessed that an appropriate quantity of private amenity space would be provided within the development.

- 7.45 The Section 73 application included an assessment of the performance of external communal amenity areas associated with the development based upon the indicative massing. The assessment concluded that all but one of the spaces exceeding the target requirement to ensure that at least 2 hours of sunlight is achieved for 50% of the amenity space on 21st March. The communal space adjacent to Phase 1 of the development falls below this requirement with 34% receiving recommended sunlight on 21st March. The diagram and table below taken from the applicants Daylight and Sunlight Assessment shows daylight and sunlight performance for each of the external amenity areas accounting for the detailed design approach presented within the reserved matters application:

Figure 12: Daylight and sunlight performance for external amenity areas



Area	Floor level	Total Area (sq.m)	Area more than 2 hours (sq.m)	Area % more than 2 hours
1	Ground	551.81	179.20	32
2	First	438.38	327.89	75
3	First	443.29	294.89	67
4	Ground	917.24	536.05	58
5	First	876.52	392.53	45
6	Ground	605.32	605.32	100
Total		3832.55	2335.87	63



7.46 The quantity of sunlight to these spaces is reduced slightly compared with the S73 proposals and it is noted that Areas 1 and 5 would not achieve the recommended 2 hours of sunlight for 50% of the amenity space on 21st March. Approximately 65% of Area 1 and 67% of Area 5 would receive two or more hours of sunlight on 21st June, where demand for use of the outside communal spaces is increased, with between 87 and 100% of the other communal areas achieving two or more hours of sunlight on 21st June. Accounting for this, it is considered that space would on balance receive appropriate standards of daylight and sunlight. It is also noted that occupiers would have access to the other areas of communal and public open space, as well as existing areas of public open space located close to the site including Hitherbroom Park and Minet Country Park.

7.47 The site layout would afford a separation of 18 metres between facing sets of windows between the courtyard spaces and across most of the area of public open space. Across a small section of the development, there would be a front-to-front separation distance of 15 metres resulting from the site geometry and a narrowing of the northern section of the site. In general terms it is considered that the separation distances afforded would provide acceptable privacy for future occupiers accounting for the high-density urban context of the development site.

- 7.48 Accounting for the above assessment, 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

- 7.49 Policy S4 of The London Plan (2021) states that residential development proposals likely to be used by children and young people should incorporate good-quality, accessible play facilities for all ages. At least ten square metres of playspace should be provided per child.
- 7.50 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.
- 7.51 Under the Section 73 application it was assessed that the estimated child yield for the development as revised would be 198.9 accounting for the size and mix of homes which would generate a child play space requirement of 1988sqm. The parameter plans submitted alongside the Section 73 application indicated that the development would be capable of providing 1444sqm of play provision. The plans accompanying the Reserved Matters application indicates that 1646sqm of play provision can be provided within the site within the private communal courtyards located at first floor level in Phase 1b and Phase 2 and within the new area of public open space between these blocks leading to Hitherbroom Park as well as 'play on the way' provision adjacent to Avondale Drive.
- 7.52 There remains a potential shortfall of 544sqm when assessed against the target play space provision of 1988sqm. The closest parks/recreation grounds to the application site is Hitherbroom Park (within 400m) and Minet Park (within 800m) which as part of the estate-wide play space strategy represent provision that is accessible and suitable to meet the needs of future occupiers. A financial contribution of £55,000 would also be secured as part of the Section 73 towards the creation of a children's play space to be provided off-site to compensate for the loss of the existing play space located on the site.
- 7.53 Relevant conditions are to be attached to the Section 73 application requiring details of play equipment, as part of the detailed landscaping scheme, and details of accessible play equipment required specifically under a separate planning condition.

- 7.54 In summary, both the detailed and outline elements of the proposals are considered not to conflict with Policy EM4, Policies DMCI 4 & 5, DMHB 18 & 19, and Policies G4, D6, S4 of the London Plan (2021).

Transport, Highway Impact and Parking

- 7.55 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.
- 7.56 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.
- 7.57 Policy T4 of The London Plan (2021) states that development proposals should not increase road danger. Policy T5 states that development proposals should help remove barriers to cycling and create a healthy environment in which people choose to cycle. Policy T6 states that new residential development should not exceed the maximum parking standards detailed in Table 10.3. Car-free development should be the starting point for all development proposed in places that are well-connected by public transport or that are planned to be. All residential car parking spaces must provide infrastructure for electric or Ultra-Low Emission vehicles. At least 20 per cent of spaces should have active charging facilities, with passive provision for all remaining spaces. Disabled person parking should be provided for new residential developments in accordance with Policy T6. Policy T7 states that development proposals should facilitate safe, clean, and efficient deliveries and servicing. Provision of adequate space for servicing, storage, and deliveries should be made off-street, with on-street loading bays only used where this is not possible.
- 7.58 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').
- 7.59 The outline parts of the site have a PTAL of 1b which indicates relatively poor public transport accessibility, whilst a small section of Phase 1A of the site has a PTAL of 2. Within outer London areas falling within PTAL 0-1 up to 1.5 spaces may be provided per dwellings as a maximum standard.

