

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

Case Officer: Michael Briginshaw	12853/APP/2025/2844
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Date Application Valid:	24.11.2025	Statutory / Agreed Determination Deadline:	30.06.2026
Application Type:	Full	Ward:	Charville

Applicant: **Shall Do Hayes Development Ltd**

Site Address: **Hayes Park West, Hayes Park**

Proposal: **Partial demolition and redevelopment of the existing multi-storey car park to provide new homes (Use Class C3), landscaping, car and cycle parking, and other associated work.**

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

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



Summary of Recommendation:

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

Mayor of London Stage 2 Referral & S106 Legal Agreement Heads of Terms

It is recommended that delegated powers be given to the Director of Planning and Sustainable Growth to grant planning permission subject to the following:

A) That the application be referred to the Mayor under Article 5 of the Town and Country Planning (Mayor of London) Order 2008.

B) That the Council enter into a legal agreement with the applicant under Section 106 of the Town and Country Planning Act 1990 (as amended) or any other legislation to secure the following:

- i. Affordable Housing: To secure on-site affordable housing, to include a provision of 7 no. Social Rent tenure units and 3 no. Intermediate tenure units (19% of total habitable rooms). The obligation shall include an Early and Late-Stage Viability Review mechanism.
- ii. Health Contribution: Financial contribution equal to £75,661 to fund enhanced or new health facilities within the London Borough of Hillingdon.
- iii. Delivery of Hayes Park Central and South Development: An obligation securing delivery of the Hayes Park Central and South development (application references 12853/APP/2023/1492 and 12853/APP/2023/1493) as part of the permission for the Hayes Park West development. This is to ensure timely redevelopment of the listed buildings and to safeguard against their neglect.
- iv. Managed Access Strategy / Community Use Agreement: Submission for approval and compliance with a Community Use Agreement allowing for public access to the site on a controlled basis.
- v. Healthy Streets, Active Travel Zone and Air Quality Mitigation Contribution: Financial contribution equal to £243,101.
- vi. Carbon Offset Contribution: A financial contribution equal to £61,708.
- vii. Public Open Space: A financial contribution equal to £69,500.
- viii. Employment and Construction Training Scheme: An Employment/ Construction Training Scheme secured in accordance with the Council's Planning Obligations SPD.
- ix. Residential Parking Permit Restrictions: Residential and Visitor Parking Permits restriction (excluding Blue Badge holders).
- x. Project Management and Monitoring Fee: A Project Management and Monitoring Fee, equalling 5% of the total financial contributions to be paid under this agreement.

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C) That in respect of the application for planning permission, the applicant meets the Council's reasonable costs in preparing the Section 106 Agreement and any abortive work as a result of the agreement not being completed.

D) That officers be authorised to negotiate and agree the detailed terms of the proposed agreement and conditions of approval and agree any changes requested by the Greater London Authority.

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

'The applicant has failed to mitigate the impacts posed by the proposed development (in respect of Affordable Housing, Health, Delivery of the listed buildings conversions, Managed Public Access Strategy, Air Quality, Highway Safety, Carbon Emissions, Public Open Space, Employment and Planning Obligations Monitoring). The scheme therefore conflicts with Policies DMCI 7 of the Hillingdon Local Plan: Part 2 (2020); the adopted Planning Obligations Supplementary Planning Document (2014); Policy DF1 of the London Plan (2021); and paragraphs 56-58 of the National Planning Policy Framework (2024).'

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

1 Executive Summary

- 1.1 This application seeks permission for the partial demolition and redevelopment of the existing multi-storey car park to provide 52 new homes. This would comprise 16 no. 1 bed flats (31%) and 36 no. 3 bed flats (69%), including 19% of units (10 units) as affordable housing. A total of 52 no. car parking spaces including 5 disabled spaces and 7 electric vehicle charging spaces are proposed, alongside landscaping works to create communal and private amenity space and play space.
- 1.2 The application site forms part of designated Metropolitan Green Belt land and is situated within the wider former Hayes Park business park, which is currently undergoing residential conversion. The wider Hayes Park site is structured around a pastoral landscape and contains two Grade II* listed buildings to the south, including the Hayes Park Central and Hayes Park South buildings.
- 1.3 The site would fall under the NPPF definition of previously developed land. Whilst there would be an increase in built form on the site, the proposal is not considered to cause substantial harm to the openness of the Green Belt, given

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that it would be sited within the extent of previously developed land where there are existing adjoining development and retained trees. The proposal would therefore meet the exception of paragraph 154 (g) of the NPPF (2024) and is appropriate development within the Green Belt. In addition, the residential use of the former business Hayes Park has been established via the recent approvals to convert the three buildings within the estate.

- 1.4 The proposal for 69% family housing (equal to 36 no. 3 bed units) significantly contributes to meeting related housing needs within the borough and is a benefit of the scheme. The scheme has been subject to viability testing by the Council's third-party consultants and the Greater London Authority. Following such assessment, it has been concluded that the scheme could only provide 19% affordable housing, namely 10 units comprising a mix of 70% Social Rent and 30% Shared Ownership. It is therefore concluded that this offer would represent the maximum viable affordable housing provision deliverable. In the event of an approval, it is recommended that the 19% affordable housing offer is secured by legal agreement and includes Early and Late-Stage Viability Review mechanisms as defined by Policy H5 of the London Plan (2021).
- 1.5 The proposal would meet the communal and private amenity space requirements, but there would be a minor shortfall in the provision of on-site play space. The vacant two storey car park site is not a heritage asset and is considered to detract from the setting of the nearby listed buildings. The increase in height and massing of the proposed residential block is considered to cause a very low level of less than substantial harm to the listed buildings, through changes to their setting, since it would provide a change to the pastoral setting. In accordance with paragraph 215 of the NPPF, where less than substantial harm to the significance of a designated heritage asset is identified, that harm must be weighed against the public benefits of the proposal.
- 1.6 Planning obligations are proposed to secure the affordable housing provisions alongside the delivery of the approved Hayes Park Central and South residential scheme (to safeguard the heritage assets), as well as managed public access to the site to the benefit of local communities. Contributions are secured towards health infrastructure, air quality mitigation and active travel improvements, carbon offsetting and public open space enhancement. An employment strategy and construction training scheme are to be secured alongside restricting parking permit allocations. A project management and monitoring fee would also be secured to manage and monitor the planning obligations.
- 1.7 It is acknowledged that the Council cannot currently demonstrate a five-year supply of deliverable housing sites (the most recent position statement published on 1st April 2026 confirmed a 2.5 year supply). In accordance with Footnote 8 of the NPPF, the policies which are most important for determining the application are therefore considered out-of-date. Consequently, Paragraph 11(d) of the Framework is engaged, and the 'tilted balance' applies. This requires that planning permission be granted unless any adverse impacts of doing so would significantly and demonstrably outweigh the benefits, when assessed against the policies in the Framework taken as a whole.

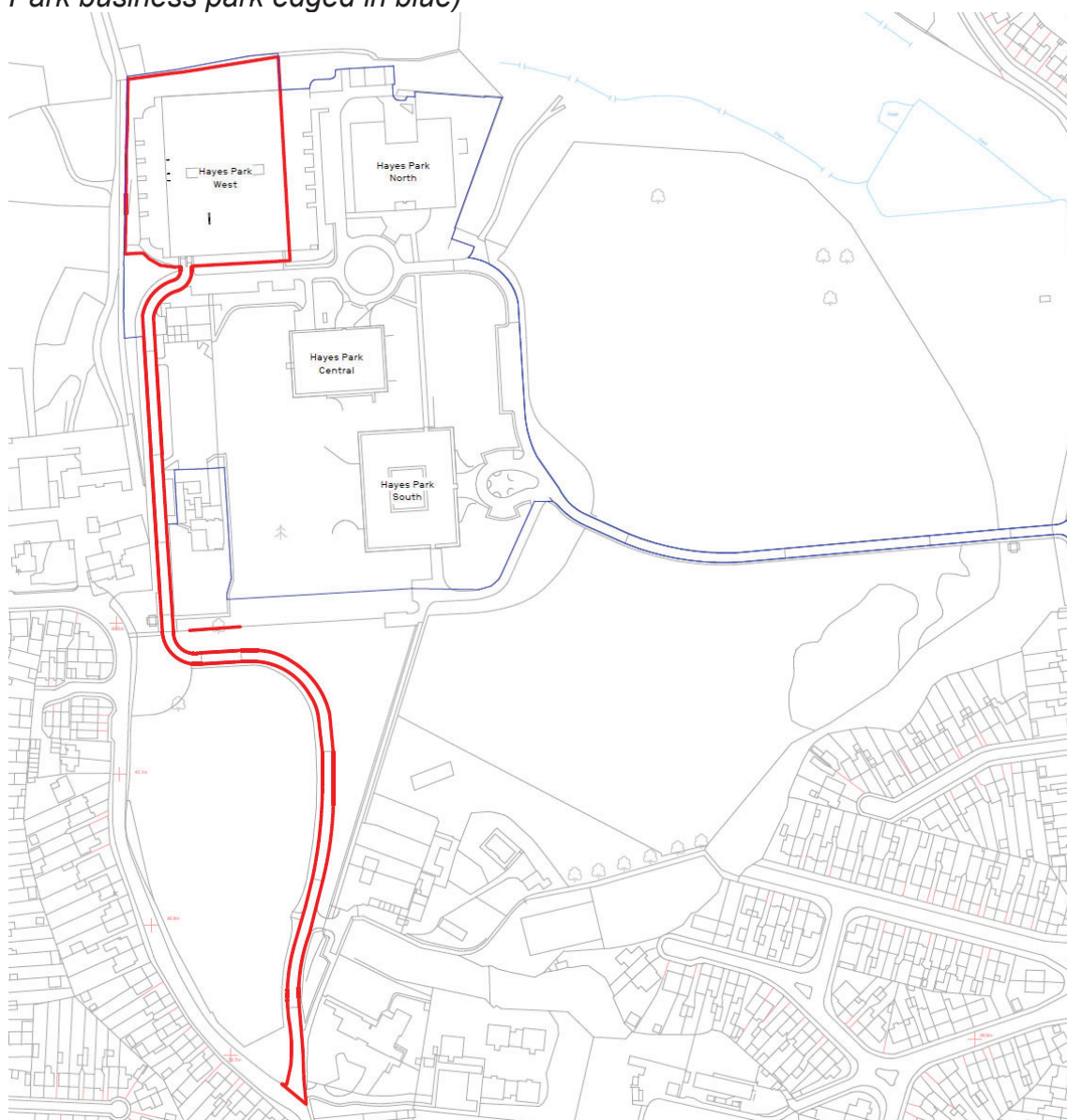
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- 1.8 Subject to the planning conditions and obligations recommended, the proposed development is considered acceptable with respect to design, heritage, residential amenity, environmental issues, transport, and sustainability. When weighed against the very low level of less than substantial harm identified to the setting of the listed buildings, the public benefits of the proposal are considered to outweigh that harm. In reaching this decision, significant weight is afforded to the contribution that the proposal makes towards the Borough's housing supply (a net contribution of 52 residential units).
- 1.9 Section 38(6) of the Planning and Compulsory Purchase Act 2004 states that planning applications should be determined in accordance with the development plan unless material considerations indicate otherwise. For the reasons outlined above and within the main body of the report, the application is considered to broadly comply with the Development Plan. Where there are minor conflicts with the Development Plan, there considered to be sufficient mitigating factors and benefits which outweigh such conflicts. Accordingly, the application is recommended for approval, subject to Stage 2 referral to the Mayor of London, securing the planning conditions set out in Appendix 1 and a Section 106 legal agreement.

2 The Site and Locality

Figure 1: Location Plan (application site edged red – the wider former Hayes Park business park edged in blue)



- 2.1 The application site is situated within the wider former Hayes Park business park (outlined in blue in Figure 1 below), which is currently undergoing residential conversion and is a private landscaped parkland setting accessed from Hayes End Road to the west and Park Lane to the east via gates. Overall, the park measures approximately 5.22 hectares in area and comprises three former office buildings (Hayes Park North, Hayes Park Central and Hayes Park South) and a redundant two storey car park and hardstanding. The site is outlined in red in Figure 1 below and comprises the redundant two storey car park, including sunken elements to the south, measuring 1.1 hectares in area and is now obsolete following the residential conversion of the former business park.

- 2.2 The site lies within designated Metropolitan Green Belt and the Hillingdon Air Quality Management Area. It has a Public Transport Access Level (PTAL) of 0, on a scale of 0 to 6b where 6b is the highest. As shown in Figures 2 and 3 below, immediately to the north and west are mature trees and open parkland. To the east is the Hayes Park North (HPN) building and to the south are the Grade II* listed buildings of Hayes Park Central (HPC) and Hayes Park South (HPS).

Figure 2: Agent's Aerial View of the Application Site

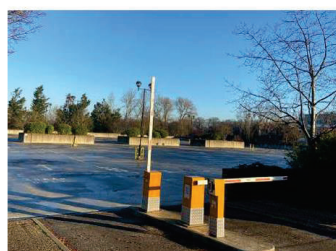


Aerial image of the site from February 2023

Figure 3: Agent's Photographs of the Application Site



01 Aerial View of the Car Park



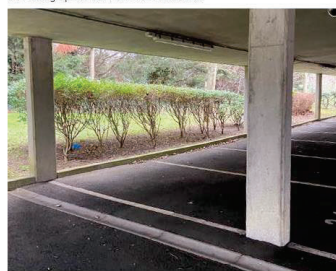
03 Photograph of Car Park Entrance at ground level



04 Photograph of Car Park from West Side



02 Photograph of Car Park from East Side



05 Photograph of Lower Ground Car Park

3 Proposal

- 3.1 This application seeks full planning permission for the partial demolition and redevelopment of the existing multi-storey car park to provide new homes (Use Class C3), landscaping, car and cycle parking, and other associated work. Please see Figures 4 and 5 below for the proposed site plans of the proposal.

Figure 4. Proposed lower ground site plan (sourced from drawing ref. 0489-SEW-HPW-ZZ-DR-A-501002 RevP2)



Figure 5. Proposed site plan (sourced from drawing ref. 0489-SEW-ZZ-ZZ-DR-A-501001 RevP2)



- 3.2 In particular, the proposal would involve the construction of a new 4 storey residential development of maximum height of 12.5 metres, in a U-shaped courtyard arrangement within the same footprint of the existing car park, following partial demolition of the upper levels of the car park and retention of its lower ground floor element. Due to this lower ground level sunken to the south, the proposed building would appear as three-storey when viewed from the south.
- 3.3 The proposal would result in 52 new homes (Class C3), comprising a mix of 16x1-bedroom 2-person and 36x3-bedroom 6-person homes. The proposal would provide 19% affordable housing by units, namely 10 units, at 30% Shared Ownership and 70% at Social Rent mix.
- 3.4 Regarding the vehicular access, the proposal would be accessed via the existing estate loop road, either entered from Park Lane to the east, or Hayes End Road

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to the west, connecting to Uxbridge Road, which runs to the south. Each vehicular entry point would be gated, with residents only access controlled by fobs. There would be 52 (49 standard and 3 accessible) vehicle parking spaces allocated to the new homes, either as surface spaces within the landscaped public realm or as under-croft parking beneath the partially retained, re-landscaped car park podium. The residents' cycle storage would be located beneath the podium, providing 97 cycle parking spaces. There would be 14 cycle parking spaces allocated to visitors to the site, within the ground floor landscape to the west and to the south (front).

- 3.5 The proposal would involve a communal courtyard on the lower ground level and a podium on ground level, resulting in approximately 1700sqm of communal external amenity area, along with approximately 2000sqm private external amenity area and 161sqm play space for children aged 0-4 years.
- 3.6 The proposed appearance and materials are shown in Figures 6 and 7 below and involve green terracotta tile to base, darker textured GRC panels on the upper floors, green powder coated aluminium window and door frames, and mesh balustrade and wire trellis system for planting/privacy.

