

DELEGATED DECISION

- Please select each of the categories that enables this application to be determined under delegated powers
 - Criteria 1 to 5 or criteria 7 to 9 must be addressed for all categories of application, except for applications for Certificates of Lawfulness, etc.

APPROVAL RECOMMENDED: GENERAL

Select Option

- | | |
|--|--------------------------|
| 1. No valid planning application objection in the form of a petition of 20 or more signatures, has been received | ☐ |
| 2. Application complies with all relevant planning policies and is acceptable on planning grounds | ☐ |
| 3. There is no Committee resolution for the enforcement action | ☐ |
| 4. There is no effect on listed buildings or their settings | ☐ |
| 5. The site is not in the Green Belt (but see 11 below) | ☐ |

REFUSAL RECOMMENDED: GENERAL

- | | |
|--|--------------------------|
| 6. Application is contrary to relevant planning policies/standards | ☐ |
| 7. No petition of 20 or more signatures has been received | ☐ |
| 8. Application has not been supported independently by a person/s | ☐ |
| 9. The site is not in Green Belt (but see 11 below) | ☐ |

RESIDENTIAL DEVELOPMENT

- | | |
|--|--------------------------|
| 10. Single dwelling or less than 10 dwelling units and/or a site of less than 0.5 ha | ☐ |
| 11. Householder application in the Green Belt | ☐ |

COMMERCIAL, INDUSTRIAL AND RETAIL DEVELOPMENT

- | | |
|--|--------------------------|
| 12. Change of use of retail units on site less than 1 ha or with less than 1000 sq m other than a change involving a loss of A1 uses | ☐ |
| 13. Refusal of change of use from retail class A1 to any other use | ☐ |
| 14. Change of use of industrial units on site less than 1 ha or with less than 1000sq.m. of floor space other than to a retail use. | ☐ |

CERTIFICATE OF LAWFULNESS

- | | |
|---|--------------------------|
| 15. Certificate of Lawfulness (for proposed use or Development) | ☐ |
| 16. Certificate of Lawfulness (for existing use or Development) | ☐ |
| 17. Certificate of Appropriate Alternative Development | ☐ |

CERTIFICATE OF LAWFULNESS

- | | |
|---|--------------------------|
| 18. ADVERTISEMENT CONSENT (excluding Hoardings) | ☐ |
| 19. PRIOR APPROVAL APPLICATION | ☐ |
| 20. OUT-OF-BOROUGH OBSERVATIONS | ☐ |
| 21. CIRCULAR 18/84 APPLICATION | ☐ |
| 22. CORPSEWOOD COVENANT APPLICATION | ☐ |
| 23. APPROVAL OF DETAILS | ☐ |
| 24. ANCILLARY PLANNING AGREEMENT (S.106 or S.278) where Heads of Terms have already received Committee approval | ☐ |
| 25. WORKS TO TREES | ☐ |
| 26. OTHER (please specify) | ☐ |

The delegation powers schedule has been checked. Director of Residents Services can determine this application.

Case Officer

Signature:

Date:

A delegated decision is appropriate and the recommendation, conditions/reasons for refusal and informatives are satisfactory.

Team Manager:

Signature:

Date:

The decision notice for this application can be issued.

Director / Member of Senior Management Team:

Signature:

Date:

NONE OF THE ABOVE DATES SHOULD BE USED IN THE PS2 RETURNS TO THE ODPM

Item No. **Report of the Head of Planning, Transportation and Regeneration**

Address 166 HIGH STREET YIEWSLEY

Development: Single storey upwards extension at second floor level to integrate with the existing house in multiple occupation (HMO) at first floor level to provide an additional 6 bedrooms and communal living/kitchen/dining space with associated external alterations to the building frontage

LBH Ref Nos: **19966/APP/2021/3425**

Drawing Nos: 2114 03.05
 2114 03.01
 2114 03.04
 2114 03.02
 2114 03.03
 Mialex Planning Statement
 2114 02.03
 2114 02.02
 2114 02.01
 2114 01.01

Date Plans received : 09/09/2021

Date(s) of Amendment(s):

Date Application Valid: 09/09/2021

1. SUMMARY

The proposed extension would be out of keeping with the character and appearance of the host building, wider area and appear as a bulky, boxy addition. It would break an existing unbroken parade, with the modern design being harmful to visual amenity of Yiewsley Recreation Ground, designated Metropolitan Land, due to the unsympathetic design and scale. The proposal would therefore be contrary to Policies DMHB 11, DMHB 12, DMHB 13 and DMEI 4 of the Hillingdon Local Plan Part Two Development Management Policies (2020) and Policy G3 of the London Plan (2021).