- 7.60 The Section 73 proposals included the indicative provision of 74 car parking spaces across the site including 8 blue badge spaces. 68 car parking spaces were proposed in the outline area of the consented scheme. The indicative parking provision within Section 73 equates to a ratio of 0.25 spaces per unit, compared with 0.28 parking spaces per unit which was previously consented, albeit that the total number of parking spaces has increased.
- 7.61 Phase 1B of the proposed development accommodates undercroft parking accessed via a proposed access with Abbotswood Way, above which there is a resident's courtyard at first floor podium level. Phase 2 accommodates an undercroft parking area, accessed via a proposed access with Avondale Drive, between Blocks B and C. The safety and suitability of access into these parking areas from Avondale Drive and Abbotswood Way is considered acceptable, subject to the repositioning of the tree adjoining the access to Phase 1B a change which should be incorporated within the final landscaping scheme to be secured by planning condition. Phase 1A of the development that has already been constructed does not include the provision of parking spaces. A lower number of parking spaces are proposed under this Reserved Matters application than were previously indicated in the Section 73 application. 28 parking spaces are proposed in the Phase 1B podium and 42 spaces in the Phase 2 podium. 8 of these spaces would be blue badge parking spaces (3%). The proposed parking ratio per dwelling would be 0.23 across the site, which would be below the maximum quantum of 0.25 spaces per unit indicatively shown within the Section 73 proposals, as 4 fewer parking spaces are proposed.
- 7.62 A Parking Management and Allocation Plan is required by planning condition, as per the requirements of the Section 73 and original planning applications. A Car Parking Management and Allocation Plan has however been submitted under the current application. The Management Plan confirms that the parking spaces would be leased and not sold. The Parking Management Plan sets out that car parking allocation will be prioritised to returning residents who were previously residents affected by the redevelopment proposals, it is understood that this would be an obligation on behalf of the Council as developer. Aside from the obliged allocation of parking spaces to returning residents, it would be expected that the Parking Management and Allocation Plan prioritises the allocation of parking to the larger family sized dwellings of 3 or 4 bedrooms and this provision should be included within the final Parking Management and Allocation Plan to be secured by planning condition. A condition is attached to the Section 73 application to secure the submission and approval of an appropriate Delivery and Servicing Plan to ensure compliance with Policy T7 of The London Plan (2021).
- 7.63 The proposed parking ratios do not exceed the maximum standards set out in Policy T6 of the London Plan. The proposed parking ratios are relatively low and most occupiers would not have access to allocated parking spaces. The surrounding roads are not subject to resident parking controls. The impact of displacement of additional vehicles within the surrounding streets was assessed

under the Section 73 application. It was considered that the impact of any displacement would not result in severe harm to highway safety or amenity. To mitigate the impact in the absence of parking controls, a financial contribution of £50,000 was secured prior to the first occupation of the 31st dwelling (first dwelling within the outline area of the site) towards the implementation of a parking management area. This would place restrictions on parking within the streets surrounding the site, which would include permit-based restrictions on parking to ensure that necessary on-street parking is provided for existing residents. Access to obtain parking permits within any parking management area for future occupiers of the proposed development would not be permitted in line with Schedule 13 of the S106 Agreement. Consequently, these measures would serve to prevent overspill parking, whilst not reducing preventing on street parking for existing residents where necessary.

- 7.64 Based on the scope of the Section 73 proposals the applicants Transport Assessment indicated that there would likely be an additional 36 and 31 two-way vehicular trip movements generated in the AM and PM peak respectively compared with the consented scheme and an overall increase of 117 two-way vehicular trip movements per day. The increase in two-way daily and peak vehicular movements was assessed by the Highway Authority, who considered that the impact of the additional trip generation would not have a severe impact on the function of the surrounding road network. Were the parking management scheme to be implemented, there would likely be a decreased trip generation of -145 compared with the existing trip generation associated with the estate and 17 additional trips above those associated with the consented proposals were parking controls to be implemented. The submitted Transport Assessment Addendum accompanying the Reserved Matters application suggests that the trip generation figures associated with detailed proposals would be unchanged. It is therefore considered that the proposals would not have a severe impact on the local highway network.
- 7.65 Taking into account all relevant considerations relating to the provision of parking and associated vehicle movements and trip generation, it is considered that on balance that the proposed development complies with Paragraph 116 of the NPPF (2024), Policies T4, T5, T6, and T7 of The London Plan (2021), and Policies DMT 1, DMT 5, DMT 6, and DMT 2 of Hillingdon Council's Local Plan Part 2 Development Management Policies (2020).

Electric Vehicle Parking

- 7.66 The submitted Car Parking Management Plan sets out that 20% of spaces will be provided within the outline element of the application would be provided with active electrical vehicle charging infrastructure, with the remaining 80% of spaces benefitting from passive infrastructure (i.e. benefitting from the ducting and infrastructure to convert to active in the future). This standard of provision is in accordance with London Plan Policy T6.1 and is accepted.