Figure 6. Illustrative elevation highlighting the proposed material palette
(sourced from Design and Access Statement)

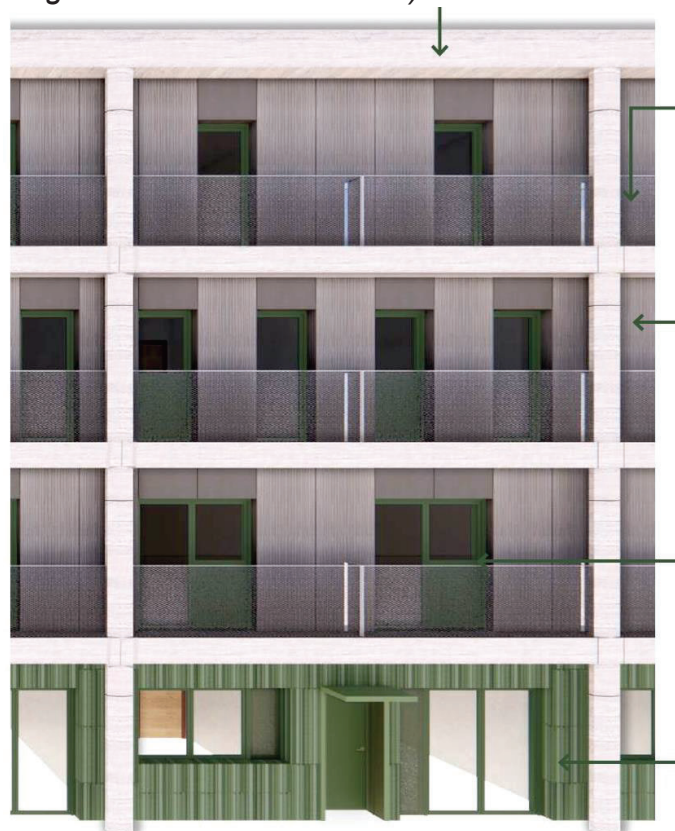


Figure 7. i) Illustrative courtyard elevation to the east (top) ii) Illustrative western elevation (bottom) (sourced from Design and Access Statement)



Proposed illustrative courtyard elevation - East HPW (NTS)



Proposed illustrative external elevation - West HPW (NTS)

Figure 8. i) Illustrative podium elevation to the north (top) ii) Illustrative courtyard elevation to the south (bottom) (sourced from Design and Access Statement)



Proposed podium elevation - North HPW (NTS)



Proposed Courtyard elevation - South HPW (NTS)

3.7 During the course of the application, amendments were agreed and submitted as part of a revised proposal as follows:

- An external platform lift was added to the front to allow level access from the front podium to the internal courtyard garden via the car park and vice versa to address comments from the Council's Urban Design Officer and Access Officer.
- A 1.1m high solid planter is proposed to the east and west elevations, along with shared trellis at the back of the planter, that can be shared with a neighbour and would tie in with the balustrade datum, to address comments from the Council's Urban Design Officer.
- To the south elevation, the 1.1m high planter would be lengthened and would include a bench. Metal trellis with vertical wires would be located at the back of the planter.
- Revised short stay cycle parking provision from 10 to 14 spaces within the ground floor landscape to the west and to the south (front) to address comments from the Greater London Authority (GLA).
- An updated Drainage Strategy Report to address comments from the Lead Local Flood Authority and GLA addressing greenfield rates, attenuation volumes and climate change modelling.
- An Active Travel Zone assessment was submitted, along with clarification over trip generation, servicing and delivery arrangements, Travel Plan commitments and as to why no additional Elective Vehicle charging points can be provided (due to podium making delivery unviable and impractical) to address London Borough of Hillingdon-Highways and Transport for London's comments.
- A revised Air Quality Neutral Transport Emissions assessment was submitted as informed by the daily transport trip data to address comments from the Air Quality Officer and GLA.
- Revised Energy Statement, Whole Life-Cycle Carbon report and Circular Economy Strategy were submitted to demonstrate compliance with London Plan policy as requested by GLA.
- Following viability testing, it was also agreed that the development would provide 19% (increasing from 15%) of the units as affordable housing, equating to 10 units.

4 Relevant Planning History

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

4.2 The relevant planning history is discussed in detail within the report, particularly as follows:

Hayes Park North

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- 4.3 Class O Prior Approval application reference 12853/APP/2021/2202 was allowed at appeal (Dated June 2022). Prior Approval was granted for:
- Change of use of offices (Use Class E(g)) to residential use (Use Class C3) to include 64 residential units comprising 6 x studio units, 33 x one-bedroom units, 19 x two-bedroom units and 6 x three-bedroom units (Application for Prior Approval under Schedule 2, Part 3, Class O of the Town and Country Planning (General Permitted Development) (England) Order 2015).
- 4.4 A Section 73 application to vary the Conditions of the Class O Prior Approval (app ref. 12853/APP/2024/1374) was approved on 31st July 2024 and required completion by 23rd June 2025. It is understood that the development was not completed by this date and as such, this permission has not been implemented.
- 4.5 Class MA Prior Approval application reference 12853/APP/2024/1798 was approved on 11th September 2024 for a change of use of the offices to 70 flats and requires completion by 11th September 2027. It is understood that this permission is being implemented.

Hayes Park Central and South

- 4.6 Application reference 12853/APP/2023/1492, dated 15-08-24, granted planning permission for:
- Change of use of the existing buildings to provide new homes (Use Class C3), together with internal and external works to the buildings, landscaping, car and cycle parking, and other associated works.

This permission has not yet been implemented, but applications have been submitted for the approval and discharge of conditions attached to this permission.

- 4.7 Application reference 12853/APP/2023/1493, dated 15-08-24, granted Listed Building Consent for:
- Internal and external works to the buildings associated with a change of use (Application for Listed Building Consent).

This permission has not yet been implemented, but applications have been submitted for the approval and discharge of conditions attached to this permission.

- 4.8 The above permissions have granted consent for the residential use of Hayes Park. This is a significant material consideration, noting that Hayes Park North will form part of an emerging residential community.

5 Planning Policy

Development Plan

- 5.1 Planning law requires that applications for planning permission be determined in accordance with the development plan, unless material considerations indicate otherwise. The statutory development plan for the London Borough of Hillingdon comprises the following documents:
- The Local Plan: Part 1 – Strategic Policies (adopted 2012)
 - The Local Plan: Part 2 – Development Management Policies (adopted 2020)
 - The Local Plan: Part 2 – Site Allocations and Designations (adopted 2020)
 - The West London Waste Plan (adopted 2015)
 - The London Plan (adopted 2021)
- 5.2 In accordance with national policy, due weight is to be given to development plan policies according to their degree of consistency with the National Planning Policy Framework (NPPF), with reduced weight being afforded where inconsistency is identified, within the statutory framework established by Section 38(6) of the Planning and Compulsory Purchase Act 2004.

Material Considerations

- 5.3 The NPPF (2024) is a significant material consideration in the determination of planning applications and must be taken into account alongside the development plan. This is particularly relevant where elements of the development plan are out-of-date or inconsistent with national policy, although national policy remains relevant in all cases. In such circumstances, proposals are assessed having regard to the most up to date national policy position, alongside all other relevant material considerations, including supplementary planning documents and guidance.
- 5.4 The NPPF (2024) provides updated national policy on Green Belt land, including the identification of Grey Belt land and circumstances in which development may be considered appropriate. These provisions do not alter the fundamental purposes of the Green Belt or the substantial weight that must continue to be afforded to Green Belt harm. The development plan remains the statutory starting point for decision making, however, where relevant local policies pre-date or do not reflect the Grey Belt framework, the NPPF constitutes a material consideration that informs the assessment of proposals.
- 5.5 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 422 no. letters were sent to neighbouring properties, a site notice was displayed to the front of the site and an advert was posted in the local paper. The neighbour consultation process expired on 3rd January 2026 and no comments were received from residents.
- 6.2 Following receipt of amended drawings and reports, re-consultations were issued on 30th March 2026 to the consultees who had requested further information or amendments during the application process.
- 6.3 Representations received in response to public consultation are summarised in Table 1 (below). Consultee responses received are summarised in Table 2 (below). Full copies of the responses have also separately been made available to Members.

Table 1: Summary of Representations Received

Representations	Summary of Issues Raised	Planning Officer Response
No comments have been received from residents.	N/A	N/A

Table 2: Summary of Consultee Responses

Consultee and Summary of Comments	Planning Officer Response
External Consultation	
Airport Safeguarding - Heathrow No objection subject to cranes informative.	The Heathrow Airport Safeguarding comments are noted and taken into consideration as part of the planning assessment. The recommended informative has been included in Appendix 1 of the report.
Ministry of Defence Safeguarding surrounding RAF Northolt	The Ministry of Defence comments are noted and taken into consideration as

No objection subject to a condition regarding Submission of a Construction Management Strategy including details of cranes.	part of the planning assessment. Please refer to Condition 4 (Construction Logistics and Management Plan).
Thames Water No objection subject to an informative regarding Groundwater Risk Management Permit	The Thames Water comments are noted and taken into consideration as part of the planning assessment. The recommended informative has been included in Appendix 1 of the report.
NATS (National Air Traffic Services) No objection	The NATS comments are noted and taken into consideration as part of the planning assessment.
Historic England No objection	The Historic England comments are noted and taken into consideration as part of the planning assessment.
Greater London Authority (GLA) (Stage 1) Stage II referral to the GLA is required if resolved for approval at Planning Committee. <u>Land Use Principle</u> The site is designated as Green Belt; however, the proposal involves the redevelopment of previously developed land, which GLA Officers consider meets the exception tests set out in paragraph 154 of the NPPF and is not inappropriate development. Nor is the proposal considered to cause substantial harm to the openness of the Green Belt. The provision of new homes is supported.	The GLA comments are noted and taken into consideration as part of the planning assessment. The applicant has submitted additional information following the GLA's Stage 1 comments in form of a separate response to GLA and a Design and Access Statement Addendum. Officers consider that the matters raised in the GLA's Stage 1 comments have been addressed, except for

<u>Affordable housing</u> Following GLA's viability review, the applicant increased the provision from 8 to 10 affordable housing units (from 15% to 19%), by adopting all assumptions by the GLA with the exception of the valuation of the social rented units. GLA consider this to be acceptable and early and late-stage reviews will be required. <u>Urban Design & Heritage</u> The visual impacts of the proposed development on the setting of the listed buildings is limited due to its location, the topography, existing trees and vegetation and its relatively low height, causing a very low level of less than substantial harm to the listed buildings. GLA considered that the public benefits of the proposal have the potential to clearly and convincingly outweigh the identified harm to the assets. GLA also considered that the written advice of the Design Review Panel (DRP) that was received after the planning submission was made, should be taken into account, to ensure the proposals meet the highest possible design quality. <u>Transport</u> An Active Travel Zone (ATZ) assessment and a multi-modal trip generation assessment should be submitted. Walking and cycling routes should be reviewed against the Healthy Streets criteria. Concerns over the access of visitors' cycle parking and that car parking could overspill into the adjoining sites and internal roads. Appropriate design and management measures should be implemented to prevent this. Electric vehicle charging provision and disabled persons parking provision should be provided in accordance with London Plan standards. A	the reduction in parking numbers due to the low level of accessibility of the site (PTAL 0) and the increase in electric vehicle charging spaces due to the podium provision. Conditions have been recommended in line with the GLA's recommendations and are included in Appendix 1 of the report. The Local Planning Authority will refer the application back to the GLA for Stage 2 (as required) if the Planning Committee resolves to grant planning permission. Please refer to following S106 Head of Terms: (i) Affordable Housing: Securement of 19% affordable housing, including 7 no. Social Rent and 3 no. Intermediate tenure units. (v) Healthy Streets, Active Travel Zone and Air Quality Mitigation Contribution: Financial contribution equal to £243,101. (vi) Carbon Offset Contribution: A financial contribution equal to £61,708. Please also refer to the following conditions:
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Swept Path Analysis for the largest vehicles servicing the site should also be provided. A detailed Delivery and Servicing Plan (DSP), Travel Plan (TP) and Construction Logistics Plan (CLP) should be secured by condition. <u>Environment and sustainable infrastructure</u> The applicant should further refine the energy strategy and submit further information to comply with London Plan policies. A carbon offset payment, along with the 'be seen' requirement, are required to be secured via the legal agreement. The Drainage Strategy provided for the proposed development generally complies with London Plan Policy SI12, subject to conditions relating to groundwater monitoring to inform exact mitigation measures and climate change allowance for the 3.3% AECP to be in line with the EA guidance "Flood risk assessments: climate change allowances" at the next design stage. Conditions requested to secure a fire statement, provision of M4(2) and M4(3) accessible homes, London Plan compliant cycle parking, Whole Life Cycle Carbon Assessment, Circular Economy Statement, Urban Greening Factor and biodiversity net gain.	Condition 4 (Construction Logistics and Management Plan) Condition 6 (Sustainable Drainage Scheme Details) Condition 7 (Biodiversity Net Gain) Condition 12 (Landscape Scheme) Condition 15 (Delivery and Servicing Plan) Condition 16 (Travel Plan) Condition 17 (Whole Life Cycle Carbon Assessment) Condition 18 (Circular Economy Statement) Condition 25 (Fire Statement) Condition 28 (M4(2) and M4(3) Accessible Units)
Transport for London (TfL) The site is located approximately 270m from Uxbridge Road (A4020) which forms a part of the Strategic Road Network (SRN). TfL are the Traffic Authority for the SRN, ensuring that no development has an adverse impact on the performance and/or safety of the network. <u>Access</u> It is questioned whether the control of pedestrian access through the site via the provision of a gate supports the creation of a socially inclusive London. The current	The TfL comments are noted and taken into consideration as part of the planning assessment. The applicant has submitted additional information following the TfL's comments as below and via the submission of the requested Active Travel Zone assessment. Whilst TfL have raised concerns with the Active Travel Zone

arrangement highlights a car-dominated layout, which conflicts with the Healthy Streets approach and therefore car parking provision at the site should be reduced. <u>Healthy Streets</u> TfL requests that the TA includes a comprehensive ATZ assessment covering both daytime and night-time conditions. TfL requests mitigation, including: - Improved lighting (especially underpasses) - Better wayfinding - Design/safety improvements to key routes and entrance points - Potential off-site contributions to deliver these works <u>Cycle Parking</u> Comments were made for the proposal to align with the London Cycling Design Standards (LCDS) guidance, such as specific doors' width, and for the short stay cycle spaces. <u>Car Parking</u> Request to increase the Electric Vehicle charging spaces from 13% (7 spaces) to 20% as per the London Plan standards, and for a Car Parking Management plan condition to reduce the risk of overspill into adjoining sites. <u>Transport Network Impacts</u> Mode share assumptions should be based on TfL's strategic assumptions or LTDS data to provide a more accurate picture of travel behaviour. <u>Travel Plan & Delivery-Servicing & Construction</u> The Travel Plan must be more ambitious to mitigate car dependency and align with	Assessment, Officers have agreed a £243,101 contribution towards Healthy Streets, Active Travel Zone and Air Quality Mitigation. As such, this matter is resolved. <u>Access</u> Whilst there are gates at the access to Hayes Park, these will be monitored by a daytime concierge service and will not restrict people moving in and out of the development. It should also be noted that not all of the site is controlled by the applicant and therefore it does not have full control over how the gates should be used. The number of parking spaces is driven by the very low PTAL and is accepted by the Council's Highway Authority. <u>Cycle parking</u> An updated plan was provided, showing changes to the cycle stores in order to be LCDS compliant. This demonstrates doors are 2m wide, that there is a clear width within the cycle store of 2.5m, which is the minimum allowed, 800mm between Sheffield Stands and highlights the location of short stay spaces as requested. <u>Car Parking</u>
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London Plan Policy T4 and TfL's Travel Plan Guidance. A Delivery and Servicing Plan and a detailed CLP should be secured by conditions.	As the development includes a significant amount of podium parking, the Applicant has explained that the development cannot comply with the 20% active charging infrastructure due to building regulations constraints. All spaces outside the podium are identified for EV charging but to provide for more within the podium would require a sprinkler tank the same size as the podium itself. Notwithstanding, Condition 13 (Electric Vehicle Charging Points and Infrastructure) is proposed and requires that electric vehicle charging points are maximised. <u>Transport Network Impacts</u> TfL have agreed to defer to the Council's Highways Authority who have confirmed no objection with respect to transport network impacts. <u>Travel Plan & Delivery-Servicing & Construction</u> Please refer to Conditions 15 (Delivery and Servicing Plan) and 16 (Travel Plan) as set out in Appendix 1 of the report.
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Internal Consultation	
Contaminated Land Officer No objection subject to a condition requiring the submission of a scheme to deal with unacceptable contamination, to be submitted prior to the commencement of development.	The Contaminated Land Officer comments are noted and taken into consideration as part of the planning assessment. Please refer to Condition 5 (Contamination).
Noise Officer No objection subject to conditions to secure appropriate levels of noise for residential occupiers.	The Noise Officer comments are noted and taken into consideration as part of the planning assessment. Please refer to Condition 29 (Noise levels).
Lead Local Flood Authority (LLFA) The LLFA requested further information pertaining to methodology for the drainage calculations submitted. No fundamental objections were raised and it was noted that conditions securing a detailed drainage strategy and details of management and maintenance of the drainage system would be required.	The LLFA comments are noted and taken into consideration as part of the planning assessment. It is considered reasonable to assume that a sufficient and acceptable drainage strategy could be secured at the detailed design stage of the planning process. Accordingly, a revised final drainage strategy is proposed to be secured by Conditions 6 (Sustainable Drainage Scheme Details) and 20 (Sustainable Drainage Scheme Verification).
Access Officer The proposal therefore expected to meet the highest inclusive design standards under London Plan Policies D5, D7, D12, and H2. In particular, the absence of lift access means the development is not fully accessible or inclusive. This conflicts with Policy D7 requirements for accessible and adaptable	The Access Officer comments are noted and taken into consideration as part of the planning assessment. The Applicant submitted amended plans which includes an external lift to

housing, including the delivery of M4(2) and M4(3) standards. Furthermore, where lift access is required, Policies D5 and D12 also necessitate the provision of evacuation lifts designed to BS EN 81-76 standards, which are not proposed. As a result, a significant number of new homes would not comply with London Plan inclusive design requirements.	ensure that inclusive access is provided. The details of the lift are proposed to be secured by Condition 10. Subject to Condition 10 (Communal Lift Details), the Access Officer's concerns are resolved.
Air Quality Officer The proposed development affects an identified Air Quality Focus Area. The Air Quality Assessment relied on peak hour trip rates derived from the submitted Transport Assessment, in the absence of confirmed daily trip data which is the correct approach. No objection subject to conditions securing i) control of dust ii) control of emissions from Non-Road Mobile Machinery, and legal agreement for contribution of £298,603 to be paid for Hillingdon to deliver its air quality local action plan and or implement specific measures on/along the road network affected by the proposal.	The Air Quality Officer comments are noted and taken into consideration as part of the planning assessment. The applicant provided daily trip data (149 two-way vehicle trips) and the Air Quality Neutral Transport Emissions assessment has therefore been revised accordingly. On this basis, the offset contribution has been recalculated as: £243,101. This sum was agreed by the Air Quality Officer. Please refer to Conditions 4 (Construction Logistics and Management Plan), 24 (Low Emission Strategy) and 30 (Non-Road Mobile Machinery).
Highways Authority The trip generation as a result of the proposal is judged to be insignificant and could be absorbed by the surrounding highway network without detriment to road safety or the free flow of traffic. However, an Active Travel Zone (ATZ) assessment should be provided. The quantum of 52 car parking spaces proposed is accepted, considering the London	The Highways Authority comments are noted and taken into consideration as part of the planning assessment. The applicant submitted an Active Travel Zone assessment. Officers have agreed a £243,101 contribution towards Healthy