The applicant has failed to demonstrate sufficient cycle storage for the occupants of the building, contrary with the London Plan and Policy DMT6 of the Hillingdon Local Plan Part Two Development Management Policies (2020).

In the absence of a robust assessment and detailed information of storage of refuse, parking and further noise being created between the floors including mitigation and organisational strategies, it is considered that the amenity of the neighbouring properties would be adversely impacted through the intensification of the use, not complying with Policies DMHB 11 and DMH 5 of the Hillingdon Local Plan Part Two Development Management Policies (2020).

The proposed development would provide low quality living conditions for future occupiers, in terms of the provision of internal amenity space and ceiling height. The proposal would therefore conflict with Policy DMHB 16 of the Hillingdon Local Plan: Part 2 - Development Management Policies (2020), Policy D6 and Table 3.1 of the London Plan (2021), the Housing Standards Minor Alterations to The London Plan (2016).

2. RECOMMENDATION

REFUSAL for the following reasons:

1 NON2 Non Standard reason for refusal

The proposed extension by virtue of its size, siting, scale, bulk and design would appear as a boxy addition which fails to respect the architectural composition of the host terrace, harming both the character and appearance of both the host building and wider area, including the sensitive views from Yiewsley Recreation Ground, designated Metropolitan Land. The proposal would therefore be contrary to Policies DMHB 11, DMHB 12, DMHB 13, DMEI 4 of the Hillingdon Local Plan Part Two Development Management Policies (2020) and Policy G3 of the London Plan (2021).

2 NON2 Non Standard reason for refusal

The proposal has failed to demonstrate sufficient cycle storage for the future occupiers in order to encourage sustainable modes of transport, contrary with the London Plan and Policy DMT6 of the Hillingdon Local Plan Part Two Development Management Policies (2020).

3 NON2 Non Standard reason for refusal

In the absence of a robust assessment and detailed information relating to the storage of refuse, parking and further noise being created between the floors, including mitigation and organisational strategies, it is considered that the amenity of both existing and future occupiers could be adversely impacted through the intensification of the use, not complying with Policies DMHB 11 and DMH 5 of the Hillingdon Local Plan Part Two Development Management Policies (2020).

4 NON2 Non Standard reason for refusal

The proposed development would provide low quality living conditions for future occupiers, in terms of the provision of internal amenity space and overall ceiling height. The proposal would therefore conflict with Policy DMHB 16 of the Hillingdon Local Plan: Part 2 - Development Management Policies (2020), Policy D6 and Table 3.1 of the London Plan (2021), the Housing Standards Minor Alterations to The London Plan.

INFORMATIVES

3. CONSIDERATIONS

3.1 Site and Locality

The application site lies centrally on the High Street Yiewsley, between the junctions with Falling Lane and Fairfield Road. The surrounding area is a mix of commercial and residential, with the immediate parade offering commercial units at ground floor level and residential at first floor. The parade remains unbroken, with the forms not exceeding first floor level.

The ground floor is a mix of residential units and first floor is being used as a 7 person HMO. The site is not located within a Conservation Area, is not Listed and does not have any TPOs on site. It has been identified as part of Yiewsley/West Drayton Secondary Shopping Area and Yiewsley/West Drayton Town Centre.

Metropolitan land exists to the rear and there are views from this space to the application site.

3.2 Proposed Scheme

Planning permission is sought for the erection of a third storey extension, facilitating a 6 bedroom HMO and external works, including: regularisation of signage of shopfronts at ground floor level as well as re-rendering and painting the front elevation. The proposal would join the existing 7 bedroom HMO at first floor level, facilitating a 13 bedroom HMO in total.

It is noted that no details on the proposed regularisation of the signage or advertisement consent has been submitted with or alongside this application, as such no assessment can be undertaken on this element.

3.3 Relevant Planning History

Comment on Planning History

No relevant history.