Cycle Parking

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- 7.67 A total of 312 cycle parking spaces is proposed primarily within the undercroft spaces of Phases 1B and 2 adjacent to the car parking provision. Private cycle parking lockers for the ground floor units facing Avondale Drive in Phase 1B. Visitor cycle parking is also proposed within the area of open space forming the link between Avondale Drive and Hitherbroom Park. The provision of cycle parking would comply with London Plan Policy T5, accounting for the proposed mix of dwelling sizes. A more detailed specification of the design of the cycle parking is required as a condition of the Section 73 application.

Pedestrian Access

- 7.68 As addressed in the design section of the report, the proposals include the provision of a new pedestrian access route between Hitherbroom Park and Avondale Drive. This is a significant benefit compared with the originally consented outline scheme which did not include such provision and included parking and service access within this space. The area is now proposed as public open space and the formation of this new pedestrianised space and pedestrian route to the north of Phase 1B would improve pedestrian access and permeability through the site. The proposed pedestrian access routes adjacent to Avondale Drive are considered acceptable in terms of width. As noted in the comments received from TfL, these routes must not be obstructed and the final landscaping scheme to be secured by condition must confirm that any tree planting within the public realm would not obstruct the useability of these routes.
- 7.69 Overall, the proposals are considered to prioritise pedestrian movements and would therefore align with the provisions of Policies T1 and T2 of the London Plan; and Policies DMT1 and DMT5 of the Local Plan Part 2.

Noise

- 7.70 Policy D3 of The London Plan (2021) states that development proposals should help prevent or mitigate noise impacts.
- 7.71 Policy DMHB 11 of the Hillingdon Local Plan Part 2 Development Management Policies (2020) states that development proposals should not adversely impact the amenity.
- 7.72 The submitted Section 73 application was accompanied by a Noise Impact Assessment (NIA) which was reviewed by the Council's Noise Specialist Officer and is considered to provide sufficient detail in assessing existing conditions. Details relating to sound insulation measures and measures to control/mitigate noise from plant or mechanical equipment would be required by planning condition before occupation of development within each phase.
- 7.73 Subject to the provision of appropriate details to be secured by planning condition, it is considered that the development would not have a negative impact on the amenity of existing and future residents by reason of noise and therefore the development would comply with Policy D3 of The London Plan

(2021) and Policy DMHB 11 of the Hillingdon Local Plan Part 2 Development Management Policies (2020).

Air Quality

- 7.74 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.
- 7.75 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.
- 7.76 The Site is within an Air Quality Management Area and Air Quality Focus Area. The Applicant submitted an Air Quality Assessment Addendum under Section 73 application to account for the increased scale of development relative to the original planning permission. The submitted AQA Addendum was considered to provide an acceptable level of detail to assess the air quality impact associated with the proposed development. An appropriate air quality financial contribution was required dependent upon two scenarios, depending on whether a parking management scheme were to be implemented in the surrounding streets. The submission of an Air Quality Assessment prior to superstructure works of each phase of the development would also be required under Condition 44 of the Section 73 application. The obligation and condition remain applicable and apply to the parts of the development under consideration as part of this Reserved Matters application and the design detail would not alter officers' previous assessment of the air quality impact, nor the strategy set out for mitigation.
- 7.77 Subject to securing the air quality contribution through a Section 106 legal agreement, the proposal complies with Policies SI 1 and GG3 of The London Plan, Policy EM8 of the Local Plan Part 1, and Policy DMEI 14 of the Local Plan Part 2.

Accessibility

- 7.78 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.

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- 7.79 Policy H13 of The London Plan (2021) states that boroughs should work positively and collaboratively with providers to identify sites which may be suitable for specialist older persons housing taking account of suitable levels of safe storage and charging facilities for residents' mobility scooters.
- 7.80 It is required that 10% of this development would need to meet the standards for M4(3) Category 3 - wheelchair user dwellings. The units should be interspersed throughout the development, to include all typologies and tenures. All remaining units must be designed to the standards for Category 2 M4(2) Accessible and Adaptable dwellings, as set out in Approved Document M 2015. Compliance would be secured by planning condition.
- 7.81 Details of accessible play provision would be required under Condition 13 of the Section 73 application.
- 7.82 Subject to the above-mentioned conditions, the development is considered to comply with Policy D7 of The London Plan (2021) and Policy H13 of The London Plan (2021).