Plan (2021) Policy T6.2 residential parking and the site's poor PTAL score. Notwithstanding this, the proposal should increase the provision of active electric vehicle charging points from 7 to 10 to comply with the London Plan (2021), which requires that at least 20 per cent of spaces to have active charging facilities, with passive provision for all remaining space. Conditions for Travel Plan, Delivery and Servicing Plan and Construction Management Plan should be attached to any decision.	Streets, Active Travel Zone and Air Quality Mitigation. As such, this matter is resolved. As the development includes a significant amount of podium parking, the Applicant has explained that the development cannot comply with the 20% active charging infrastructure due to building regulations constraints. All spaces outside the podium are identified for EV charging but to provide for more within the podium would require a sprinkler tank the same size as the podium itself. Notwithstanding, Condition 13 (Electric Vehicle Charging Points and Infrastructure) is proposed and requires that electric vehicle charging points are maximised. Please also refer to Conditions 4 (Construction Logistics and Management Plan), 12 (Landscape Scheme), 14 (Parking Design and Management Plan) and 15 (Travel Plan).
Planning Policy Officer Regarding the green belt assessment, clarification was requested in respect of the visual impact assessment. It was requested that trip generation was factored into the impact on openness. A comparison of built volume for the existing development and proposed development was also requested.	The Planning Policy Officer comments are noted and taken into consideration as part of the planning assessment. It is noted that the viewpoints were agreed as part of a detailed pre-application process.

	A built volume comparison between the existing car park and the proposed development is provided within the Design and Access Statement Addendum (page 160), which identifies the existing volume of 15,652 cubic metres and proposed volume of 29,208 cubic metres. This results in a 54% increase in built volume. The detailed Green Belt assessment is set out under paragraphs 7.1 to 7.8 of the report.
Urban Design Officer The proposed scheme is considered broadly acceptable in terms of its design quality, but a few outstanding concerns remain in relation to public access strategy, the delivery of the conversion of the HPS and HPC listed buildings, courtyard access, landscaping, boundary softening, design materials, soffits and column design, privacy over the 'green screening' proposed, communal amenity room size, managed deliveries, concierge and Drop-off, along with lighting strategy. Subject to recommended conditions and some of the recommendations implemented, the scheme has the potential to be of high quality.	The Urban Design Officer comments are noted and taken into consideration as part of the planning assessment. The applicant provided amendments, clarification and request for some of the elements to be addressed by conditions and this is discussed in detail in the design/impact on the character and appearance of the area. Please refer to Conditions 8 (Materials), 9 (Infill & Banding Bespoke Facade Materiality), 10 (Communal Lift Details), 12 (Landscape Scheme), 18 (External Lighting Strategy), 21 (Control of Balconies & Windows – Privacy), 25 (Balcony Privacy and Security Strategy), 26

	(Column and Soffit refinement), and 33 (Roof mounted equipment).
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7 Planning Assessment

Land Use Principles

Metropolitan Green Belt

7.1 The application site forms part of designated Metropolitan Green Belt land. Section 13 of the NPPF (2024) refers specifically to 'Protecting Green Belt land'. It states that the Government attaches great importance to Green Belts, and that the fundamental aim of Green Belt policy is to prevent urban sprawl. London Plan Policy G2, Policy EM2 of the Hillingdon Local Plan: Part 1 (2012) and Policy DMEI 4 of the Hillingdon Local Plan: Part 2 (2020) all seek to protect the Green Belt from inappropriate development and afford the strongest possible protection to Green Belt land, in line with the NPPF.

7.2 Paragraph 153 of the NPPF (2024) states that inappropriate development is, by definition, harmful to the Green Belt and should not be approved except in 'very special circumstances'. Paragraph 154 goes further stating that Local Planning Authorities (LPA) should regard all development within the Green Belt as inappropriate, but gives exceptions which include under part;

'(g) limited infilling or the partial or complete redevelopment of previously developed land (including a material change of use to residential or mixed use including residential), whether redundant or in continuing use (excluding temporary buildings), which would not cause substantial harm to the openness of the Green Belt. '

7.3 The exception under part g of paragraph 154 refers to previously developed land. The NPPF definition of previously developed land in Annex 2 is:

'Land which has been lawfully developed and is or was occupied by a permanent structure and any fixed surface infrastructure associated with it, including the curtilage of the developed land (although it should not be assumed that the whole of the curtilage should be developed). It also includes land comprising large areas of fixed surface infrastructure such as large areas of hardstanding which have been lawfully developed. Previously developed land excludes: land that is or was last occupied by agricultural or forestry buildings; land that has been developed for minerals extraction or waste disposal by landfill, where provision for restoration has been made through development management procedures; land in built-up areas such as residential gardens, parks, recreation grounds and allotments; and land that was previously developed but where the remains of the permanent structure or fixed surface structure have blended into the landscape.'

- 7.4 The site is a redundant two-storey car park and hardstanding, formerly associated with the Hayes Park business park, which is currently undergoing residential conversion for new homes from its previous office use. The loss of the existing car park is acceptable in principle given that it is redundant and does not have any heritage significance. In Green Belt terms, the site would fall under the NPPF definition of previously developed land as the current use of the site does not fall under the exceptional uses in the Green Belt. Therefore, the assessment of the proposal is that of whether the proposal would cause substantial harm to the openness of the Green Belt to meet the relevant exception 154(g) of the NPPF.
- 7.5 The National Planning Practice Guidance (NPPG) states that assessing the impact of a proposal on the openness of the Green Belt requires a judgement based on the circumstances of the case. The NPPG advises that courts have identified that openness is capable of having both spatial and visual aspects.
- 7.6 Regarding the spatial aspect of openness, the proposal would use the footprint of the former car park and would not therefore encroach into the surrounding parkland. However, there would be an increase in built height and volume on the site, and this would affect the visual aspect of openness.
- 7.7 The applicant has submitted a Heritage, Townscape and Visual Impact assessment (HTVIA) in this regard. Whilst the site and surrounding area are designated as Metropolitan Green Belt, the site is already part of built development considering the former office buildings known as Hayes Park North, Hayes Park South and Hayes Park Central. Compared with these buildings, the proposal would be at the same height, or lower, to the east and south. To the west and north are open parkland, but it is clear from the HTVIA and the verified views, that the development would sit below the existing mature trees and landscaping and would not be prominent in terms of visibility.
- 7.8 Overall, whilst there would be an increase in built form on the site, the proposal is not considered to cause substantial harm to the openness of the Green Belt, given that it would be sited within the extent of previously developed land where there are existing adjoining development and retained trees. The proposal would therefore meet the exception of paragraph 154 (g) of the NPPF (2024), is appropriate development within the Green Belt and accords with the Development Plan, without the need of the proposal to be justified by “very special circumstances”. It is of note that GLA has reached to the same conclusion.

New Residential

- 7.9 The National Planning Policy Framework (NPPF 2024) requires the Local Planning Authorities to promote an effective use of land in meeting the need for

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homes and other uses, while safeguarding and improving the environment and ensuring safe and healthy living conditions. Strategic policies should set out a clear strategy for accommodating objectively assessed needs, in a way that makes as much use as possible of previously developed or 'brownfield' land.

- 7.10 The London Plan 2021 encourages intensification and optimising of land subject to justification within the local context. Policies GG2 and H1 of the London Plan support the need for additional residential development within London and also encourage optimising the potential of brownfield sites for residential use, where they are compatible with the surrounding development context.
- 7.11 Policy H1 (Housing Growth) of the Hillingdon Local Plan: Plan 1 - Strategic Policies (2012) requires that the borough meets and exceed its minimum strategic dwelling requirement in accordance with other Local Plan policies. The Borough's target was increased as part of the London Plan (2021).
- 7.12 The residential use of the former business Hayes Park has been established via the recent approvals to convert the three buildings within the estate. The application site is a redundant car park and the proposal would deliver 52 new homes, contributing to the delivery of housing within the Borough and forming part of an emerging residential community. As assessed above in the Green Belt section, the proposal is a previously developed land, meeting the exception of its complete redevelopment including the material change of use to residential, and its re-use for residential flats accords with the above local, regional and national planning policies. The proposed residential use is therefore supported in general terms, subject to compliance with other policies in the development plan as assessed below.

Density

- 7.13 Policy DMHB 17 of the Hillingdon Local Plan: Part 2 (2020) states that all new residential development should take account of the Residential Density Matrix contained in Table 5.2. Paragraph 5.67 of the Hillingdon Local Plan: Part 2 (2020) states that Hillingdon will apply the density standards set out in the London Plan in a flexible manner, according to local circumstances. Large parts of the borough, including many areas in proximity to town centres, are suburban in character and will lean heavily towards the applications of lower to mid-range density scales. Table 5.2 represents a starting point for discussions on the issue of residential density, which should ultimately be determined by a design led approach.
- 7.14 Policy D3 (Optimising Site Capacity through the Design-led Approach) of the London Plan (2021) further requires all development to make the best use of land following a design-led approach that optimises the capacity of sites, including site allocations and offers no density matrix figures. The policy further states that higher density developments should generally be promoted in locations that are well connected to jobs, services, infrastructure and amenities by public transport, walking and cycling.

- 7.15 The area surrounding the site is suburban and semi-rural in character and has a very low level PTAL rating of 0. If such density guidelines are applied, Table 5.2 states that the density should be between 105-300 habitable rooms per hectare and 35-100 units per hectare. Using an approximate site area of 1.1 hectares, the site should provide 116-333 habitable rooms or 39-110 units. The proposal would provide 204 new habitable rooms and 52 new units would therefore sit within this range of Policy DMHB 17.
- 7.15 It is noted that these standards are only intended as a guide and density guidance has largely been superseded by the design-led approach taken by Policy D3 in the latest London Plan (March 2021). The design-led approach requires consideration of design options to determine the most appropriate form of development that responds to a site's context and capacity for growth and existing and planned supporting infrastructure. The policy then goes on to highlight the relevant considerations which would contribute to defining an appropriate density such as site context, amenity considerations etc. These aspects of the proposal are considered in detail within the relevant sections of this report.

Housing Mix

- 7.16 The London Plan (2021) outlines in Policy H10 that schemes should generally consist of a range of unit sizes and sets out a number of factors which should be considered when determining the appropriate housing mix on a particular scheme. This includes local evidence of need. Policy DMH 2 of Hillingdon Local Plan: Part 2 (2020) requires 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 outlines that there is a substantial borough-wide requirement for larger affordable and private market units, particularly three-bedroom properties.
- 7.17 In terms of factors specific to a site, Policy H10 also includes a need to consider the mix of uses in the scheme, the range of tenures in the scheme and the nature and location of the site, with a higher proportion of one and two bed units generally more appropriate in locations which are closer to a town centre or station or with higher public transport access and connectivity.
- 7.18 Family housing is defined within the glossary of the London Plan and outlines it must generally be of a size that has three or more bedrooms. It is worth noting that the Secretary of State directed changes to Policy H10, in order to address the need for new family housing, to prevent families from being forced to move outside of London. These changes are incorporated into the London Plan (2021).
- 7.19 The unit mix proposed is summarised below:
- 16 no. 1 bedroom 2-person flats (31%); and
- 36 no. 3 bedroom 6-person flats (69%),
- 7.20 Therefore, the proposed 69% family housing significantly contributes to meeting related housing needs within the borough and is a benefit of the scheme.

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Affordable Housing

- 7.21 As per Policy DMH 7 of the Hillingdon Local Plan (2020) and Policies H5 and H6 of the London Plan (2021), the development will need to provide affordable housing. Policy DMH 7 states that development with a capacity to provide 10 or more units will be required to maximise the delivery of on-site affordable housing. Subject to viability, and if appropriate in all circumstances, a minimum of 35% of all new homes on sites of 10 or more units should be delivered as affordable housing, with a tenure split of 70% social/affordable rent and 30% intermediate, as set out in Policy H2 of the Hillingdon Local Plan: Part 1 (2012).
- 7.22 Where an application does not meet the requirements set out in Policy H5, Part C, of the London Plan (2021) it must follow the viability tested route. Policy H4, Part B, of the London Plan (2021) also states that affordable housing should be provided on site and only provide off-site or as a cash in lieu contribution in exceptional circumstances. This is also supported by Policy DMH 7.
- 7.23 The scheme initially proposed 8 affordable housing units (15%), comprising a mix of 70% Social Rent and 30% Shared Ownership, and was accompanied by a Financial Viability Assessment. This has been subject to viability testing by the Council's third-party consultants and the Greater London Authority (GLA). Following such assessment, relevant assumptions were updated including the increased value for 3-bedroom units, Shared Ownership units and Social Rent Units. The applicant, by adopting the assumptions of increased values for the 3-bedroom units and shared ownership units, updated their appraisal and concluded an increased level of affordable housing at 10 affordable homes (19% measured by habitable room). The GLA reviewed this, but requested for the applicant to provide a revised appraisal considering the impact of the increased valuation of the social rented homes, and by also taking into account how the availability of grant funding may increase any affordable housing offer in line with the Support for Housebuilding Draft LPG (2025). Subsequently, the GLA confirmed agreement with the revised appraisal and affordable housing offer, noting that, whilst the scheme would be eligible to apply for a grant, grant funding for such a small scheme is unlikely to be secured ahead of larger schemes where the money would be better served. It is therefore concluded that this offer would represent the maximum viable affordable housing provision possible in accordance with the relevant Policies.
- 7.24 In the event of an approval, it is recommended that the proposed 10 affordable homes (19% measured by habitable room) are secured by legal agreement and includes an Early and Late-Stage Viability Review mechanism as defined by Policy H5 of the London Plan (2021). This is proposed to be secured under S106 Head of Term (i).

Employment Use

- 7.25 Based on the Planning Statement submitted, during the construction phase, the scheme would support a range of direct and indirect employment opportunities

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for contractors, suppliers and professional consultants, contributing to local economic activity over an estimated two-year build period. It also states that the applicant is committed to engaging local labour and training initiatives where possible, creating opportunities for apprenticeships and on-site skills development in partnership with local colleges and training providers.

- 7.26 Policy E11 of the London Plan (2021) states that development proposals should support employment, skills development, apprenticeships, and other education and training opportunities in both the construction and end-use phases, including through Section 106 obligations where appropriate. In accordance with this, the Council's Planning Obligations Supplementary Planning Document (2014) requires that developments with estimated construction costs of over £2 million and a construction period of three months or more deliver an in-kind employment and training scheme or financial contributions towards training and employment in the borough. An employment strategy and construction training scheme is therefore proposed to be secured by a Section 106 legal agreement under Head of Term (viii).

Economy

- 7.27 Paragraph 85 of the NPPF (2024) states that significant weight should be placed on the need to support economic growth and productivity. It is agreed that there would be some economic benefits arising from the proposed scheme and weight is afforded to such benefits.

Design

Impact on the Character and Appearance of the Area

- 7.28 Policies D3 of the London Plan (2021), BE1 of the Hillingdon Local Plan: Part 1 (2012), DMHB 11 and DMHB 12 of the Hillingdon Local Plan: Part 2 (2020) are all directly relevant to the proposal. These policies can be read in full in the Committee Report Part 3 - Policy Appendix, and in summary, seek to secure a high quality of design that enhances and contributes to the area in terms of form, scale and materials, is appropriate to the identity and context of the townscape and would improve the quality of the public realm and respect local character. These aims are also supported by the NPPF (2024) at chapter 12.
- 7.29 The application site is located within its own parkland setting, separate from the more suburban context established in neighbouring residential estates. As such, the site is only really visible from within the site itself. In particular, the site as a redundant sunken two storey car park and hardstanding is part of the former Hayes Park business park comprising three former office buildings; Hayes Park North (HPN), Hayes Park Central (HPC) and Hayes Park South (HPS). This business park was originally designed by renowned American architect Gordon Bunshaft in the 1960s for HJ Heinz Ltd. It is structured around a pastoral landscape; HPN is a three storey modern building from the early 2000s, and

HPC and HPS are two Grade II* listed mid-century three storey buildings of significant architectural and historic interest. All these buildings have been granted permission for residential conversion with HPC being introduced a new courtyard with more informal facades within the internal courtyard elevations. The external elevations of HPC and HPS are defined by ordered grids and bays.