It is unclear whether the first floor has been granted planning permission for use as a 7 person HMO.

4. Advertisement and Site Notice

4.1 Advertisement Expiry Date:- Not applicable

4.2 Site Notice Expiry Date:- Not applicable

5. Comments on Public Consult

8 neighbouring properties were consulted by letter on 4-10-21.

One objection was received and can be summarised as:

- Not notified about the application and was only informed through the site notice.
- Rent will be reduced during works and worried about livelihood

Officer response: With regards to point 1, the site notice was erected to ensure the wider area was notified and served its purpose. Point 2 is not a planning consideration and a private matter.

Trees/Landscaping Officer:

This site is occupied by a two-storey building located on the east side / north end of Yiewsley High Street. The ground-floor is sub-divided into three retail units with side covered access to a yard at the rear. The first floor provides 7 bedroom units with shared facilities. There is no external amenity space or planting within the site, although Yiewsley Recreation Ground is located to the rear of the property. There are no TPO's or Conservation Area designations affecting the site.

No trees or other landscape features will be affected by the proposal to extend the building upwards, to provide an additional 6 bedrooms with en suite bathrooms. The planning statement confirms that no external amenity space will be provided for the residents - who can 'access Yiewsley Recreation Ground'. This being the case, the developer should make a financial contribution towards the maintenance and enhancement of this public open space.

No objection subject to securing financial contribution from the developer, via a S.106 agreement, to Green Spaces who manage and maintain Yiewsley Recreation Ground.

Access Officer:

This proposal has been reviewed against the requirements of the 2021 London Plan

policy D7 which should not be applied to the conversion of this existing dwelling. No objections raised from an accessibility perspective.

Highways Officer:

The development proposal involves the construction of an additional storey for the creation of 6 bedrooms (HMO) (Use Class Sui Generis), in addition to the existing 7-bedroom HMO at first floor, resulting in an 13 bedroom HMO.

The consideration of the car parking requirements for the current scheme can only relate to the creation of the 6 additional rooms.

According to the TfL PTAL website the site has a PTAL rating of 3 (good).

London Plan Policy T6.1 (Residential Parking) confirms at paragraph E that large-scale purpose built shared living, student accommodation and other sui generis residential uses should be car-free.

On-street parking in the vicinity of the site is regulated through extensive double and single yellow lines in the immediate vicinity of the site and a Residents' Parking Permit schemes surrounding the site.

Car free developments are suitable in such controlled locations particularly since the London Plan parking standards now prohibit/discourage any residential development car parking. Therefore, the HA would support a car free development in this location.

However, both the London Plan and Policy DMT6 (1 per occupant) require the provision of cycle parking for the additional rooms. It is not clear if cycle parking/store can be provided given the layout therefore, in view of the deficient information provided/none provision of cycle parking on site, contrary to the London Plan and DMT6, the default position of the HA is for refusal.

RECOMMENDATION:

Refuse

Reasons for Refusal:

For the reasons stated above the application has failed to demonstrate a satisfactory policy and design-led approach to the provision and layout of the cycle parking contrary with the London Plan and Policy DNT6.

6. Local Plan Designation and London Plan

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

Part 1 Policies:

PT1.BE1 (2012) Built Environment

PT1.HE1 (2012) Heritage

Part 2 Policies:

DMH 5 Houses in Multiple Occupation

DMHB 11 Design of New Development

DMHB 12 Streets and Public Realm

DMHB 14 Trees and Landscaping

DMHB 16 Housing Standards

DMHB 18	Private Outdoor Amenity Space
DMT 2	Highways Impacts
DMT 6	Vehicle Parking
LPP D6	(2021) Housing quality and standards
LPP SD6	(2021) Town centres and high streets
LPP SD7	(2021) Town centres: development principles and Development Plan Documents

In addition: Development Plan

1.1 Planning law requires that applications for planning permission be determined in accordance with the development plan, unless material considerations indicate otherwise.

1.2 The Development Plan for the London Borough of Hillingdon currently consists of the following documents:

The Local Plan: Part 1 - Strategic Policies (2012)
The Local Plan: Part 2 - Development Management Policies (2020)
The Local Plan: Part 2 - Site Allocations and Designations (2020)
The West London Waste Plan (2015)
The London Plan - Consolidated With Alterations (2021)

Material Considerations

The National Planning Policy Framework (NPPF) (2021) is also a material consideration in planning decisions, as well as relevant supplementary planning documents and guidance.