Trees, Landscaping and Urban Greening

- 7.83 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.
- 7.84 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.
- 7.85 The arboricultural report accompanying the original planning application identified and assessed the condition and value of 33 trees and 3 groups, in accordance with BS5837:2012. There were 2 x A grade trees (highest quality), 22 x B grade trees (moderate /worthy of retention on development sites), 9 C grade trees/groups (lower quality) and 3 U grade (very poor). It is confirmed under the Section 73 application that no additional trees would be removed under the revised proposals; however the proposals would retain a Category A London Plan tree, which adjoins Hitherbroom Park; as well as a Category B Cherry Tree, which is located in a more central position in the site, within the proposed new area of public open space. Appropriate conditions are to be attached to the Section 73 decision to ensure the protection of retained trees during works and the long terms retention of these retained trees. The proposals as set out within this Reserved Matters application do not require the removal of any additional trees, other than those previously scheduled for removal under either the original permission or Section 73 proposals and is therefore considered acceptable.

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- 7.86 The submitted landscaping scheme includes substantial additional tree planting within areas of the public realm and private amenity areas, which in combination are stated within the applicant's Urban Greening Factor Assessment to achieve an urban greening factor (UGF) score of 0.52. This would exceed the target score of 0.4 for residential developments as set out in Policy G5 of the London Plan and the indicative UGF calculated for the previously consented proposals. In line with the original planning application, it is proposed that the Section 73 proposals would include a condition requiring the submission of an urban greening factor assessment prior to the commencement of above ground works of each phase within the Outline Area.
- 7.87 The proposals would therefore comply with Policy DMHB 14 of the Local Plan and Policy G5 of the London Plan.

Ecology

- 7.88 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.
- 7.89 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.
- 7.90 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.
- 7.91 Condition 15 of the original planning permission required the submission of details relating to biodiversity net gain across the development and as part of the relevant phase of the development. The details are required prior to the commencement of each phase of the development. It is noted that the planning application was determined prior to the national requirement that mandatory BNG is delivered on all major developments (February 2024), however the submitted biodiversity net gain report accompanying the original application anticipated that the development would deliver a +1 increase in biodiversity units, equivalent to 54% biodiversity net gain. Condition 15 of the original planning permission provided an appropriate means of securing delivery of biodiversity net gain, including details of landscaping and habitat creation. Condition 15 of

Section 73 application similarly requires that detail is provided illustrating a biodiversity net gain across the development as a whole and submitted phase by phase shall be submitted and approved prior to above ground works in each phase.

- 7.92 The Reserved Matters application under consideration includes a detailed landscaping strategy which incorporates the creation of new habitats which would contribute towards the delivery of biodiversity net gain, including species rich planting, tree planting, green and brown roofs. Specific figures relating to delivery of biodiversity net gain have not been set out and would be required under Condition 15 of the permission. It is however considered that subject to the provision of appropriate details to be secured by planning condition to demonstrate that biodiversity net gain is delivered within the site, it is considered that the development would comply with Policy DMEI 7 of the Local Plan.

Flooding and Drainage

- 7.93 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.
- 7.94 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).
- 7.95 A Drainage Design Technical Note has been submitted which confirms that the development would follow the principles set out within the Section 73 application. Surface water runoff would be managed through a gravity-controlled drainage network which includes two attenuation tanks. In line with the details set out in the Section 73 application, the detailed proposals contained within this Reserved Matters application include the provision of permeable paving, as well as raingardens and green roofs as means of sustainable drainage. The proposals are therefore consistent with the Section 73 application. The submitted Drainage Technical Note has been reviewed by Metis on behalf of the Council as Local Lead Flood Authority, who have advised that the drainage strategy sets out appropriate measures to manage surface water drainage. Condition 26 of the Section 73 application requires the submission of a scheme for sustainable water management, which aligns with the approved FRA and Drainage Strategy. This must be submitted prior to the commencement of works within any relevant phase of the Outline Area of the development.
- 7.96 The proposals contained within this reserved matters application are consistent with the Section 73 application and subject to the provision of this additional information that would be secured by the planning condition, it is considered that the proposed development comply with Policy SI 13 of The London Plan (2021)

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and DMEI 10 of the Hillingdon Local Plan Part 2 Development Management Policies (2020).

Waste Management

- 7.97 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.
- 7.98 An acceptable strategy for waste management is set out within the applicant's design and access statement in relation to the storage of waste within the development, as well as the location of collection points within the development. It would be required that additional detail is set out within the delivery and servicing strategy required by planning condition to set out specific arrangement relating to refuse collection and how this would be managed. Subject to securing these details by planning condition, it is considered that the development would comply with Policy D6 of The London Plan (2021).

Energy/Sustainability

- 7.99 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.
- 7.100 Policy SI 2 of the London Plan states that major development should be net zero-carbon. This means reducing greenhouse gas emissions in operation and minimising both annual and peak energy demand. A minimum on-site reduction of at least 35 per cent beyond Building Regulations is required for major development. Residential development should achieve 10 per cent, and non-residential development should achieve 15 per cent through energy efficiency measures. Where it is clearly demonstrated that the zero-carbon target cannot be fully achieved on-site, any shortfall should be provided, in agreement with the borough, either:
- 1) through a cash in lieu contribution to the borough's carbon offset fund, or
 - 2) off-site provided that an alternative proposal is identified, and delivery is certain.
- 7.101 Condition 34 of the original planning permission includes the requirement to submit a detailed energy strategy prior to the commencement of development. Notwithstanding that the report would be required by way of planning condition, an Energy and Sustainability Strategy has been submitted alongside the Reserved Matters application setting out:
- Enhanced building fabric performance (meeting or surpassing Part L standards)
 - Low g-value glazing to reduce solar gains

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- High-efficiency mechanical and electrical services
- Installation of photovoltaic solar panels to support on-site electricity generation.