- 7.30 The proposal would involve the erection of a 4 storey building in a U-shaped courtyard arrangement within the same footprint of the existing car park, following partial demolition of the upper levels of the car park and retention of its lower ground floor element. Due to this lower ground level sunken to the south and changes in level, the proposed building would appear as three-storey when viewed from the south and would therefore respond to the courtyard layout typology and heights of the surrounding buildings in accordance with the relevant Policies. Apart from the central courtyard, the proposal would provide another landscaped communal area as a podium garden which would integrate with the wider estate.
- 7.31 Similarly, the proposed elevations would have projecting frames at 1.6m from the primary facade to the front (south) and at 0.6m from the eastern and western elevations, forming a continuous Juliet balcony and responding to the projecting frames of the surrounding buildings which is considered to be acceptable.
- 7.32 Regarding the materials, these would involve green terracotta tile to base, darker textured GRC panels on the upper floors, green powder coated aluminium window and door frames, and mesh balustrade and wire trellis system for planting/privacy.
- 7.33 In accordance with London Plan Policy D4 (D), the proposal has been presented to a Design Review Panel (DRP) in November 2025, but the written advice was received after the planning submission was made. In addition, the proposal has been scrutinised by the Council's Urban Design Officer. Both DRP and the Council's Urban Design Officer consider that the broad principles, site layout and design quality are well-considered.
- 7.34 However, they both recommended some amendments in relation to public access strategy, the delivery of the conversion of the HPS and HPC listed buildings, courtyard access, landscaping, boundary softening, design materials, soffits and column design, privacy over the 'green screening' proposed, communal amenity room size, managed deliveries, concierge and drop-off, along with lighting strategy. The GLA also advised within their Stage 1 report that these comments should be taken into account. These have been reviewed by the applicant who responded via either amendments, clarification or request for conditions when applicable.
- 7.35 In particular, the applicant provided the following response:

- i. Public Access strategy: The applicant has committed to allow public access to the site on a controlled basis. This would be secured via a legal agreement.
- ii. Delivery of the conversion of the HPS and HPC listed buildings in conjunction with the proposal: The applicant has committed to this which would be secured via a legal agreement.
- iii. Courtyard access: The applicant provided revised drawings and added an external platform lift to the front to allow level access from the front podium to the internal courtyard garden via the car park and vice versa.
- iv. Boundary softening: The consultee's comments considered that the edge requires softening with additional tree planting to better integrate the development with its neighbours. The applicant requested that this be dealt via conditions.
- v. Design materials: Both DRP and the Council's Urban Design Officer considered that the proposed infill material is *'too grey and lacks the quality required to sit alongside the original listed buildings...the design requires more "joy and character." The current proposal lacks sufficient contrast between the frame and the infill. If the elevations are not amended prior to determination, a condition is required regarding materiality for alternative materials such as a high-quality tiled or panel cladding system that provides distinct contrast in colour and texture to the GRC frame.'* The applicant requested that this be dealt via conditions.
- vi. Soffits and column design: The consultees' comments stated that the soffits require architectural articulation and a lighting strategy to avoid appearing as dark, unresolved voids, and that if not possible to be addressed at this stage, a condition can be recommended. Regarding the column design, the consultees' comments stated that it requires further refinement via a condition. The applicant requested that these be dealt via conditions.
- vii. Balcony privacy screen; An addendum to the Design and Access Statement provided the following:
 - a. A 1.1m high solid planter is proposed to the east and west elevations, along with shared trellis at the back of the planter, that can be shared with a neighbour and would tie in with the balustrade datum.
 - b. to the south elevation, the 1.1m high planter would be lengthened and would include a bench. Metal trellis with vertical wires would be located at the back of the planter.
- viii. Communal amenity room size: The applicant provided further justification and estimated the following potential occupancy within this ancillary space:
 - a. A standing event 0.5m² at 40sqm = 80 people
 - b. A party (sitting and standing) 1sqm at 40sqm = 40 people
 - c. The space may also be rented out for private hire to benefit the residents.

- ix. Managed Deliveries, Concierge & Drop-off: The applicant clarified that *'there is an opportunity to reuse the existing main gate entrance building as a concierge. This will form part of a wider management strategy for the whole estate. Deliveries to the site will be dropped off at the Main Gate Buildings on Park Lane Road, and Hayes End Road. These Buildings will be occupied during standard working hours.'*
- x. Lighting strategy: The applicant requested that this be dealt via conditions.

7.36 The above responses are considered acceptable and, subject to these amendments and recommended design Conditions 8, 9, 10, 12, 18, 21, 25, 26 and 33 as detailed in the Appendix 1 of this report, the proposal would be of high quality in accordance with the relevant Policies and has addressed the concerns raised by both the DRP and the Council's Urban Design Officer.

Residential Quality

7.37 Policy DMHB 16 of the Hillingdon Local Plan: Part 2 (2020) states that all housing development should have an adequate provision of internal space in order to provide an appropriate living environment.

7.38 Policy D6 of the London Plan (2021) states that housing development should be of high-quality design and provide adequately sized rooms. Table 3.1 of requires the following:

- One storey 1-bed 2 person unit: minimum 50 square metres GIA; and
- Three storey 3-bed 6-person unit: minimum 108 square metres GIA;

No standards are provided for four storey flatted developments

7.39 The proposal comprises the following detailed housing mix:

- 16 no. one storey 1-bedroom 2-person flats (31%);
- 8 no. three storey 3-bedroom 6-person flats (15%); and
- 28 no. four storey 3 bedroom 6-person flats (54%).

7.40 Based on the plans submitted, all units proposed exceed the minimum internal floorspace standards.

7.41 In relation to the internal layout of the proposed units, 70% of the dwellings would be dual aspect, in accordance with Policy D6 of London Plan which seeks to maximise the provision of dual aspect dwellings, with no north facing single aspect units. In particular, all three-bedroom homes are dual-aspect, with east-west orientation that allows for effective cross ventilation. The majority of one-bedroom homes are single-aspect, but these would have enhanced floor-to-ceiling heights of 2.6m to maximise daylight and create a greater sense of space.

7.42 An internal Daylight and Sunlight Assessment has been submitted in accordance with the Building Research Establishment publication 'Site Layout Planning for Daylight and Sunlight – A Guide to Good Practice' (Third Edition, published in

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2022), more commonly known as 'the BRE guidelines. The report concluded that 97% of the habitable rooms achieve or exceed the levels of Spatial Daylight Autonomy recommended within the BRE guidelines. Of the 6 rooms that do not meet the BRE guidelines in terms of daylight, these relate to either lounge-kitchen-diner or kitchen-diners rooms which have been optimised from a daylighting perspective, overlooking the central courtyard, next to private amenity space.

- 7.43 Regarding sunlight exposure, the results demonstrate that 23 rooms (10%) would achieve a 'Medium' rating of over 3 hours direct sunlight access on 21 March, and 165 rooms (71%) will achieve the 'Minimum' rating of over 1.5 hours direct sunlight access on 21 March. The sun exposure results therefore demonstrate adequate to good levels of amenity to most habitable rooms, which are in accordance with the recommendations of BRE guidance. Regarding the sunlight exposure for the proposed communal and private amenity spaces, the results demonstrate that 87 out of the 98 areas tested (89%) would exceed the Sun Hours on Ground levels recommended in the BRE guidelines in that over 50% of their area would receive at least 2 hours of sunlight on the 21 March, which is indicative of good sunlight access throughout the year.
- 7.44 With regard to interrelationship between the dwellings, within the central courtyard, homes would have a 23m window-to-window separation, further mitigated by continuous balconies which is acceptable. However, at junctions where east-west facing homes adjoin south-north facing homes, there is some indirect overlooking. To address this, the applicant proposes either the northern façade windows predominantly to serve kitchens or secondary bedrooms, or the windows to be high-level and frosted. The delivery of this mitigation is secured via Condition 22. As such, no harmful overlooking or loss of privacy is considered to occur for future occupiers.
- 7.45 Overall, the above report demonstrates that the proposed development would ensure high levels of compliance with the BRE guidelines. Whilst the BRE guidelines is advisory, they provide a good indication of the standard of housing for the future occupiers. As a result, given the above considerations, the proposal is considered to provide a sufficient level of quality of accommodation.

Amenity Space

- 7.46 Policy DMHB 18 of the Hillingdon Local Plan: Part 2 (2020) requires new developments to provide good quality and usable private outdoor amenity space in accordance with the standards set out in Table 5.3. In summary, each unit type should provide at least the following levels of amenity space:
- 1 bedroom units: 20m², and
 - 3 bedroom units and larger: 30m²
- 7.47 At the same time, the London Plan Policy D6 requires that each new flat is provided with a minimum amenity space of 5sqm for 1 to 2-person flats with an additional 1 sqm for each additional person.

- 7.48 The proposed development would provide 52 residential units, comprising 16 no. 1 bed flats (31%), and 36 no. 3 bed flats (69%). This would require the following amenity space provision:
- 16 no. 1 bedroom units x 20m²: 320m²
 - 36 no. 3 bedroom units x 30m²: 1080m²
 - Total: 1,400m²
- 7.49 The proposed amenity space provisions are summarised as follows:
- Private amenity space: 1,962m² in the form of private gardens, balconies and terraces.
 - Communal amenity space: 1,733m² in the form of a south facing communal terrace via the partial retention of the car park and a lower ground level communal courtyard.
 - Internal communal space within the lower ground floor: 46sqm
 - Total combined amenity space: 3,741m²
- 7.50 The proposed development would therefore exceed the required private amenity space required by Hillingdon Plan policy by at least 500m² and would also provide a generous communal amenity space which is considered a benefit of the scheme.

Play Space

- 7.51 London Plan Policy S4 (2021) requires residential developments to provide good quality, accessible play space for all ages, with a minimum of 10 sqm of play space per child. This space must offer a stimulating environment, be safely and independently accessible from the street, form an integral part of the neighbourhood, incorporate trees or greenery, be overlooked for passive surveillance, and not be segregated by tenure. These requirements are reinforced by the Mayor's SPG Shaping Neighbourhoods: Play and Informal Recreation, which maintains the 10 sqm per child benchmark, requires on site provision for under-fives, and emphasises that play facilities must not be tenure separated. At the local level, Hillingdon Local Plan Part 2 Policies DMCI 5 and DMHB 19 apply the borough's child yield calculations alongside the London Plan standards, including the 10 sqm per child requirement and a 400 metre accessibility standard to equipped play areas. In areas identified as play space deficient, new development is expected to provide additional play provision to meet benchmark standards.
- 7.52 Based on the GLA Population Yield Calculator (v3.2), the proposed 16 one-bedroom and 36 three-bedroom homes would require 290.5 square metres of play space on-site. The proposal would provide 161sqm of dedicate play space within the residential courtyard (of at least 1,200m² remaining area) with play features for young children 0-4 years, and 495m² of shared amenity space that includes informal play opportunities through natural features, planting, seating edges and open lawn areas. Whilst this area would not be specifically dedicated for play space, it is noted that it offers informal play opportunities. At the same time, within the surrounding area of the Hayes Park and the forthcoming

residential community, there would be open space available for all children but specifically including ages ranging from 5 to 17 years. As a result, the proposal is accepted on balance in this regard.

Public Open Space

- 7.53 London Plan Policy G4 (2021) requires development proposals to deliver publicly accessible open space, particularly in areas of open space deficiency. Hillingdon Local Plan Part 1 Policy EM4 (2012) seeks to safeguard, enhance and expand the Borough's network of open spaces, supporting carbon capture, active lifestyles and access to open space within walking distance of homes, with a presumption against any net loss of open space. Major developments are expected to contribute to new or improved provision. Complementing this, Hillingdon Local Plan Part 2 Policy DMCI 4 (2020) supports major residential schemes only where they provide new or enhanced open space that meets the needs of future occupiers and helps address deficiencies in quantity, quality or accessibility. New open space should integrate with wider green networks, and in town centres may take the form of civic space. Proposals that fail to provide appropriate, well-located and high quality open space, or that would result in inadequate or unsuitable provision, will be resisted.
- 7.54 Using a 20 square metres per person requirement (based on 2.0 ha per 1,000 people required by London Borough of Hillingdon Open Space Strategy 2011-2026 (July 2011)) and estimated 139 occupants (based on 2.67 average household size in Hillingdon (as of 2011 census) to reflect that they will never be full at the same time), the development should provide 2,780 square metres of publicly accessible open space.
- 7.55 The proposed plans indicate that no publicly accessible open space is to be provided. If sufficient publicly accessible open space cannot be accommodated within the site, a financial contribution is required. In the context of the proposed development, it is considered appropriate that contributions are sought for the enhancement of existing public open space in Charville which is identified as a ward with insufficient open space (London Borough of Hillingdon Open Space Strategy 2011-2026 (July 2011)). Based on the Planning Obligations Supplementary Planning Document (July 2014), the sum calculated equals £69,500.
- 7.56 Subject to a Section 106 agreement securing a financial contribution in accordance with the above, the proposal would accord with Policy DMCI 4 of the Hillingdon Local Plan: Part 2 (2020), Policy EM4 of the Hillingdon Local Plan: Part 1 (2012) and Policy G4 of the London Plan (2021).

Accessibility

- 7.57 Policy D5 of the London Plan (2021) states that development proposals should achieve the highest standards of accessible and inclusive design. Policy D7 of the London Plan (2021) specifically requires at least 10 per cent of dwellings meet Building Regulation requirement M4(3) 'wheelchair user dwellings' with the

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remaining dwellings to meet Building Regulation requirement M4(2) 'accessible and adaptable dwellings'.

- 7.58 The proposed development would deliver 5no. M4(3) units, equating to 10% of all units in accordance with policy requirements. The delivery of these units is secured via Condition 28. This has also been requested by the GLA in their report. Subject to this, the proposal would therefore accord with Policies D5 and D7 of the London Plan (2021).

Security

- 7.59 Policy DMHB 15 of the Hillingdon Local Plan: Part 2 (2020) states that the Council will require all new development to ensure safe and attractive public and private spaces by referring to the Council's latest guidance on Secured by Design principles. This is supported by Policy D11 of the London Plan (2021).
- 7.60 A secured by design condition has been recommended to achieve appropriate accreditation. Subject to Condition 23, the proposal would accord with Policy DMHB 15 of the Hillingdon Local Plan: Part 2 (2020) and Policy D11 of the London Plan (2021).

Fire Safety

- 7.61 Policy D12 of the London Plan (2021) states that 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. The statement should detail how the development proposal will function in fire safety terms.
- 7.62 A Fire Statement has been submitted, prepared by a suitably qualified assessor and demonstrates consideration of fire safety principles early in the development process. The London Fire Brigade have been consulted but have not submitted any specific comments. GLA in their Stage 1 report confirmed that the proposal meets the requirements of London Plan and all proposed measures should be secured by appropriate conditions. The compliance with the submitted Fire Statement is proposed to be secured by Condition 25. Subject to this condition, the proposed development would accord with the requirements of Policy D12 of the London Plan (2021).

Heritage

- 7.63 Section 66 of the Planning (Listed Buildings and Conservation Areas) Act 1990 imposes a statutory duty on the Local Planning Authority, requiring that in considering whether to grant planning permission for development which affects a listed building or its setting, the Local Planning Authority shall have special regard to the desirability of preserving the building or its setting or any features of special architectural or historic interest which it possesses.

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- 7.64 The NPPF states that when considering the impact of the proposal on the significance of a heritage asset, great weight should be given to the asset's conservation and the more important the asset, the greater the weight should be. London Plan Policy HC1 states that proposals affecting heritage assets, and their settings should conserve their significance, avoid harm, and identify enhancement opportunities.
- 7.65 Policy DMHB 1 of the Hillingdon Local Plan: Part 2 (2020) states that the Council will expect development proposals to avoid harm to the historic environment. Development that has an effect on heritage assets will only be supported where, among others, it will not lead to a loss of significance or harm to an asset, unless it can be demonstrated that it will provide public benefit that would outweigh the harm or loss, in accordance with the NPPF.
- 7.66 The wider Hayes Park site is structured around a pastoral landscape and contains two Grade II* listed buildings to the south, the Hayes Park Central (HPC) and the Hayes Park South (HPS). These rectangular former commercial office buildings, now approved to be converted to residential establishing the change of use of the wider site, were designed by the American architect Gordon Bunshaft and built between 1962 and 1965. Bunshaft was America's leading proponent of mid-20th century office architecture, and designed many highly regarded modernist commercial buildings.
- 7.67 The Hayes Park offices are rare examples of Bunshaft's work outside America - one of only two schemes by him in Western Europe, and his only project in England. HPC (former research laboratories) and HPS (administrative headquarters) were built for Heinz UK, the American food processing company, within the grounds of a demolished Victorian house on the outskirts of London. The mature pastoral parkland setting for the offices was also intended to promote the physical and mental wellbeing of the workforce. As noted in the list entry, the Heinz site is the most important early example in Britain of this type of headquarters complex on a greenfield site.
- 7.68 The site is not a heritage asset and is considered to detract from the setting of the nearby listed buildings being a two storey car park. The proposed increase in height and massing is considered to cause a very low level of less than substantial harm to the listed buildings, through changes to their setting, since it would provide a change to the pastoral setting.
- 7.69 Historic England has no in-principle issues with the proposed development and stated that *'it would replace an unsightly car park that has had a negative impact on the setting of the listed buildings to the south. It is also clear that Studio Egret West have drawn upon the character of the listed buildings in the design of the proposed building assisted by their previous experience. The information*

provided suggests that any harm to the significance of the listed buildings through the further erosion of their pastoral setting would be low. It will be for your Council to weigh any residual harm against the public benefits of the proposals in line with the National Planning Policy Framework (NPPF).' The same conclusion was reached by GLA in their Stage 1 report.