7. MAIN PLANNING ISSUES

7.1 Impact on the amenities of the occupiers of neighbouring residential properties

Policy DMHB 11 of the Hillingdon Local Plan: Part Two - Development Management Policies (2020) seeks to ensure that development proposals do not adversely impact on the amenity, daylight and sunlight of adjacent properties and open space.

Policy DMH 5: Houses in Multiple Occupation (HMOs) and Student Accommodation A) In all parts of the Borough Proposals for the provision of large HMOs, residential hostels, student accommodation and secure accommodation will be required to demonstrate that:

- i) there is good accessibility to local amenities and public transport;
- ii) they accord with the Accessible Homes standards and provide satisfactory living conditions for the intended occupiers; and
- iii) there will be no adverse impact on the amenity of neighbouring properties or the character of the area.

The proposed third floor addition would be marginally set back from the existing front building line, with an increase of height of 2.6 metres. Given the siting within the existing building lines and no residential properties being either to the front or rear of the site, there would be no undue impact caused by the development on neighbouring amenity through the erection of the structure itself.

However, there would be a substantial intensification of the use of the site, with the number of residential occupants with the extra 6 bedrooms being almost double and an

increase of 85% to what is existing. Policy DMH5, notes that proposals for HMOs should have no adverse impact on the amenity on neighbouring properties.

Whilst it is accepted the current first floor level is being used as an HMO, the impact of this further intensification has not been robustly assessed, with particular regard to refuse, noise, cycle and car parking and intensification of the single provided amenity space. Whilst it is clear that a large increase of habitants would result in an increase impact for the factors mentioned previously, the applicant has not provided a robust assessment as to measures that would be undertaken to mitigate in this.

The siting of residential units above the existing would further exacerbate the levels of noise the existing occupiers and neighbouring occupiers would experience. Whilst the parade is set back from the main road and there is a large Class E (a) unit opposite, where it is expected there would be a certain level of noise throughout the day including from the commercial units below, these units do have certain operating times. In effect, this results in noisy hours being limited. The noisy hours associated with residential uses would not be able to be conditioned in a similar way and there has been no assessment carried out to investigate how this would be impacted with such a large increase of occupants.

In the absence of a robust assessment and detailed information of storage of refuse, parking and further noise being created between the floors including mitigation and organisational strategies, it is considered that the amenity of the neighbouring properties would be adversely impacted through the intensification of the use, not complying with Policies DMHB 11 and DMH 5 of the Hillingdon Local Plan Part Two Development Management Policies (2020).

Consideration has been given to the London Plan (2021) Policies SD6 and SD7 when assessing the impact of this proposal, however given the absence of robust information, it is not considered that promoting an intensification of such a level would be a reasonable approach to meet the overarching Policy aims.

7.2 Impact on Street Scene

The application site sits on a parade that remains unbroken past first floor level. Whilst there are examples of three buildings significantly further down the high street, this particular parade has a degree of uniformity with adjacent properties and the immediate site context gives rise to concerns with the new storey proposed and its visual impact.

The addition of a third storey to the building would break this form and be an incongruent addition with the surrounding area. The proposal does have the proposed extension set back from the front elevation, however this would not offset the bulk and massing accrued at this level, with it appearing at odds with not only the host building, but the adjacent buildings. The awkward juxtaposition of this addition would highlight visual prominence of the proposal, when assessing that this parade coincides with the highway narrowing from the North. The resultant impact would be the large boxy addition appearing as an overbearing addition, at odds with the character and appearance of the host building and wider area. This is further compounded by the choice of materials, with the black zinc seam finish appearing considerably more modern and heavy in appearance than the lower levels.

The application seeks to alter the fenestration at upper floors with black, aluminium framed windows being installed. The alteration would modernise the character and appearance of the building, however given the existing design, particularly with the

fenestration layout and it would appear to have an inconsistent character, further highlighted by the modern finish of the proposed upper floor extension. The resultant form would be a mix match, with the middle floor a traditional finish and design with brickwork and rendering, sandwiched between two modern elements. The placement of the windows has been designed for consideration of the occupants and their needs, however would be at odds with the current first floor level, disruptive to the rhythm and architectural composition of the building, exacerbating the disparity between the two levels.