- 7.102 The report indicates that the proposed development is anticipated to achieve an overall 88% reduction in regulated carbon emissions against the Part L compliant baseline. Any carbon emissions identified shall be subject to an offsite contribution. This requirement is reflected within the accompanying Section 106 agreement. On the basis that the carbon reductions cannot fully be delivered on-site, an offset payment is anticipated for the future phases of the development. The specific contribution would be determined based on the energy assessment that would be required by planning condition.
- 7.103 In accordance with London Plan Policies SI7 and D3 it is required that the applicant submit a detailed Circular Economy Statement alongside any reserved applications. The applicants have submitted a Circular Economy Statement which outlines the following circular economy targets for the site:
- 95 per cent reuse/recycling/recovery of construction and demolition waste.
 - 95 per cent beneficial use of any excavation waste.
 - 65 per cent recycling of municipal waste by 2030.
 - 20% recycled content of materials by value.
- 7.104 The principles outlined above as contained in the Circular Economy Statement are considered appropriate.
- 7.105 Accounting for the above assessment the proposal complies with Policy SI 2 of the London Plan (2021) and Policy DMEI 2 of the Hillingdon Local Plan Part 2 Development Management Policies (2020).

Airport Safeguarding

- 7.106 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.
- 7.107 The Section 73 application was accompanied by an Aviation Safeguarding Assessment which assesses the proposals against relevant safeguarding criteria, which was necessary given the height of the outline element of the scheme and the sites proximity to Heathrow Airport and RAF Northolt. The Section 73 application established height parameters which were reviewed by National Air Traffic Services (NATS), Heathrow Airport and the Ministry of Defence (MOD) and were assessed to be appropriate from an aviation safeguarding perspective. The detailed design proposals, which are in accordance with the submitted parameter plans have similarly been reviewed by each of these consultees, all of which have raised no objection to the proposals.

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Officers note the request from Heathrow Airport that a Bird Hazard Management Plan will be required to mitigate the risk of birdstrike in relation to landscaping, ecological enhancements and design elements. A condition requiring submission of these details before commencement of superstructure works was included in the recommended list of conditions applied to the Section 73 application. Heathrow Airport within their consultation response recommended that the applicant submit a Glint and Glare Assessment before the installation of solar equipment. This is included as a condition under the overarching Section 73 application and would not therefore need to be added as a specific condition applicable to this Reserved Matters application.

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

Land Contamination

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

Fire Safety

- 7.111 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.
- 7.112 The application is accompanied by a Fire Statement for Phases 1B and 2, intended to be read in conjunction with the outline Fire Statement submitted under the Section 73 application. Consultation responses have been sent to the London Fire Brigade; however, no responses have been received. The reports have been prepared by a suitably qualified third-party assessor. The reports have been reviewed by the Building Safety Regular (BSR) which falls under the Health and Safety Executive (HSE) and are assessed as setting out appropriate measures for managing fire safety who have advised that they are content with the fire safety design as set out in the project description, to the extent it affects land use planning considerations.

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- 7.113 Under Condition 31 of the Section 73 application, it is a requirement that the applicant submit the principles of a Fire Statement before the commencement of development under each phase and a final comprehensive Fire Statement before occupation of development within that phase.
- 7.114 Accounting for the above assessment and subject to the further details which would be required by condition, it is considered that the development would comply with Policy D12 of The London Plan (2021).

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.
- 8.4 In relation to the outline phase of the development, CIL would be payable on floorspace created under subsequent reserved matters applications at such time that development commences on these later relevant phases of the development. CIL would be calculated at such time that reserved matters applications are submitted for consideration.

9 Conclusion / Planning Balance

- 9.1 Planning permission is sought for the approval of all remaining Reserved Matters (Access, Appearance, Landscaping, Layout and Scale) pursuant to Condition 1 of Application ref: 76551/APP/2025/2861 '(Application submitted under Section 73 of the Town and Country Planning Act 1990 to vary Conditions 3 (Approved Plans); 4 (Approved Supporting Plans/Documents); 5 (Development Scope); 6

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(Mix of Units); 7 (Phasing); 9 (Residential Density); 10 (Development Height); and 15 (Landscaping) of planning permission ref. 76551/APP/2021/4502 dated 28-09-2022. (Hybrid planning application seeking OUTLINE permission (with all matters reserved) for residential floorspace (Class C3) including demolition of all existing buildings and structures; erection of new buildings; new pedestrian and vehicular accesses; associated amenity space, open space, landscaping; car and cycle parking spaces; plant, refuse storage, servicing area and other works incidental to the proposed development; and FULL planning permission for Block A comprising 30 residential units (Class C3); new pedestrian access; associated amenity space and landscaping; cycle parking, refuse storage, and other associated infrastructure) to increase the number of homes, remove the existing parking court and increase podium size, revise the height strategy, removal of vehicle access and increase separation distances to create a new public square).. The Reserved Matters application relates to all remaining parts of the site which currently benefit from outline planning permission.