7.70 In accordance with paragraph 215 of the NPPF, where less than substantial harm to the significance of a designated heritage asset is identified, that harm must be weighed against the public benefits of the proposal. These can be identified as follows:

- i. The proposal would provide 52 high quality flats to support housing delivery in the Borough, with strong focus on family housing via 36x3-bedroom flats and compliance with private amenity, communal amenity and play space requirements, within previously developed land.
- ii. The proposal would also incorporate landscaping through replanting and the creation of a landscaped podium level to preserve as far as possible the pastoral landscape setting of the listed buildings. Considering the approved conversions of the listed buildings to residential that established a new residential community within the former office park, the proposed development would appear within their wider setting as an additional residential development.
- iii. As assessed in the design section above (impact on the character of the area), the proposal would be in keeping with the height of these listed buildings and would include several elements such as projecting frames, bays, and courtyard that are part of the approved converted listed buildings.
- iv. The applicant has committed to secure the delivery of the previously approved listed building consents for Hayes Park Central and Hayes Park South through the Section 106 Agreement, ensuring the continued conservation, restoration and reuse of these Grade II* listed buildings as part of a coherent and unified estate strategy.
- v. The applicant has also committed to exploring opportunities for managed public access to the site, including to selected areas of communal space and the wider landscaped setting, for example in partnership with Open House or a comparable cultural organisation. This initiative would enable the public to experience and appreciate the architectural and historic significance of the Grade II* listed Hayes Park buildings and their parkland setting, adding a cultural and educational dimension to the scheme's public benefits.
- vi. The delivery of 19% affordable housing (10 units), comprising 7 Social Rent and 3 Shared Ownership units, which would contribute to meeting identified housing needs within the Borough and would be subject to review mechanisms secured through the Section 106 Agreement.

- 7.71 Therefore, when weighed against the very low level of less than substantial harm identified, these public benefits are considered to outweigh that harm. The proposals therefore satisfy the requirements of the NPPF and relevant London Plan heritage policies.

Residential Amenity

Impact on Neighbours

- 7.72 Policy DMHB 11 of the Hillingdon Local Plan: Part 2 (2020) states that development proposals should not adversely impact on the amenity, daylight and sunlight of adjacent properties and open space.
- 7.73 Paragraphs 5.38-5.41 of the Hillingdon Local Plan: Part 2 (2020) state that a minimum of 21 metres separation distance between windows of habitable rooms will be required to maintain levels of privacy and to prevent the possibility of overlooking. In addition, the Council will expect new development proposals to carefully consider layout and massing in order to ensure development does not result in an increased sense of enclosure and loss of outlook. The Council will also seek to ensure that the design of new development optimises the levels of daylight and sunlight.
- 7.74 The wider Hayes Park estate, comprising Hayes Park North to the east, and Hayes Park South and Central to the south of the proposal, has recently been granted conversions for residential development. The site is circa 37 metres away from Hayes Park North, and more than 44 metres away from Hayes Park Central and South. Given these separation distances, it is considered that the scheme would not result in any significant impact to the residential amenity of surrounding residential properties. The scheme is therefore considered to comply with Policy DMHB 11 of the Hillingdon Local Plan: Part 2 (2020).

Environmental Issues

Noise

- 7.75 Policies D13 and D14 of the London Plan (2021) states that development should reduce, manage and mitigate noise to improve health and quality of life. This can be done by separating noise generating uses from noise sensitive uses. Mitigation can also be secured through screening, layout, orientation, uses and materials. This is supported by Policy EM8 of the Hillingdon Local Plan: Part 1 (2012) and Policy DMHB 11 of the Hillingdon Local Plan: Part 2 (2020).
- 7.76 A Noise Assessment has been submitted and assessed by the Council's Noise Specialist. It is considered that sufficient information has been provided to conclude that the development would achieve a sufficient and acceptable noise

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environment for future occupants. Subject to condition 29 ensuring compliance with the necessary noise limits, the proposal would accord with Policies D13 and D14 of the London Plan (2021), Policy EM8 of the Hillingdon Local Plan: Part 1 (2012) and Policy DMHB 11 of the Hillingdon Local Plan: Part 2 (2020).

Air Quality

- 7.77 Policies SI 1 of the London Plan (2021), EM8 of the Hillingdon Local Plan: Part 1 (2012) and DMEI 14 of the Hillingdon Local Plan: Part 2 (2020) are all directly relevant to the proposal. These policies can be read in full in the Committee Report Part 3 - Policy Appendix, and in summary, seek to safeguard and improve air quality to protect existing and new sensitive receptors. These aims are also supported by the NPPF (2024) at chapter 15.
- 7.78 The application site is located within the Hillingdon Air Quality Management Area and a short distance to the north of the Uxbridge Road Air Quality Focus Area. The proposed development, due to its size and location, will add to current exceedances of the nitrogen dioxide annual mean limit value within this sensitive area as a result of traffic emissions. The proposal is also not air quality neutral in terms of traffic emissions.
- 7.79 As advised by the Council's Air Quality Officer, the level of mitigation required for traffic emissions associated with the proposed development is £243,101. Planning conditions pertaining to a Low Emission Strategy and control of Non-Road Mobile Machinery are also required. Subject to the planning obligation and Conditions 24 and 30, the proposal would accord with Policy DMEI 14 of the Hillingdon Local Plan: Part 2 (2020), Policy EM8 of the Hillingdon Local Plan: Part 1 (2012) and Policy SI 1 of the London Plan (2021).

Trees and Landscaping

- 7.80 Policies G1 and G5 of the London Plan (2021), DMEI 1, DMHB 11 and DMHB 14 of the Hillingdon Local Plan: Part 2 (2020) are all directly relevant to the proposed development. These policies can be read in full in the Committee Report Part 3 - Policy Appendix, and in summary, seek to safeguard existing trees and deliver high quality landscaping to enhance amenity, biodiversity and green infrastructure. These aims are also supported by the NPPF (2024) at chapter 12.
- 7.81 The proposed development requires the removal of one Category C tree at the south-western corner of the car parking structure to directly facilitate the implementation of the proposed development. It is considered that the loss of this tree would not have a detrimental impact on the visual character of the local area. Tree protection measures are proposed to retain and safeguard the remaining trees. This is proposed to be secured by Conditions 35 and 36.
- 7.82 The proposal includes the planting of 42no. new trees, comprising 18no. standard and 24no. smaller trees. This amounts to a net gain of 41 no. trees. The location of the proposed trees is considered to positively contribute to the

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character of the site and create visual and ecological connections to the existing belt of mixed woodland along the north and western boundary.

- 7.83 The final details of hard and soft landscaping are proposed to be secured by Condition 12 to ensure that the landscape scheme to be delivered is high quality and retained in the long term. Subject to this condition, the proposal would accord with Policies DMHB 11 and DMHB 14 of the Hillingdon Local Plan: Part 2 (2020).

Urban Greening Factor

- 7.84 Policy G5 of the London Plan (2021) states that major development proposals should contribute to the greening of London and that the target score for residential development is 0.4.
- 7.85 The applicant has calculated that the scheme would achieve an Urban Greening Factor score of 0.5 which exceeds the target score of 0.4. Subject to final confirmation of the final Urban Greening Factor score Condition 12, the proposal would be in compliance with the London Plan.

Biodiversity

- 7.86 The Environment Act 2021 has established that all planning permissions granted in England have to deliver at least 10% BNG from January 2024. Paragraph 187 of the NPPF (2024) also states that planning decisions should contribute to and enhance the natural and local environment by: d) minimising impacts on and providing net gains for biodiversity, including by establishing coherent ecological networks that are more resilient to current and future pressures. This is supported by Policy G6 of the London Plan (2021) and Policy DMEI 7 of the Hillingdon Local Plan: Part 2 (2020).
- 7.87 The Biodiversity Net Gain (BNG) Assessment submitted states that the development is anticipated to result in a BNG of +18.99%, compared with the baseline habitats present. This is largely due to the retention of trees and the proposed addition of new trees and areas of modified grassland, ground level planters and green roof habitat. The development is also anticipated to result in a Gain of +24.92 hedgerow units.
- 7.88 The final details of a Biodiversity Net Gain Scheme which maximises net gains in biodiversity value for the development would be secured by Condition 7. Subject to such a condition, the proposal is considered to accord with the NPPF (2024), Policy G6 of the London Plan (2021) and Policy DMEI 7 of the Hillingdon Local Plan: Part 2 (2020).

Flood Risk

- 7.89 Policy SI 12 of the London Plan (2021) requires that development proposals ensure that flood risk is minimised and mitigated. This is supported by Policy

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EM6 of the Hillingdon Local Plan: Part 1 (2012) and Policy DMEI 9 of the Hillingdon Local Plan: Part 2 (2020). Notably, proposals that fail to make appropriate provision for flood risk and surface water flooding mitigation will be refused.

- 7.90 The application site is location in Flood Zone 1, meaning that the site is at a very low risk of fluvial flooding. The proposed residential use has been established within the wider estate and there is no reason to conclude otherwise with respect to flooding. The development is considered to accord with Policy SI 12 of the London Plan (2021), Policy EM6 of the Hillingdon Local Plan: Part 1 (2012) and Policy DMEI 9 of the Hillingdon Local Plan: Part 2 (2020).

Drainage

- 7.91 Policy SI 13 of the London Plan (2021) also requires that development proposals utilise sustainable urban drainage systems (SuDS) unless there are practical reasons for not doing so and should aim to achieve greenfield run-off rates and ensure that surface water run-off is managed as close to its source as possible. This is supported by Policy EM6 of the Hillingdon Local Plan: Part 1 (2012) and Policy DMEI 10 of the Hillingdon Local Plan: Part 2 (2020).
- 7.92 The Drainage Strategy has been revised by the Council's LLFA who have raised no fundamental concerns, subject to some minor points of clarification. It is considered reasonable to assume that a sufficient and acceptable drainage strategy could be secured at the detailed design stage of the planning process. It is also noted that Thames Water have raised no objection in respect of drainage considerations. Accordingly, a revised final drainage strategy is proposed to be secured by Conditions 6 (Sustainable Drainage Scheme Details) and 20 (Sustainable Drainage Scheme Verification).
- 7.93 Subject to conditions, the proposed development is considered to comply with Policy DMEI 10 of the Hillingdon Local Plan: Part 2 (2020), Policy EM6 of the Hillingdon Local Plan: Part 1 (2012), Policy SI 13 of the London Plan (2021).

Land Contamination

- 7.94 Policy DMEI 12 of the Hillingdon Local Plan: Part 2 (2020) states that development on potentially contaminated sites shall assess conditions and demonstrate that the site can be safely remediated. Planning conditions and S106 legal agreements can be used to secure the appropriate level of detail required.
- 7.95 A phase 1 contaminated land study has been submitted for consideration and is considered sufficient and acceptable for the initial stage of the planning process. Condition 5 is proposed to secure further details of a remediation strategy. Subject to such a condition, the proposal is not considered contrary to Policy DMEI 12 of the Hillingdon Local Plan: Part 2 (2020).

Transport

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- 7.96 Policies T4, T6, T6.2 of the London Plan (2021), DMT 1 and DMT 2 of the Hillingdon Local Plan: Part 2 (2020) are all directly relevant to the proposed development. These policies can be read in full in the Committee Report Part 3 - Policy Appendix, and in summary, seek to deliver development which is sustainable in transport terms and safeguards highway and pedestrian safety. These aims are also supported by the NPPF (2024) at chapter 9, including paragraph 116 of the NPPF (2024) which 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.
- 7.97 The site is located within the Metropolitan Green Belt and is surrounded by an expansive area of landscaping in a remote location. As expected, according to the TfL webCAT planning tool, the site has a very low Public Transport Accessibility Level (PTAL) rating of 0, indicating that travel to and from the site by bus or train is not realistically possible. The site is also some distance away from shops, services and facilities. Given the site's low PTAL score and its remote location, the Council's Highways Authority anticipates there would be a significant reliance on the private car for trip making to and from the site.
- 7.98 The overall estate currently benefits from two vehicle access points. One in the form of a priority junction with Park Lane to the east and a second via Mead House Lane to the south. Mead House Lane intersects with Hayes Park Road by way of a mini-roundabout. Mead House Lane is a private road for most of its length, the access from Park Lane to the east is a gated and barrier controlled.

Car Parking

- 7.99 Policy T6.1 of the London Plan (2021) states that Outer London sites with a PTAL rating of 0 should not exceed a maximum of 1.5 spaces per dwelling for both 1 to 2 bed dwellings and 3+ bed dwellings. In particular, for 3+bed dwellings it further clarifies that Boroughs should consider standards that allow for higher levels of provision where there is clear evidence that this would support additional family housing. This requires a maximum of 78 car parking spaces.
- 7.100 A total of 52 no. car parking spaces are proposed for residents, one space for each unit. This accords with London Plan Policy T6.1. The Council's Highways Authority states that, by taking this into account and the site poor PTAL score, the quantum of car parking spaces proposed is accepted. The details of these car parking spaces are proposed to be secured by a Parking Design and Management Plan (Condition 14).
- 7.101 It is noted that Transport for London (TfL) requested that car parking provision at the site should be reduced to prioritise safe, dedicated pedestrian and cycle routes. However, as assessed by the Council's Highways Authority, in this specific location, the proposed one car parking space for each flat is considered necessary and acceptable. There are clear walking routes from the rest of the Hayes Park Estate to each unit.

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Disabled Person Car Parking

- 7.102 Policy T6.1 of the London Plan (2021) requires 3% of dwellings to be provided for disabled persons from the outset, with capacity to provide an additional 7%. This would require the provision of 1.5no. disabled persons parking bays from the outset and 3.6no. additional disabled persons parking bays should they be required.
- 7.103 The development proposes 5no. disabled persons parking bays and it would therefore comply with London Plan Policy T6.1.

Electric Vehicle Charging Points (EVCPs)

- 7.104 Policy T6 of the London Plan (2021) states that new developments with car parking should make provision for electric vehicles or other Ultra-Low Emission vehicles. Policy T6.1 requires the provision of 20% of spaces with active electric vehicle chargers (EVCPs), with the remainder of spaces made passive.
- 7.105 To serve the residential development, a total of 7 no. active EVCPs are proposed with no passive spaces. This falls short of the minimum 10 active spaces required and both TfL and Council's Highways Authority requested that these must be increased. The applicant responded that in this instance, due to the inclusion of a significant amount of podium parking, it is not possible to comply with the 20% active charging infrastructure due to building regulations constraints. All spaces outside the podium are identified for EV charging, but to provide for more within the podium would require a sprinkler tank the same size as the podium itself. The applicant stated that this is neither practical nor financially viable for such a scheme and therefore it is proposed to retain the previous EV charging strategy. The applicant also does not propose to move more spaces from inside the podium to outside as this would impact the high-quality landscaping and public realm surrounding the site.
- 7.106 Notwithstanding, Condition 13 (Electric Vehicle Charging Points and Infrastructure) is proposed and requires that electric vehicle charging points are maximised, taking account of relevant constraints.

Cycle Parking

- 7.107 Policy T5 of London Plan (2021) requires 1.5 cycle spaces per 2 person 1 bedroom dwelling and 2 spaces per all other dwellings, along with 2 short-stay visitor cycle spaces for 5 to 40 dwellings, and thereafter 1 space per 40 dwellings. The proposal would therefore require 96 residents' cycle spaces, and 3 visitors' cycle spaces.
- 7.108 The development as amended would provide 97no. secured and covered cycle parking spaces for the residents, beneath the podium. There would be 14 (from

10) cycle parking spaces allocated to visitors to the site, within the ground floor landscape to the west and to the south (front).

- 7.109 This increase in provision of short stay cycle parking and some design changes over the door width, have been proposed to address TfL's concerns that short-stay spaces should be clearly identified on drawings and located within 15m of main entrances to ensure genuine usability of the spaces, and that all cycle spaces should follow the London Cycling Design Standards (LCDS) guidance. These changes have been accepted by TfL. The proposed cycle parking provision is therefore acceptable in accordance with London Plan and would be secured by Condition 12.