The proposed elevations show 'regularised' signage for the ground floor commercial units. No further information has been provided detailing the specifics of this with no advertisement application being submitted in conjunction with this application. The proposed CGI image in the Planning Statement does show a modernised shopfront, with the glass and framework finished similarly to the proposed first floor. This would be at odds with the character and appearance of the existing parade of shops but does not form part of the reasons for refusal, as the changes are not shown on the elevation drawings and has not been included in the development description.

Whilst it is accepted that the grocery store opposite is finished in modern grey, it sits alone and is not part of an unbroken shopping parade, with a large percentage of it being finished in brickwork, helping to offset a bulk of the visual impact.

To the rear of the application site (North East) lies Yiewsley Recreation Ground, which is designated Metropolitan Open Land. The proposal would be visible from the recreation ground, with the additional storey breaking the existing form and being in a prominent visual position. Due to the scale and modernised finish of the proposal, it would appear as an incongruous and visually imposing feature, harmful to the character and appearance of the wider area.

The proposal, by virtue of its size, scale, massing, bulk and finish would be harmful to the character and appearance of the host building and wider area, not in accordance with Policies DMHB 11, DMHB 12 and DMHB 13 of the Hillingdon Local Plan Part Two-Development Management Policies (2020).

The proposal, by virtue of siting in a visual prominent location, scale and design would be harmful to the visual amenity and character of the Metropolitan Open Land, contrary to Policy DMEI 4 of the Hillingdon Local Plan Part Two Development Management Policies (2020) and Policy G3 of the London Plan (2021).

7.3 Traffic Impact/Pedestrian Safety

Local Plan: Part 2 Policies DMT 1 and DMT 2 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.

As a consequence of the 'car-free' nature of the proposal, any vehicular trip generation uplift is predicted to be negligible and therefore does not raise any specific highway concerns.

7.4 Carparking & Layout

CAR PARKING PROVISION:

Policies DMT 2 and DMT 6 of the Hillingdon Local Plan: Part 2 - Development Management Policies (2020) states that new development will only be permitted where it accords with the Council's adopted parking standards unless it can be demonstrated that a deviation from the standard would not result in a deleterious impact on the surrounding road network.

The development proposal involves the construction of an additional storey for the creation of 6 bedrooms (HMO) (Use Class Sui Generis), in addition to the existing 7-bedroom HMO at first floor, resulting in an 13 bedroom HMO.

The consideration of the car parking requirements for the current scheme can only relate to the creation of the 6 additional rooms and not the 7 currently existing at first floor level.

According to the TfL PTAL website the site has a PTAL rating of 3 (good).

London Plan Policy T6.1 (Residential Parking) confirms at paragraph E that large-scale purpose built shared living, student accommodation and other sui generis residential uses should be car-free.

On-street parking in the vicinity of the site is regulated through extensive double and single yellow lines in the immediate vicinity of the site and a Residents' Parking Permit schemes surrounding the site.

Car free developments are suitable in such controlled locations particularly since the London Plan parking standards now prohibit/discourage any residential development car parking. Therefore, the HA would support a car free development in this location.

However, both the London Plan and Policy DMT6 (1 per occupant) require the provision of cycle parking for the additional rooms. It is not clear if cycle parking/store can be provided given the layout therefore, in view of the deficient information provided/none provision of cycle parking on site, the development is contrary to the London Plan and DMT6 as the applicant has failed to demonstrate a satisfactory policy and design-led approach to the provision and layout of the cycle parking contrary with the London Plan and Policy DMT6.

7.5 Urban Design, Access and Security Considerations

INTERNAL AMENITY SPACE PROVISION:

Policy DMHB 16 of the Hillingdon Local Plan: Part 2 - Development Management Policies (2020) states that all housing development should have an adequate provision of internal space in order to provide an appropriate living environment. To achieve this all residential development or conversions should: i) meet or exceed the most up to date internal space standards, as set out in Table 5.1; and ii) in the case of major developments, provide at least 10% of new housing to be accessible or easily adaptable for wheelchair users.