- 9.2 The proposals contained within the Reserved Matters application are consistent with Section 73 application 76551/APP/2025/2861 in terms of quantum of units that would be provided on the site, with a total of 266 homes proposed under the Reserved Matters application across all remaining phases of the development. The proposals do not exceed the maximum number of homes (266) or dwellings per hectare (285 units per hectare) as would be controlled under the recommended conditions attached to Section 73 application 76551/APP/2025/2861. The housing mix aligns fully with the target housing mix specified under the Section 73 application 76551/APP/2025/2861 and provides an appropriate mix of dwelling sizes, including the provision of larger (3 and 4 bedroom) family sized homes. In line with the Section 73 application, 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, whilst Section 73 application 76551/APP/2025/2861 sets out parameters relating to the total number of dwellings and density of development that would be acceptable on the site. The quantum of housing proposed is acceptable in principle in line with the Local Plan, London Plan and NPPF, subject to all wider implications which are assessed further below and is consistent with Section 73 application 76551/APP/2025/2861.
- 9.3 The development would align with the height parameters specified under Section 73 application 76551/APP/2025/2861. An appropriate approach is taken to the layout of the development and scale and massing of the built form on the site to ensure that this would respond appropriately to the character of the surrounding area. Likewise, the approach to the architectural design and treatment of the proposed development is considered acceptable and of a high standard. The development is considered to comply with Policies D3 of the London Plan (2021), BE1 of the Hillingdon Local Plan: Part 1 (2012), Policies DMHB 10, DMHB 11 and DMHB 12 of the Hillingdon Local Plan: Part 2 (2020); Policies D3, D4, D8 and D9 of the London Plan; as well as the NPPF 2024.

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- 9.4 The impact of the scale of the development in relation to outlook, daylight/sunlight and overlooking of surrounding properties was assessed under the Section 73 application and was deemed to be acceptable on balance, accounting for the need to achieve an appropriate density of development, whilst balancing this requirement against the impact on future occupiers. The impact of the detailed design approach taken within this Reserved Matters application is considered to not have a significantly adverse impact on the amenity of any adjoining properties consistent with the previous assessment of the assessed impact of the Section 73 proposals given the developments conformity with the Section 73 parameter plans. It is considered that the proposals would provide suitable accommodation for future 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).
- 9.5 The proposed vehicular access arrangements are consistent with the consented access and movement parameter plans. The proposed parking ratio per dwelling would be 0.23 across the site, which would be below the maximum quantum of 0.25 spaces per unit indicatively shown within the Section 73 proposals, as 4 fewer parking spaces are proposed. The parking provision would align with Policy T6.1 of London Plan 2021 and the development would not have an adverse impact on the local highways network. The provision of cycle parking would comply with London Plan Policy T5. The proposals would improve pedestrian access and permeability through the site and seek to prioritise pedestrian movement in line with Policies T1 and T2 of the London Plan; and Policies DMT1 and DMT5 of the Local Plan Part 2.
- 9.6 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.
- 9.7 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 152 residential units accounting for the demolition of the existing dwellings on the site). Accordingly, it is recommended that planning permission is granted, subject to the proposed conditions.