Trip Generation

- 7.110 The applicant has provided a Transport Statement which reports that the proposal would generate 16no. two-way vehicle trips in the AM peak and 13no. in the PM peak. The Council's Highways Authority considers that this number of movements is insignificant and could be absorbed by the surrounding highway network without detriment to road safety or the free flow of traffic.

Access

- 7.111 The proposal would use the two vehicle access points of the overall estate; via Park Lane to the east and via Mead House Lane to the south. The access from Park Lane to the east is a gated and barrier controlled. The Council's Highways Authority raised no objection to these access arrangements. TfL questioned whether the control of pedestrian access through the site via the provision of a gate supports the creation of a socially inclusive London. The applicant responded that the gates would be monitored by a daytime concierge service and would not restrict people moving in and out of the development. In addition, not all of the site is controlled by the applicant and therefore it does not have full control over how the gates should be used. The Council considers this point to be closed.

Active Travel Zone Assessment

- 7.112 Officers have agreed a £243,101 contribution towards Healthy Streets, Active Travel Zone and Air Quality Mitigation. This is proposed to be secured under S106 Head of Term (v).

Travel Plan

- 7.113 A detailed and finalised Travel Plan is proposed to be secured via Condition 16.

Construction Logistics Plan and Delivery and Servicing Plan

- 7.114 The applicant has stated that deliveries to the site would be dropped off at the Main Gate Buildings on Park Lane Road, and Hayes End Road as concierge.

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These buildings would be occupied during standard working hours. Having regard to comments received from TfL and the Highway Authority, a Construction Logistics Plan and Delivery and Servicing Plan are proposed to be secured under Conditions 4 and 15 respectively.

Transport Conclusion

- 7.115 Subject to the necessary planning conditions and obligations, the proposed development would not be considered to prejudice conditions on the local highways network, in accordance with Policies DMT 1, DMT 2, DMT 5 and DMT 6 of the Hillingdon Local Plan: Part 2 (2020) and Policies T4 and T7 of the London Plan (2021).

Sustainable Development

Whole-Life Carbon Cycle

- 7.116 Policy SI 2, Part F, of the London Plan (2021) states that development proposals referable to the Mayor should calculate whole life-cycle carbon emissions through a nationally recognised Whole Life-Cycle Carbon Assessment and demonstrate actions taken to reduce life-cycle carbon emissions.
- 7.117 The applicant has submitted a Whole Life-Cycle Carbon (WLC) assessment and further amendments as requested by GLA who has considered it to be acceptable. GLA has requested to secure the submission of a post-construction assessment to report on the development's actual WLC emissions. This is secured via Condition 17. Subject to such a condition, the proposal would accord with Policy SI 2, Part F, of the London Plan (2021).

CO2 Emissions

- 7.118 Policy SI 2 of the London Plan (2021) and DMEI 2 of the Hillingdon Local Plan: Part 2 (2020) are relevant to the development proposed. These policies can be read in full in the Committee Report Part 3 - Policy Appendix, and in summary, seek to secure major development proposals as net zero-carbon by reducing greenhouse gas emissions in operation and minimising energy demand in accordance with the energy hierarchy. These aims are also supported by the NPPF (2024) at chapter 14.
- 7.119 The proposed development follows a fabric-first approach, using air source heat pumps, mechanical ventilation with heat recovery and rooftop photovoltaic panels. The development as identified in the submitted Energy report is estimated to achieve a 70% reduction in CO2 emissions compared to 2021 Building Regulations for the domestic element, and a 33% reduction for the non-domestic element. The proposal would therefore meet the minimum 35% reduction on site required by policy SI 2 of London Plan but would not comply with the net zero-carbon target of this Policy.

- 7.120 Given that there is a zero-carbon requirement for the residential development, the applicant has made a commitment to ensure the shortfall is met via payment to the Hillingdon's carbon offset fund. A Section 106 legal obligation will secure £61,708 at a cost of £95 per tonne of carbon over a 30-year period. This is proposed to be secured by the corresponding S106 Head of Term (vi). An Energy Monitoring, Recording and Reporting Plan is also to be secured by Condition 21. Subject to such condition and planning obligation, the development would accord with Policy SI 2 of the London Plan (2021) and Policy DMEI 2 of the Hillingdon Local Plan: Part 2 (2020).

Energy Infrastructure

- 7.121 Policy SI 3 of the London Plan (2021) states that major development proposals should make provisions to connect into district heating networks, thereby utilising secondary heat sources.
- 7.122 The information submitted states that there are no existing or planned district energy networks within feasible vicinity of the site that would enable a connection to the development, nor are there currently any feasible future connections planned. Condition 31 would be secured to ensure that the development will connect to a district heating network should one become available in future and should it be viable to do so. Subject to such a condition, the development would comply with Policy SI 3 of the London Plan (2021).

Overheating

- 7.123 Policy SI 4 of the London Plan (2021) states that development should minimise adverse impacts on the urban heat island and reduce the potential for internal overheating and reliance on air conditioning systems in accordance with the cooling hierarchy.
- 7.124 As set out in the Energy Statement, the London Plan cooling hierarchy has been used to assess the risk of overheating in the flats proposed. Whilst Mechanical Ventilation with Heat Recovery is provided, there is also a natural ventilation strategy possible and several units have dual aspect to allow for cross ventilation. It is considered that the information submitted is sufficient for the planning application stage of the process, subject to further detail being submitted at a later date as be secured by Condition 11. Subject to such a condition, the proposal would accord with Policy SI 4 of the London Plan (2021).

Circular Economy

- 7.125 Policy SI 7 and Policy D6 of the London Plan (2021) require developments to be designed with adequate, flexible, and easily accessible storage space and collection systems that support, as a minimum, the separate collection of dry recyclables (at least card, paper, mixed plastics, metals, glass) and food. Policy DMHB 11 of the Hillingdon Local Plan: Part 2 (2020) supports this policy from a design perspective.

- 7.126 Specifically, Policy SI 7, Part B, of the London Plan (2021) states that referable applications should submit Circular Economy Statements to promote circular economy outcomes and aim to be net zero-waste. Policy EM11 of the Hillingdon Local Plan: Part 1 (2012) also supports these objectives.
- 7.127 An Operational Waste Management Strategy has been submitted for consideration. Bin storage areas are proposed at lower ground floor level. As required by the Council, the communal bin storage areas are within 30m walking distance of the front door of the residences, with Store A to be provided within the lower building, and Store B to be provided to the rear of the proposed courtyard with collections to be made from private roads away from the highway. The applicant states that they are committed to reducing operational waste in line with the London Environment Strategy.
- 7.128 An amended Circular Economy Statement has been submitted for consideration following comments made by the GLA who further confirmed that this is acceptable. A post-construction circular economy monitoring report is proposed to be secured by Condition 18 as requested by GLA. Subject to such a condition, the proposed development would accord with Policy SI 7 of the London Plan (2021).

Digital Connectivity

- 7.129 Policy SI 6 of the London Plan (2021) requires that development provides ducting space for full fibre connectivity.
- 7.130 Condition 32 is proposed and would ensure that sufficient ducting space for full fibre connectivity infrastructure is provided within the development. Subject to the recommended condition, the proposed development would accord with Policy SI 6 of the London Plan (2021).

8 Other Matters

Airport Safeguarding

- 8.1 Policy DMAV 1 of the Hillingdon Local Plan: Part 2 (2020) 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.
- 8.2 The site is located outside of the safeguarded areas for Heathrow Airport and RAF Northolt. National Air Traffic Services (NATS), the Ministry of Defence and Heathrow Airport Safeguarding have been consulted and have confirmed no safeguarding objection to the proposed development subject to securing construction details by planning condition, including details for the use of any cranes and other tall construction equipment. Condition 4 is proposed and subject to such a condition, the proposed development would accord with Policy DMAV 1 of the Hillingdon Local Plan: Part 2 (2020).

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Infrastructure

Infrastructure Assessment

- 8.3 Policy D2 of the London Plan (2021) states that an unallocated site that may cause planned infrastructure capacity to be exceeded might need to provide additional infrastructure proportionate to the development. This can only be identified through an infrastructure assessment during the planning application process.
- 8.4 An Infrastructure Impact Assessment has not been submitted for consideration as part of the application process. In respect of the impact upon infrastructure, the proposal will generate Hillingdon and Mayoral CIL contributions to fund the provision of infrastructure. A comprehensive set of planning obligations are also to be secured by a Section 106 legal agreement. Accordingly, the proposal is not considered to be contrary to Policy D2 of the London Plan (2021).

Health

- 8.5 National, regional and local policies require planning decisions to promote healthy, inclusive communities by supporting healthy lifestyles, aligning with local health and wellbeing strategies, and providing sufficient health and social infrastructure. The London Plan emphasises addressing health inequalities and ensuring developments positively impact physical and mental health, while Hillingdon's Local Plan highlights the Borough's pressing need for additional healthcare facilities to meet population growth and changing demographics. This includes the NPPF (2024), Policy GG3 of the London Plan (2021), Policy CI1 of the Hillingdon Local Plan: Part 1 (2012) and supporting paragraphs of the Hillingdon Local Plan: Part 2 (2020).
- 8.6 In particular, paragraph 7.2 of the Hillingdon Local Plan: Part 2 (2020) states that there is a particularly pressing need in the Borough for additional health care facilities to address higher than expected birth rates and an increase in the older population.
- 8.7 The floorspace occupied by affordable housing qualifies for relief from Community Infrastructure Levy. Accordingly, the HUDU Planning Contributions Model has been used to assess the health service requirements and cost impacts of that floorspace, equal to £75,661. This contribution is proposed to be secured by S106 Head of Term (ii).

Environmental Impact Assessment

- 8.8 The proposed development does not constitute EIA development as per The Town and Country Planning (Environmental Impact Assessment) Regulations 2017.

Human Rights

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- 8.9 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

- 8.10 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

Planning Obligations

- 8.11 Policy DMCI 7 of the Hillingdon Local Plan: Part 2 (2020) states that whilst infrastructure requirements will be predominantly addressed through the Council's Community Infrastructure Levy (CIL), planning obligations will be sought on a scheme-by-scheme basis. Applications that fail to secure an appropriate Planning Obligation to make the proposal acceptable will be refused.
- 8.12 The Community Infrastructure Levy Regulation 2010 (Regulations issued Pursuant to the 2008 Act) and the NPPF have put three tests on the use of planning obligations into law. It is unlawful (since 6th April 2010) to request planning obligations that do not meet the following tests:
- i. necessary to make the development acceptable in planning terms;
 - ii. directly related to the development; and
 - iii. fairly and reasonable related in scale and kind to the development.
- 8.13 The effect of the Regulations is that the Council must apply the tests much more strictly and is only to ask for planning obligations that are genuinely necessary and directly related to a development. Should planning obligations be requested that do not meet the policy tests the Council would have acted unlawfully and could be subject to a High Court challenge.
- 8.14 On the basis of the NPPF and the Community Infrastructure Levy Regulation 2010, it is only considered reasonable to request contributions for the matters outlined in the Heads of Terms contained in the *Summary of Recommendation* section at the beginning of this report. These are listed in summary below:
- i. Affordable Housing
 - ii. Health Contribution
 - iii. Delivery of Hayes Park Central and South Development

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- iv. Managed Access Strategy / Community Use Agreement
- v. Healthy Streets, Active Travel Zone and Air Quality Mitigation Contribution
- vi. Carbon Offset Contribution
- vii. Public Open Space Contribution
- viii. Employment and Construction Training Scheme
- ix. Residential Parking Permit Restrictions
- x. Project Management and Monitoring Fee

Community Infrastructure Levy

- 8.15 Please be advised that as from 1 April 2012, all planning approvals for schemes with a net additional internal floor area of 100m² or more will be liable for the Mayoral Community Infrastructure Levy (Mayoral CIL), as legislated by the Community Infrastructure Levy Regulations 2010 and The Community Infrastructure Levy (Amendment) Regulations 2011. The liability payable will be equal to £60 per square metre (from April 2019). The London Borough of Hillingdon is a collecting authority for the Mayor of London and this liability shall be paid to LBH in the first instance.
- 8.16 In addition, the development represents Chargeable Development under the Hillingdon Community Infrastructure Levy, which came into effect on 1st August 2014.
- 8.17 The liability payable is as follows (subject to affordable housing exemptions and indexation):
- Hillingdon CIL: £1,184,253.16
Mayoral CIL: £ 537,163.64
- 8.18 However, please note that this has been calculated based on the information available to the officer. The final amount will be reviewed post determination by the Council's Planning Obligations Team and set out to the liable party in line with the CIL Regulations.

9 Conclusion / Planning Balance

- 9.1 This application seeks permission for the partial demolition and redevelopment of the existing multi-storey car park to provide 52 new homes. The application site is previously developed land within the Metropolitan Green Belt and is adjacent to two Grade II* listed buildings, structured around a pastoral landscape. Regarding the land use acceptability, the proposal meets the exceptions of the NPPF's Green Belt and is appropriate development.
- 9.2 The site is not a heritage asset and is considered to detract from the setting of the adjacent listed buildings being a two-storey car park. The proposed increase

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in height and massing is considered to cause a very low level of less than substantial harm to the listed buildings, through changes to their setting, since it would provide a change to the pastoral setting. In accordance with paragraph 215 of the NPPF, where less than substantial harm to the significance of a designated heritage asset is identified, that harm must be weighed against the public benefits of the proposal. Another conflict with the policy requirements is the provision of half of the play space required on site.

- 9.3 The proposal for 69% family housing (equal to 36 no. 3 bed units) significantly contributes to meeting related housing needs within the borough and is a benefit of the scheme. In addition, the planning obligations would secure 10 no. affordable housing units (19% of habitable rooms), alongside the delivery of the approved Hayes Park Central and South residential scheme (to safeguard the heritage assets), as well as managed public access to the site to the benefit of local communities. Contributions are secured towards health infrastructure, air quality mitigation and active travel improvements, carbon offsetting and public open space enhancement. An employment strategy and construction training scheme are to be secured alongside restricting parking permit allocations. These considerations weigh significantly in favour of the development in the planning balance.
- 9.4 It is acknowledged that the Council cannot currently demonstrate a five-year supply of deliverable housing sites (the most recent position statement published on 1st April 2026 confirmed a 2.5 year supply). In accordance with Footnote 8 of the NPPF, the policies which are most important for determining the application are therefore considered out-of-date. Consequently, Paragraph 11(d) of the Framework is engaged, and the 'tilted balance' applies. This requires that planning permission be granted unless any adverse impacts of doing so would significantly and demonstrably outweigh the benefits, when assessed against the policies in the Framework taken as a whole.
- 9.5 Subject to the planning conditions and obligations recommended, the proposed development can mitigate the planning policy conflicts identified. Accordingly, the development is considered, on balance, to be acceptable with respect to design, heritage, residential amenity, environmental issues, transport, and sustainability. When weighed against the very low level of less than substantial harm identified to the setting of the listed buildings, the public benefits of the proposal are considered to outweigh that harm. In reaching this decision, significant weight is afforded to the contribution that the proposal makes towards the Borough's housing supply (a net contribution of 52 residential units).
- 9.6 Section 38(6) of the Planning and Compulsory Purchase Act 2004 states that planning applications should be determined in accordance with the development plan unless material considerations indicate otherwise. For the reasons outlined above and within the main body of the report, the application is considered to broadly comply with the Development Plan. Where there are minor conflicts with the Development Plan, there considered to be sufficient mitigating factors and benefits which outweigh such conflicts. Accordingly, the application is recommended for approval, subject to Stage 2 referral to the Mayor of London,

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securing the planning conditions set out in Appendix 1 and a Section 106 legal agreement.

10 Background Papers

- 10.1 Relevant published policies and documents considered 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

12853/APP/2025/2844

Appendix 1: Recommended Conditions and Informatives

Conditions

1. RES3 Time Limit

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

REASON

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

2. RES4 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:

Location Plan:

0489-SEW-ZZ-ZZ-DR-A-500003 Rev. P1 Site Location Plan

Site Plans:

0489-SEW-ZZ-ZZ-DR-A-501001 Rev. P2 Proposed Site Plan

0489-SEW-HPW-ZZ-DR-A-501002 Rev. P2 Proposed Lower Ground Site Plan

0489-SEW-HPW-00-DR-L-001001 Rev. P2 Landscape Masterplan - Ground Floor

0489-SEW-HPW-B1-DR-L-000100 Rev. P2 Landscape Masterplan - Lower Ground

Floor Plans:

0489-SEW-HPW-B1-DR-A-001110 Rev. P2 Proposed Lower Ground Floor Plan

0489-SEW-HPW-00-DR-A-001111 Rev. P2 Proposed Ground Floor Plan

0489-SEW-HPW-01-DR-A-001112 Rev. P2 Proposed First Floor Plan

0489-SEW-HPW-02-DR-A-001113 Rev. P2 Proposed Second Floor Plan

0489-SEW-HPW-RF-DR-A-001114 Rev. P2 Proposed Roof Plan

0489-SEW-HPW-ZZ-DR-A-504100 Rev. P1 Flat Type 1B2P

0489-SEW-HPW-ZZ-DR-A-504101 Rev. P1 Flat Type 1B2P - M4(3)

0489-SEW-HPW-ZZ-DR-A-504102 Rev. P1 Flat Type 3B6P (3 Storey)

0489-SEW-HPW-ZZ-DR-A-504103 Rev. P1 Flat Type 3B6P (4 Storey)

Elevations and Sections:

0489-SEW-HPW-ZZ-DR-A-001200 Rev. P1 Proposed North and East Elevation

0489-SEW-HPW-ZZ-DR-A-001201 Rev. P2 Proposed West and South Elevations

0489-SEW-HPW-ZZ-DR-A-001202 Rev. P2 Proposed Sections

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 of the Hillingdon Local Plan Part 1 (2012), Part 2 (2020) and the London Plan (2021).