Policy D6 of the London Plan (2021) sets out the minimum internal floor space standards required for residential developments in order to ensure that there is an adequate level of amenity for future occupants. Table 3.1 contained within Policy 3.5 of the London Plan (2016) requires:

The DCLG's Technical housing standards - nationally described space standard (2015) states the same internal space standards, as set out in the current London Plan (2021).

The submitted plans show that Bedrooms labelled as 'Bedroom 10 and Bedroom 11' are capable of two person occupancy. This would result in the occupancy of the proposed second floor at 8 persons in 6 bedrooms.

There would be a single communal space, forming the kitchen and lounge, with an area of approximately 23 metres. This would result in a cramped form of development, with limited internal amenity space to facilitate a kitchen and lounge area for 8 persons, to the detriment of the enjoyment of future occupants.

The internal height has been shown at 2.3 metres, which when assessed against the national space standards, would fail to meet the suggested recommendations of 2.5 metres for 75% of the gross internal area, to address the unique heat island effect of London and the distinct density and flatted nature of most of its residential development, so that new housing is of adequate quality, especially in terms of light, ventilation and sense of space.

The proposed development would provide low quality living conditions for future occupiers, in terms of the provision of internal amenity space and ceiling height. The proposal would therefore conflict with Policy DMHB 16 of the Hillingdon Local Plan: Part 2 - Development Management Policies (2020), Policy D6 and Table 3.1 of the London Plan (2021), the Housing Standards Minor Alterations to The London Plan (2016).

EXTERNAL AMENITY SPACE:

Policy DMHB 18 of the Hillingdon Local Plan: Part 2 - Development Management Policies (2020) states that all new residential development and conversions will be required to provide good quality and usable private outdoor amenity space. Amenity space should be provided in accordance with the standards set out in Table 5.3.

The scheme does not include any external space provision. However, given this is HMO accommodation and the Yiewsley Recreation Ground to the rear, it is considered on balance that it would be unreasonable to refuse the application on this basis alone. However, there would be a requirement for securing financial contribution from the developer, via a S.106 agreement, to Green Spaces who manage and maintain Yiewsley Recreation Ground. This would need to be resolved in any future application.

7.6 Other Issues

PRINCIPLE OF DEVELOPMENT:

Policy DMHB 11 of the Hillingdon Local Plan: Part Two - Development Management Policies (2020) seeks to ensure that development proposals do not adversely impact on the amenity, daylight and sunlight of adjacent properties and open space.

Policy DMH 5: Houses in Multiple Occupation (HMOs) and Student Accommodation A) In all parts of the Borough Proposals for the provision of large HMOs, residential hostels, student accommodation and secure accommodation will be required to demonstrate that:

- i) there is good accessibility to local amenities and public transport;
- ii) they accord with the Accessible Homes standards and provide satisfactory living conditions for the intended occupiers; and
- iii) there will be no adverse impact on the amenity of neighbouring properties or the character of the area.

Paragraph 4.6 of the Hillingdon Local Plan: Part Two - 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."

DENSITY:

Numerical density levels are considered to be more appropriate to larger sites and are not typically used in the assessment of schemes of less than 10 units. For small scale

development, such as that proposed with this application, it is considered more appropriate to consider how the development with its surroundings and its impact on adjoining occupiers. Please refer to the sections of the report titled 'Impact on Street Scene' and 'Impact on Neighbours'.

COMMUNITY INFRASTRUCTURE LEVY:

The Council adopted its own Community Infrastructure Levy (CIL) on August 1st 2014 and the Hillingdon CIL charge for residential developments is £95 per square metre of additional floorspace. This is in addition to the Mayoral CIL charge of £60 per square metre. CIL rates are index linked.

8. Reference Documents

Hillingdon Local Plan: Part One - Strategic Policies (November 2012)
Hillingdon Local Plan: Part Two - Development Management Policies (January 2020)
Hillingdon's Local Plan Part 2 Site Allocations and Designations (2020)
The London Plan (2021)
The Housing Standards Minor Alterations to The London Plan (March 2016)
Mayor of London's adopted Supplementary Planning Guidance - Housing (March 2016)
Technical Housing Standards - Nationally Described Space Standard (2015)
Hillingdon Design and Accessibility Statement: Accessible Hillingdon (2017)
National Planning Policy Framework (2021)

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