10 Background Papers

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

APPENDICES

Planning Application

76551/APP/2025/3242

Appendix 1: Recommended Conditions and Informatives

Conditions

1. COM4 **Accordance with Approved Plans**

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

AVD-LLA-ZZ-01-GA-L01-1106 Rev P02
AVD-LLA-ZZ-01-GA-L01-1107 Rev P02
AVD-LLA-ZZ-01-GA-L01-1206 Rev P02
AVD-LLA-ZZ-01-GA-L01-1207 Rev P02
AVD-LLA-ZZ-GND-GA-L01-1101 Rev P02
AVD-LLA-ZZ-GND-GA-L01-1102 Rev P02
AVD-LLA-ZZ-GND-GA-L01-1103 Rev P02
AVD-LLA-ZZ-GND-GA-L01-1104 Rev P02
AVD-LLA-ZZ-GND-GA-L01-1105 Rev P02
AVD-LLA-ZZ-GND-DR-L01-1201 Rev P02
AVD-LLA-ZZ-GND-DR-L01-1202 Rev P02
AVD-LLA-ZZ-GND-DR-L01-1203 Rev P02
AVD-LLA-ZZ-GND-DR-L01-1204 Rev P02
AVD-LLA-ZZ-GND-DR-L01-1205 Rev P02
AVD-LLA-ZZ-RF-GA-L01-1401 Rev P02
AVD-LLA-ZZ-ZZ-DET-L01-1301 Rev P02
AVD-LLA-ZZ-ZZ-DET-L01-1302 Rev P02
AVD-LLA-ZZ-ZZ-GA-L01-1002 Rev P02
AVD-LLA-ZZ-ZZ-GA-L01-1501 Rev P02
AVD-PRP-02-00-GA-A-20800 Rev P1
AVD-PRP-02-ZZ-DR-A-22200 Rev P1
AVD-PRP-02-ZZ-DR-A-22201 Rev P1
AVD-PRP-02-ZZ-DR-A-23000 Rev P1
AVD-PRP-02-ZZ-DR-A-23001 Rev P1
AVD-PRP-02-ZZ-DR-A-23004 Rev P1
AVD-PRP-02-ZZ-DR-A-23005 Rev P2
AVD-PRP-1B-00-GA-A-20700 Rev P1
AVD-PRP-1B-01-GA-A-20701 Rev P1
AVD-PRP-1B-02-GA-A-20702 Rev P1
AVD-PRP-1B-03-GA-A-20703 Rev P1
AVD-PRP-1B-04-GA-A-20704 Rev P1
AVD-PRP-1B-05-GA-A-20705 Rev P1
AVD-PRP-1B-06-GA-A-20706 Rev P1
AVD-PRP-1B-07-GA-A-20707 Rev P1
AVD-PRP-1B-08-GA-A-20708 Rev P1
AVD-PRP-1B-09-GA-A-20709 Rev P1

AVD-PRP-1B-RF-GA-A-20710 Rev P1
AVD-PRP-1B-ZZ-DR-A-21100 Rev P3
AVD-PRP-1B-ZZ-DR-A-21101 Rev P3
AVD-PRP-1B-ZZ-DR-A-21102 Rev P3
AVD-PRP-1B-ZZ-DR-A-21103 Rev P3
AVD-PRP-1B-ZZ-DR-A-21104 Rev P3
AVD-PRP-1B-ZZ-DR-A-21105 Rev P3
AVD-PRP-1B-ZZ-DR-A-21106 Rev P3
AVD-PRP-1B-ZZ-DR-A-22100 Rev P3
AVD-PRP-1B-ZZ-DR-A-22101 Rev P3
AVD-PRP-1B-ZZ-DR-A-22102 Rev P3
AVD-PRP-1B-ZZ-DR-A-22103 Rev P1
AVD-PRP-1B-ZZ-DR-A-23002 Rev P1
AVD-PRP-1B-ZZ-DR-A-23003 Rev P1
AVD-PRP-1B-ZZ-DR-A-23006 Rev P2
AVD-PRP-1B-ZZ-DR-A-23007 Rev P1
AVD-PRP-1B-ZZ-DR-A-23008 Rev P2
AVD-PRP-1B-ZZ-DR-A-23009 Rev P2
AVD-PRP-ZZ-00-GA-A-20500 Rev P1
AVD-PRP-ZZ-00-GA-A-20600 Rev P1
AVD-PRP-ZZ-02-GA-A-20602 Rev P1
AVD-PRP-ZZ-03-GA-A-20603 Rev P1
AVD-PRP-ZZ-04-GA-A-20604 Rev P1
AVD-PRP-ZZ-05-GA-A-20605 Rev P1
AVD-PRP-ZZ-06-GA-A-20606 Rev P1
AVD-PRP-ZZ-07-GA-A-20607 Rev P1
AVD-PRP-ZZ-08-GA-A-20608 Rev P1
AVD-PRP-ZZ-09-GA-A-20609 Rev P1
AVD-PRP-ZZ-RF-GA-A-20610 Rev P1
AVD-PRP-ZZ-ZZ-DR-A-21000 Rev P3
AVD-PRP-ZZ-ZZ-DR-A-21001 Rev P3
AVD-PRP-ZZ-ZZ-DR-A-21002 Rev P3
AVD-PRP-ZZ-ZZ-DR-A-21003 Rev P3
AVD-PRP-ZZ-ZZ-DR-A-22000 Rev P3
AVD-PRP-02-01-GA-A-20801 Rev P2
AVD-PRP-02-ZZ-DR-A-21206 Rev P2
AVD-PRP-ZZ-01-GA-A-20601 Rev P2
AVD-PRP-02-02-GA-A-20802 Rev P1
AVD-PRP-02-03-GA-A-20803 Rev P1
AVD-PRP-02-04-GA-A-20804 Rev P1
AVD-PRP-02-05-GA-A-20805 Rev P1
AVD-PRP-02-RF-GA-A-20806 Rev P1
AVD-PRP-02-ZZ-DR-A-21200 Rev P3
AVD-PRP-02-ZZ-DR-A-21201 Rev P3
AVD-PRP-02-ZZ-DR-A-21202 Rev P3

AVD-PRP-02-ZZ-DR-A-21203 Rev P2
AVD-PRP-02-ZZ-DR-A-21204 Rev P3
AVD-PRP-02-ZZ-DR-A-21205 Rev P3
AVD-PRP-02-ZZ-DR-A-21206 Rev P4
AVD-PRP-ZZ-01-GA-A-20601 Rev P1
AVD-PRP-02-01-GA-A-20801 Rev P1

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).