3. RES5 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:

Design and Access Statement prepared by Studio Egret West and dated October 2025
Addendum to Design and Access Statement prepared by Studio Egret West and dated March 2026

Planning Statement prepared by Iceni and dated November 2025

Preliminary Ecological Appraisal prepared by Greenpage and dated September 2025

Biodiversity Net Gain Assessment prepared by Greenpage and dated September 2025

Phase 1 Environmental Report prepared by Avison Young and dated October 2025

Flood Risk Assessment Rev. 02 prepared by whitby wood and dated October 2025

Daylight & Sunlight Report prepared by Development & Light LLP and dated September 2025

Delivery and Servicing Plan prepared by Iceni and dated October 2025

Operational Waste Management Strategy prepared by Iceni and dated October 2025

Outline Construction Traffic Management Plan prepared by Iceni and dated October 2025

Site Waste Management Strategy prepared by Iceni and dated October 2025

Statement of Community Engagement prepared by Iceni and dated October 2025

Utilities Statement prepared by Hoare Lea and dated September 2025

Fire Safety Statement prepared by Hoare Lea and date October 2025

Drainage Strategy Report prepared by Whitby wood and dated January 2026

Arboricultural Impact Assessment prepared by Tim Moya Associates and dated September 2025

Air Quality Statement prepared by NRG Consulting and dated November 2025

Heritage, Townscape and Visual Impact Assessment prepared by Iceni and dated October 2025

Sustainability Statement prepared by Hoare Lea and dated October 2025

Transport Statement prepared by Iceni and dated October 2025

Travel Plan prepared by Iceni and dated October 2025

Domestic Heating Review prepared by Hoare Lea and dated February 2026

Energy and Overheating Strategy prepared by Hoare Lea and dated February 2026

Whole life carbon assessment prepared by Hoare Lea and dated February 2026

GLA carbon emissions reporting spreadsheet, GLA WLC Spreadsheet, BRUKL output document, DEFRA Transport Emissions spreadsheets dated February 2026

Response to LB Hillingdon Comments prepared by Iceni and dated February 2026

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 of the Hillingdon Local Plan Part 1 (2012), Part 2 (2020) and the London Plan (2021).

4. NONSC Construction Logistics and Management Plan

Prior to the commencement of the development approved, a detailed Construction Logistics and Management Plan shall be submitted to and approved in writing by the Local Planning Authority. This plan shall detail:

- (i) The phasing of the works;
- (ii) The hours of work;
- (iii) On-site plant and equipment;
- (iv) Measures to mitigate noise and vibration;
- (v) Measures to mitigate impact on air quality;
- (vi) Waste management;
- (vii) Site transportation and traffic management, including:
 - (a) Routing;
 - (b) Signage;
 - (c) Vehicle types and sizes;
 - (d) Hours of arrivals and departures of staff and deliveries (avoiding peaks times of day);
 - (e) Frequency of visits;
 - (f) Parking of site operative vehicles;
 - (g) On-site loading/unloading and wheel washing arrangements; and
 - (h) Use of an onsite banksman (if applicable).
 - (i) Use of consolidation centres to reduce HGV movements.
 - (j) Achieve FORS Gold standard and 5* Direct Vision Standard.
 - (k) Encourage use of active travel.
- (viii) The arrangement for monitoring and responding to complaints relating to demolition and construction;
- (ix) Details of cranes and other tall construction equipment (including the details of obstacle lighting), in consultation with the Ministry of Defence, and
- (x) A dust risk assessment, including means to monitor and control dust, noise and vibrations, following the published guidance by The Institute of Air Quality Management (IAQM) on how to assess impacts of emissions of dust from demolition and construction sites.
- (xi) Measures to avoid and mitigate impacts to the Hayes Shrub Site of Importance for Nature Conservation.

This plan should accord with Transport for London's Construction Logistic Planning

Guidance and the GLA's 'The Control of Dust and Emissions during Construction and Demolition' Supplementary Planning Guidance (July 2014) (or any successor document). It shall cover the entirety of the application site and any adjoining land which will be used during the construction period.

Thereafter, the development shall only be carried out in strict accordance with the approved plan.

REASON

To safeguard the amenity of surrounding areas and to ensure that the construction works include appropriate efficiency and sustainability measures so as not to compromise the safe and efficient operation of the local highway network and local air quality, in accordance with Policies DMT 1, DMT 2 and DMEI 14 of the Hillingdon Local Plan: Part 2 (2020) and Policies D14, SI 1, T4 and T7 of the London Plan (2021). Also, to ensure that construction work and construction equipment on the site and adjoining land does not obstruct air traffic movements or otherwise impede the effective operation of air traffic navigation transmitter/receiver systems, in accordance with Policy DMAV 1 of the Hillingdon Local Plan: Part 2 (2020).

5. NONSC Contamination

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

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

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

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

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

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

REASON

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

6. NONSC Sustainable Drainage Scheme Details

Prior to commencement of the development (except for demolition, ground and enabling work), a sustainable water management scheme shall be submitted to and approved in writing by the Local Planning Authority in consultation with the relevant stakeholders. The scheme shall clearly demonstrate how it manages water and demonstrate ways of controlling the surface water on site by providing information on:

a) Sustainable Drainage features:

i. Surface water discharge - the submitted drainage strategy must identify the proposed method and location of discharging collected surface water from the site in accordance with the hierarchy set out in Policy SI 13 of the London Plan (2021). Where the proposal does not utilise the most sustainable solution, justification must be provided.

ii. SuDS - the submitted drainage strategy should incorporate Sustainable Drainage System (SuDS) elements that are embedded, where practicable, within the landscaping plan for the development. Preference should be given to above-ground SuDS elements that control water at source and provide wider biodiversity, water quality and amenity benefits.

iii. Runoff rates - provide the greenfield and proposed runoff rates for a variety of return periods including 1 in 1 year, 1 in 30, 1 in 100, and 1 in 100 plus 40% climate change. Developments should aim to meet greenfield runoff rates unless a suitable justification can be provided.

iv. Drainage calculations - include calculations to demonstrate that the volume of storage and size of drainage features provided is adequate to control surface water for a range of storm duration and rainfall intensities for the entire site area for events up to and including the critical 1 in 100 plus 40% climate change rainfall event.

v. Exceedance routes - provide a plan showing the route surface water will take through the development for rainfall events exceeding the 1 in 100 year event. Where it is intended to store water on the ground surface, the maximum extent of overland flooding should be mapped and the depth of the flooding confirmed. Safe access and egress for the site must be demonstrated.

b) Long-term management and maintenance of the drainage system.

i. Provide a Management and Maintenance Plan for the drainage system that includes clear plans showing all of the drainage network above and below ground, and identifies the responsibility of different parties for each component of the drainage network.

ii. Include details of the necessary inspection regimes and maintenance frequencies.

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

REASON

To ensure that surface water run off is controlled and to ensure the development does not increase flood risk, in compliance with Policy EM6 of the Hillingdon Local Plan: Part 1 (2012), Policy DME1 9 and DME1 10 of the Hillingdon Local Plan: Part 2 (2020), Policy SI 12 and SI 13 of the London Plan (2021), the National Planning Policy Framework (2024), and Planning Practice Guidance (Flood Risk and Coastal Change March 2014).

7. NONSC Biodiversity Net Gain

No development shall take place on any part of the site until a Biodiversity Gain Plan for the site, demonstrating compliance with the 10% biodiversity net gain requirement in accordance with the Environment Act 2021, has been submitted to and approved in writing by the Local Planning Authority. The Biodiversity Gain Plan should include:

i. Baseline Biodiversity Assessment: Using the latest Defra Biodiversity Metric, a report of the site's pre-development biodiversity value; and

ii. On-Site Enhancement and 30-year Habitat Management Plan (HMP) detailing measures to achieve BNG on-site, including species protection, habitat creation, and ongoing management strategies to maintain gains for a minimum of 30 years. The HMP should, as a minimum, include:

a) Description and evaluation of the features to be managed.

b) Aims, objectives and targets for management.

c) Description of the management operations necessary to achieving aims and objectives.

- d) Prescriptions for management actions.
- e) Preparation of a works schedule, including an annual works schedule.
- f) Details of the monitoring needed to measure the effectiveness of management.
- g) Details of the timetable for each element of the monitoring programme.
- h) Details of the persons responsible for the implementation and monitoring.
- i) Report to the Council routinely regarding the state of the Biodiversity Net Gain requirements for development in years 1 (post-completion), 3, 5, 10, 20, and 30, with biodiversity reconciliation calculations at each stage.

Where a biodiversity net gain of 10% is not achievable on site, in addition to the Baseline Biodiversity Assessment (i), the following shall be included in the BGP:

- iii. Off-Site Biodiversity Credits or Statutory Credits: Where on-site measures do not achieve the 10% net gain, confirmation of the purchase of off-site biodiversity credits or statutory credits must be provided, including a receipt or proof of transaction as part of the Plan.

The approved Biodiversity Gain Plan shall be strictly adhered to, and development shall commence and operate in accordance with it.

REASON

To ensure the development delivers a Biodiversity Net Gain and secures the protection and effective management of the remaining habitat on site in accordance with Policy 15 of the National Planning Policy Framework, Policy G6 of The London Plan, and Policy DME1 7 of the Hillingdon Local Plan Part 2.

8. NONSC Materials

Notwithstanding the approved plans, prior to commencement of works above ground level of the development hereby permitted, detailed drawings (typically at a scale of 1:10 or 1:20) and a full schedule of materials, including physical samples and/or sample panels constructed on-site, shall be submitted to and approved in writing by the Local Planning Authority. The submitted details shall demonstrate the high-quality articulation of the building and include:

- a) Large-scale details of the exposed structural frame (GRC or equivalent), specifically demonstrating the surface finish, jointing layout between beams and columns, and the exact interface/set-back between the frame and the infill cladding panels.
- b) Detailed sections and elevations of the roof parapet.
- c) Comprehensive details of all balconies, specifically including the net balustrades, balcony soffit design, and typical privacy screening.
- d) Detailed sections of all windows and external doors, including head, sill, and jamb details, specifically to demonstrate the depth of the window reveals.
- e) Typical architectural articulation details, including cladding panels, junctions between different materials, joints, fixings, and the framing system.
- f) Detailed sections and elevations of the retained podium deck, including cladding, parapet and surfacing.

- g) Detailed sections, elevations, and material samples of the profiled green terracotta cladding proposed at ground floor level, specifically demonstrating its texture, depth of profile, corner junctions, and interface with both the GRC structural frame and fenestration.
- h) Detailed floor plans, interior elevations, and a schedule of finishes for the ground floor communal amenity space, demonstrating its internal layout, exact floorspace, and its physical and visual integration with the adjacent external courtyard.
- i) Detailed plans, sections, and elevations of the undercroft car park and the multi-storey 'bridge' link. This must specifically detail the architectural treatment of the soffits, integrated lighting, boundary treatments (such as security gates or grilles), and the transition of surfacing materials.

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

REASON

To ensure that the development presents a satisfactory appearance and safeguards the setting of the listed buildings, in accordance to Policy HE1 of Hillingdon's Local Plan: Part 1 (2012), Policies DMHB 1, DMHB 2 and DMHB 11 of the Hillingdon Local Plan: Part 2 (2020) and Policy HC1 of the London Plan (2021).

9. NONSC Infill & Banding Bespoke Facade Materiality

Notwithstanding the approved plans, prior to commencement of works above ground level of the development hereby permitted, details of a high-quality tiled or panel cladding system on the proposed elevations shall be submitted to and approved in writing by the Local Planning Authority which shall provide distinct contrast in both colour and texture to the proposed GRC frame. The use of render or similar equivalents will not be permitted and details should include information relating to make, product/type, colour and photographs/images.

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

REASON

To ensure that the development presents a satisfactory appearance and safeguards the setting of the listed buildings, in accordance to Policy HE1 of Hillingdon's Local Plan: Part 1 (2012), Policies DMHB 1, DMHB 2 and DMHB 11 of the Hillingdon Local Plan: Part 2 (2020) and Policy HC1 of the London Plan (2021).

10. NONSC Communal Lift Details

Prior to commencement of works above ground level of the development hereby permitted, comprehensive design drawings and details of the stand-alone lift shall be submitted to and approved in writing by the Local Planning Authority. The submission shall include:

- a) Detailed elevations and contextual views demonstrating the lift's appearance within the proposed landscape.

- b) A full schedule of materials and architectural detailing, demonstrating the use of high-quality, bespoke cladding.
- c) Demonstration that the chosen materials and design successfully blend with the existing and proposed landscaping, ensuring the structure does not draw undue attention or appear visually dominant within the courtyard setting.
- d) Details of a Lift Management and Maintenance Strategy, including:
 - i. Routine maintenance arrangements and servicing intervals;
 - ii. Measures to ensure the lift remains operational and available for use at all times;
 - iii. A contingency strategy setting out the measures to be implemented in the event of lift failure or breakdown, including timescales for repair and interim accessibility arrangements.

The development shall thereafter be carried out in accordance with the approved details.

The lift shall be retained, maintained and kept in operational use in accordance with the approved Lift Management and Maintenance Strategy for the lifetime of the development.

REASON

To ensure that the development provides inclusive and accessible access for all users, that the lift remains operational for the lifetime of the development, and to safeguard the appearance and setting of the listed buildings, in accordance with Policy HE1 of Hillingdon's Local Plan: Part 1 (2012), Policies DMHB 1, DMHB 2 and DMHB 11 of the Hillingdon Local Plan: Part 2 (2020) and Policies D5, D7 and HC1 of the London Plan (2021).

11. NONSC Overheating

Prior to commencement of works above ground level of the development hereby permitted, the final Overheating Strategy shall be submitted to and approved in writing by the Local Planning Authority. The submission shall demonstrate how the development will reduce the potential for internal overheating and reliance on air conditioning systems in accordance with the following cooling hierarchy:

- a) reduce the amount of heat entering a building through orientation, shading, high albedo materials, fenestration, insulation and the provision of green infrastructure;
- b) minimise internal heat generation through energy efficient design;
- c) manage the heat within the building through exposed internal thermal mass and high ceilings;
- d) provide passive ventilation;
- e) provide mechanical ventilation; and
- f) provide active cooling systems.

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

REASON

To demonstrate that the final strategy will reduce the potential for internal overheating and reliance on air conditioning systems in accordance with the cooling hierarchy and Policy SI 4

of the London Plan (2021).

12. NONSC Landscape Scheme

Notwithstanding the approved plans, prior to commencement of works above ground level of the development hereby permitted, a landscape scheme shall be submitted to and approved in writing by the Local Planning Authority. The scheme shall include: -

A)Details of Soft Landscaping

- i)Detailed planting plans (at not less than a scale of 1:100), schedules of plants, noting species, plant sizes, and proposed numbers/densities. This must explicitly detail the naturalistic "meadow-style" planting, understorey scrub, courtyard vegetation, and the perimeter planting and reforestation strategy
- ii)Details of all proposed trees, specifying species, nursery stock sizes (girth and height), and positions.
- iii)Detailed technical drawings of tree pit designs, including root barriers, aeration systems, and structural soil volumes to ensure long-term viability within the courtyard environment.
- iv)Written specification of planting and cultivation works to be undertaken,
- v)Schedule of plants (including pollution absorbing plants) giving species, plant sizes, and proposed numbers/densities where appropriate

B)Details of Hard Landscaping

- i)Refuse Storage
- ii)Cycle Storage and allocation plan, showing provision for 97 no. long-stay secure and covered spaces and 14 no. short-stay spaces, including access provisions, in accordance with London Cycling Design Standards
- iii)Full details of the means of enclosure and boundary treatments, including product details with materials and finish
- iv)Car Parking Layouts:
 - 52 no. car parking spaces total, including:
 - 7 no. car parking spaces are served by active charging infrastructure (or more should it be feasible to do so);
 - 5 no. car parking spaces will be designated disabled persons parking bays.
- v) Hard Surfacing Materials:
 - A detailed schedule and physical samples of all proposed hard surfacing materials, including the pedestrian pathways (e.g., the gravel/resin-bound/aggregate finishes shown in the courtyard and meadow edges) and permeable vehicular shared surfaces, including the external areas and amenity areas which would be accessible to older and disabled people, including wheelchair users.
 - Details of all edging, raised planters, and boundary treatments, specifically including the low retaining walls/planters that separate the ground floor private terraces from the communal courtyard.
 - Details of the size, sourcing, and placement of the natural boulders/rocks integrated into the planting beds.
- vi)Other structures (such as wayfinding, signage, play equipment and furniture), including detailed designs of all integrated, bespoke play elements (such as the timber play huts and

stepping logs shown), demonstrating their naturalistic aesthetic, safety compliance, and precise locations within the revised courtyard layout.