2. COM5 General compliance with supporting documentation

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

P2/27-02-26 - Design and Access Statement
PMP01 Rev P02 - Parking Management Plan
TN01 Rev P02 - - Transport Technical Note dated 18 December 2025
5779 Rev 3 - Energy and Sustainability Statement
5779 Issue 2 - Circular Economy Statement dated December 2025 Part 1
25-243 D012 Version 1.0 - Operational Waste Management Strategy dated December 2025
WH590-03F02 Revision 1 - Wind Microclimate CFD Report dated 11th December 2025
Fire Statement Phase 1B
Fire Statement Phase 2
AVD-IES-XX-00-RP-C-3010 Rev P01 - Drainage Design Technical Note dated December 2025
Planning Statement dated 19 December 2025
AVD-LLA-ZZ-ZZ-RP-L01-1601_P02 - Landscape Management Plan - Phases 1B & 2 dated October 2025
Daylight and Sunlight Assessment dated 19 December 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).

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

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

I53 Compulsory Informative (2)

The decision to GRANT planning permission has been taken having regard to the policies and proposals in the Hillingdon Local Plan Part 1 (2012) and Part 2 (2020) set out below, including Supplementary Planning Guidance, and to all relevant material considerations, including The London Plan - 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
NPPF- 11	NPPF-11 2018 - Making effective use of land
NPPF- 12	NPPF-12 2018 - Achieving well-designed places
NPPF- 14	NPPF-14 2018 - Meeting the challenge of climate change, flooding and coastal change
NPPF- 15	NPPF-15 2018 - Conserving and enhancing the natural environment
NPPF- 2	NPPF-2 2018 - Achieving sustainable development
NPPF- 4	NPPF-4 2018 - Decision-making
NPPF- 5	NPPF-5 2018 - Delivering a sufficient supply of homes
NPPF- 8	NPPF-8 2018 - Promoting healthy and safe communities
NPPF- 9	NPPF-9 2018 - Promoting sustainable transport
NPPF11	NPPF 2021 - Making effective use of land
NPPF12	NPPF 2021 - Achieving well-designed places
NPPF14	NPPF 2021 - Meeting the challenge of climate change flooding
NPPF2	NPPF 2021 - Achieving sustainable development
NPPF8	NPPF 2021 - Promoting healthy and safe communities

Appendix 2: Relevant Planning History

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

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

Decision: 29-03-2022 Approved

76551/APP/2025/2861 Land At Avondale Drive Hayes

Application submitted under Section 73 of the Town and Country Planning Act 1990 to vary Conditions 3 (Approved Plans); 4 (Approved Supporting Plans/Documents); 5 (Development Scope); 6 (Mix of Units); 7 (Phasing); 9 (Residential Density); 10 (Development Height); and 15 (Landscaping) of planning permission ref. 76551/APP/2021/4502 dated 28-09-2022. (Hybrid planning application seeking OUTLINE permission (with all matters reserved) for residential floorspace (Class C3) including demolition of all existing buildings and structures; erection of new buildings; new pedestrian and vehicular accesses; associated amenity space, open space, landscaping; car and cycle parking spaces; plant, refuse storage, servicing area and other works incidental to the proposed development; and FULL planning permission for Block A comprising 30 residential units (Class C3); new pedestrian access; associated amenity space and landscaping; cycle parking, refuse storage, and other associated infrastructure) to increase the number of homes, remove the existing parking court and increase podium size, revise the height strategy, removal of vehicle access and increase separation distances to create a new public square.

Appendix 3: List of Relevant Planning Policies

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

Part 1 Policies:

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

Part 2 Policies:

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

DMH 7	Provision of Affordable Housing
DMHB 10	High Buildings and Structures
DMHB 11	Design of New Development
DMHB 12	Streets and Public Realm
DMHB 14	Trees and Landscaping
DMHB 15	Planning for Safer Places
DMHB 16	Housing Standards
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DMT 2	Highways Impacts
DMT 3	Road Safeguarding
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DMT 5	Pedestrians and Cyclists
DMT 6	Vehicle Parking
LPP GG3	(2021) Creating a healthy city
LPP SD1	(2021) Opportunity Areas
LPP SD10	(2021) Strategic and local regeneration
LPP SI1	(2021) Improving air quality
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NPPF12	NPPF 2021 - Achieving well-designed places
NPPF14	NPPF 2021 - Meeting the challenge of climate change flooding

NPPF2	NPPF 2021 - Achieving sustainable development
NPPF8	NPPF 2021 - Promoting healthy and safe communities
LLP D1	(2021) London's form character and capacity for growth
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