C) Details of Landscape Maintenance

- i) Landscape Maintenance Schedule for a minimum period of 5 years.
- ii) Proposals for the replacement of any tree, shrub, or area of turfing/seeding within the landscaping scheme which dies or in the opinion of the Local Planning Authority becomes seriously damaged or diseased.

D) Schedule for Implementation

E) Other

- i) Existing and proposed functional services above and below ground
- ii) Proposed finishing levels or contours

F) Confirmation of the final Urban Greening Factor score

All hard and soft landscaping works shall be carried out and maintained in full accordance with the approved details. The works shall be carried out prior to the occupation of any part of the development or in accordance with the programme agreed with the Local Planning Authority. Any trees or plants which, within a period of 5 years from the completion of the development, die, are removed, or become seriously damaged or diseased shall be replaced in the next planting season with others of similar size and species. The car and cycle parking areas shall be used and permanently retained exclusively for its designated purpose for the life of the development.

REASON

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

13. NONSC Electric Vehicle Charging Points and Infrastructure

Notwithstanding the approved plans, prior to commencement of works above ground level of the development hereby permitted, an Electric Vehicle (EV) Charging Strategy shall be submitted to and approved in writing by the Local Planning Authority. The EV Charging Strategy shall demonstrate that the provision of active and passive EV charging infrastructure has been maximised across the development, having regard to the relevant Development Plan policies and prevailing best practice guidance. The submitted details shall include:

- a) The total number and location of car parking spaces, identifying those with active EV charging provision and those with passive provision;
- b) A clear justification for the level of EV charging proposed, including evidence of any

technical, structural, fire safety, electrical capacity, or viability constraints that limit provision;

c) Details of engagement with a suitably qualified fire engineer and/or building services engineer, where relevant, to demonstrate that all reasonable options to increase EV charging provision have been explored;

d) An explanation of how the layout and design of the development has been optimised to maximise EV charging provision without resulting in unacceptable impacts on design quality, public realm, or residential amenity;

e) Details of the electrical infrastructure, including capacity, ducting, and distribution boards, to demonstrate that passive provision enables future conversion to active charging;

f) A programme for the installation and management of EV charging infrastructure.

The development shall be carried out in accordance with the approved details and the EV charging infrastructure shall be installed prior to first occupation and retained as such thereafter.

REASON

To ensure that the proposed development maximises provision of infrastructure for electric or Ultra-Low Emission vehicles, in accordance with Policy T6.1 of the London Plan (2021).

14. NONSC Parking Design and Management Plan

Prior to first occupation of the development hereby permitted, a Parking Design and Management Plan shall be submitted to, and approved in writing by, the Local Planning Authority. It shall include the arrangements for all on-site parking, including provisions for design, managing, monitoring, enforcement and review, with reference to Transport for London guidance on parking management and parking design. This should ensure that parking spaces are allocated appropriately (with one parking space per residential unit), are leased and are not sold.

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

REASON

To ensure the appropriate operation of the car parking spaces, to allow sufficient space for all vehicles to access the application site and neighbouring sites, and to safeguard the safety of highway users in accordance with Policies DMT 1, DMT 2 and DMT 6 of the Hillingdon Local Plan: Part 2 (2020) and Policies T4 and T6 of the London Plan (2021).

15. NONSC Delivery and Servicing Plan

Prior to first occupation of the development hereby permitted, details of a Delivery and Servicing Plan shall be submitted to and approved in writing by the Local Planning Authority.

This should accord with Transport for London's Delivery and Servicing Plan Guidance.

Thereafter the development shall be operated in full accordance with the approved details and permanently retained as such.

REASON

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

16. NONSC Travel Plan

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

REASON

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

17. NONSC Post-Construction Whole Life-Cycle Carbon Assessment

Prior to the occupation of the development hereby approved, the post-construction tab of the Greater London Authority's Whole Life-Cycle Carbon Assessment template should be completed in line with the Greater London Authority's Whole Life-Cycle Carbon Assessment Guidance. Together with any supporting information, it should be submitted to, and approved by, the Local Planning Authority in writing.

REASON

In the interests of sustainable development and to maximise on-site carbon dioxide savings in accordance with Policy SI 2 of the London Plan (2021).

18. NONSC Post-Construction Circular Economy

Prior to the first occupation of the development hereby approved, a post construction monitoring report should be completed in line with the Greater London Authority's Circular Economy Statement Guidance. The report should be submitted to, and approved by, the Local Planning Authority in writing.

REASON

In order to maximise the re-use of materials and in the interests of sustainable waste management in accordance with Policies SI 7 and SI 8 of the London Plan (2021).

19. NONSC External Lighting Strategy

Prior to the first occupation of the development hereby approved, a comprehensive external lighting strategy shall be submitted to and approved in writing by the Local Planning

Authority. The strategy shall strike an appropriate balance between human-centric needs and ecological protection as follows:

- Demonstrating that the lighting scheme provides safe and secure routes for pedestrians in and around the proposed development.
- Assessing light spill and glare to demonstrate that the design incorporates mitigation measures to protect local wildlife and nocturnal ecology, particularly along the Green Belt boundary and reforestation areas.
- A schedule of all external luminaires, demonstrating that the physical design of the fixtures complements the architectural quality of the development and the setting of the adjacent listed buildings.

The approved lighting strategy shall be fully implemented prior to occupation and retained in operation thereafter.

REASON

To ensure that the development presents a satisfactory appearance in accordance with Policy DMHB 11 of the Hillingdon Local Plan Part 2 (2020) and to manage any impacts on biodiversity in accordance with Policy DMEI 7 of the Hillingdon Local Plan of the Hillingdon Local Plan Part 2 (2020) and Policy G6 of the London Plan (2021).

20. NONSC Sustainable Drainage Scheme Verification

Prior to the first occupation of the development hereby approved, evidence (photographs and installation contracts) shall be submitted to demonstrate that the sustainable drainage scheme for the site has been completed in accordance with the submitted details. The sustainable drainage scheme shall be managed and maintained thereafter in accordance with the agreed management and maintenance plan for all of the proposed drainage components.

REASON

To ensure that surface water run off is controlled and to ensure the development does not increase flood risk, in compliance with Policy EM6 of the Hillingdon Local Plan: Part 1 (2012), Policy DMEI 9 and DMEI 10 of the Hillingdon Local Plan: Part 2 (2020), Policy SI 12 and SI 13 of the London Plan (2021), the National Planning Policy Framework (2024), and Planning Practice Guidance (Flood Risk and Coastal Change March 2014).

21. NONSC Energy Monitoring, Recording and Reporting (Be Seen)

The development hereby approved shall be constructed in accordance with the approved Stage 2 Energy and Overheating Strategy (February 2026, Hoare Lea). Prior to the first occupation of the development hereby approved, a detailed energy monitoring, recording and reporting plan shall be submitted to and approved in writing by the Local Planning Authority. The energy performance of the development and associated CO2 emissions shall be monitored over the first five years of operation in accordance with the submitted 'be seen' excel spreadsheet and the recommended approach set out in the Mayor's 'Be Seen'

Guidance 2021. An energy and carbon monitoring report shall be submitted to the Local Planning Authority after the first year of operation and thereafter on an annual basis in order to demonstrate that the development has achieved the 70% targeted reduction in CO2 emissions for the residential element and the 33% targeted reduction in CO2 emissions for the non-residential element. In the event of a shortfall in emissions reductions compared to the approved strategy, the quantum (tCO2) shall be treated as part of the shortfall and shall result in a cash in lieu contribution in accordance with the formula set out in the S106.

REASON

To ensure the development's onsite carbon savings from regulated energy demand is achieved in accordance with the Policy SI2 of the London Plan (2021).

22. NONSC Control of Balconies & Windows - Privacy

Prior to the first occupation of the development hereby approved, full details of the privacy screening of all flats and high level frosted windows on the northern elevation of the 3 storey 3-bedroom flats required to safeguard the amenity of residential properties located around the central courtyard of the approved development, shall be submitted to and approved in writing by the Local Planning Authority.

Thereafter the development shall be implemented in accordance with the approved details and be retained as such.

REASON

To safeguard the amenity of future occupiers in accordance with Policy DMHB 11 of the Hillingdon Local Plan: Part 2 (2020).

23. NONSC Secured by Design

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

REASON

In pursuance of the Council's duty under section 17 of the Crime and Disorder Act 1998 to consider crime and disorder implications in exercising its planning functions; to promote the well being of the area in pursuance of the Council's powers under section 2 of the Local Government Act 2000 to ensure the development provides a safe and secure environment in accordance with Policy DMHB 15 of the Hillingdon Local Plan: Part 2 (2020) and Policy D11 of the London Plan (2021).

24. NONSC Low Emission Strategy

Prior to the first occupation of the development hereby approved, a Low Emission Strategy (LES) shall be submitted to and approved in writing by the Local Planning Authority. The

LES shall detail but be not restricted to:

1) a clear and effective strategy to encourage users of development to:-

- a) use public transport;
- b) cycle / walk to work where practicable;
- c) enter car share schemes;
- d) purchase and drive to work zero emission vehicles.

2) Install EV fast charging points to promote the use of zero emission vehicles to serve the residential area.

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

REASON

As the application site is within an Air Quality Management Area and within close proximity to the Uxbridge Road Air Quality Focus Area, and to reduce the impact on air quality in accordance with Policy EM8 of the Local Plan: Part 1 (2012), Policy DMEI 14 of the Hillingdon Local Plan: Part 2 (2020) and Policies SI 1 and T4 of the London Plan (2021).

25. NONSC Fire Statement

The development hereby approved shall be carried out in full accordance with the recommendations set out in the submitted Fire Safety Statement prepared by Hoare Lea and dated 30th October 2025 and thereafter shall be maintained as such.

REASON

To ensure that the development meets Fire Safety Standards in accordance with Policy D12 of the London Plan (2021).

26. NONSC Balcony Privacy and Security Strategy

Notwithstanding the submitted details, prior to the installation of balconies, a foolproof maintenance and security strategy for the proposed green screens shall be submitted to and approved in writing by the Local Planning Authority. If a satisfactory strategy cannot be demonstrated, revised plans must be submitted showing a reversion to discrete balconies with physical separation gaps rather than continuous terraces. Thereafter the development shall be constructed in accordance with the approved details and be retained as such.

REASON

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

27. NONSC Column and Soffit refinement

Notwithstanding the submitted details, prior to installation of the columns and soffits, large-scale details of the column profiles to refine their "squashed" side profile and better reflect the sculptural quality of the adjacent listed buildings shall be submitted to and approved in writing by the Local Planning Authority. Architectural articulation and a specific lighting strategy for key soffits, including the front facade and courtyard entrance, to prevent them from appearing as dark, unresolved voids shall be submitted to and approved in writing by the Local Planning Authority. Thereafter the development shall be constructed in accordance with the approved details and be retained as such.

REASON

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

28. NONSC M4(2) and M4(3) Accessible Units

A) The dwellings hereby approved shall ensure that 47 units (90%) are constructed to meet the standards for a Category 2 M4(2) dwelling, as set out in Approved Document M to the Building Regulations (2010) 2015, and all such provisions shall remain in place for the life of the building.

B) The dwellings hereby approved shall ensure that 5 units (10%) are constructed to meet the standards for a Category 2 M4(3) 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.

REASON

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

29. NONSC Noise levels

For the lifetime of the development hereby permitted the noise level shall not exceed 35 dB LAeq 16 hrs between 0700 and 2300 and 30 dB LAeq 8 hrs, between 2300 and 0700, measured inside any room of any permitted dwelling whilst achieving acceptable internal living conditions with respect to ventilation and temperature.

REASON

To ensure that occupants of the permitted development would not be exposed to noise that would be likely to cause a significant adverse effect on their health and quality of life in accordance with guidance set out in 'Guidance on Sound Insulation and Noise Reduction for Buildings' British Standard Institution BS8233: 2014 and Policy DMHB 11 of the Hillingdon Local Plan: Part 2 (2020) and Policies D3 and D13 of the London Plan (2021).

30. NONSC Non-Road Mobile Machinery

All Non-Road Mobile Machinery (NRMM) of net power of 37kW and up to and including

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

REASON

To comply with the London's Low Emission Zone for non-road mobile machinery as per requirements of the London Environment Strategy, in accordance with Policy EM8 of the Hillingdon Local Plan: Part 1 (2012), Policy DMEI 14 of the Hillingdon Local Plan: Part 2 (2020), Policy SI 1 of the London Plan (2021) and the National Planning Policy Framework (2024).

31. NONSC Connection to Future District Heating Network

The development hereby approved shall connect to a district heating network should one become available in future and should it be viable to do so.

REASON

To ensure compliance with Policy SI 3 of the London Plan (2021).

32. NONSC Digital Connectivity Infrastructure

The development hereby approved shall ensure that sufficient ducting space for full fibre connectivity infrastructure is provided.

REASON

To ensure compliance with Policy SI 6 of the London Plan (2021).

33. NONSC Use of water

The development hereby approved shall incorporate measures to minimise the use of mains water in line with the Optional Requirement of the Building Regulations, achieving mains water consumption of 105 litres or less per head per day (excluding allowance of up to five litres for external water consumption). Measures shall include smart metering, water saving and recycling measures, including retrofitting, to help to achieve lower water consumption rates and to maximise future-proofing.

REASON

In order to minimise the use of mains water, water supplies and resources should be protected and conserved in a sustainable manner, in compliance with Policy SI 5 of the London Plan (2021).

34. NONSC Roof mounted equipment

No Air Source Heat Pumps (ASHPs), plant equipment, or machinery shall be installed at roof level at any time. Any minor necessary roof-level penetrations (such as soil vent pipes, safety anchors, and other similar in scale and visual impact) must not project more than 300 mm above the finished roof level and must be finished in a colour to blend with the roofscape and skyline.

REASON

To ensure that the development presents a satisfactory appearance and safeguard the setting of the adjacent Grade II* Listed Buildings in accordance with Policies DMHB 1, DMHB 2 and DMHB 11 of the Hillingdon Local Plan: Part 2 (2020).

35. NONSC Trees to be retained

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

REASON

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

36. NONSC Tree Protection

The development hereby approved shall be carried out in strict accordance with the approved Arboricultural Impact Assessment (September 2025, Tim Moya Associates). The tree protection measures for the site will be monitored and supervised by an arboricultural consultant at key stages of the development including during demolition and records of the site inspections/meetings shall be submitted to the Local Planning Authority.

REASON

To ensure that retained trees and other vegetation will not be damaged during construction

work and to ensure that the development conforms with Policies DMHB 11 and DMHB 14 of the Hillingdon Local Plan: Part 2 (2020).

Informatives

1. I52 Compulsory Informative (1)

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

2. 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.

3. I72 Section 106 Agreement

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

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

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

The above forms can be found on the planning portal at:

www.planningportal.gov.uk/planning/applications/howtoapply/whattosubmit/cil

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

5. I15 Control of Environmental Nuisance from Construction Work

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

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

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

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

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

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

6.

Heathrow Airport Safeguarding Informative

Due to the site being within 6km of Heathrow Airport the crane operator is required to submit all crane details such as maximum height, operating radius, name, and phone number of site manager along with installation and dismantling dates to the CAA Airspace Coordination and Obstacle Management Service (ACOMS) system. For notification, please follow the link via CAA website: Crane notification | Civil Aviation Authority (caa.co.uk). Once crane notification has been received from the CAA, Heathrow Works Approval Team will assess and issue the necessary crane permit. No cranes should operate on site until a crane permit has been issued. Specific CAA guidance for crane lighting/markings is given in CAP1096: Guidance to crane users on the crane notification process and obstacle lighting and marking (caa.co.uk).

7.

Thames Water Informative:

Thames Water have advised as follows:

Waste Comments:

A Groundwater Risk Management Permit from Thames Water will be required for discharging groundwater into a public sewer. Any discharge made without a permit is deemed illegal and may result in prosecution under the provisions of the Water Industry Act 1991. We would expect the developer to demonstrate what measures he will undertake to minimise groundwater discharges into the public sewer. Permit enquiries should be directed to Thames Water's Risk Management Team by telephoning 020 3577 9483 or by emailing trade.effluent@thameswater.co.uk. Application forms should be completed online via www.thameswater.co.uk. Please refer to the Wholesale; Business customers; Groundwater discharges section.

With regard to Surface Water drainage, Thames Water would advise that if the developer follows the sequential approach to the disposal of surface water we would have no objection. Management of surface water from new developments should follow Policy SI 13 Sustainable drainage of the London Plan 2021. Where the developer proposes to discharge to a public sewer, prior approval from Thames Water Developer Services will be required.

Should you require further information please refer to our website.

<https://www.thameswater.co.uk/help/home-improvements/how-to-connect-to-a-sewer/sewer-connection-design>

Water Comments:

With regard to water supply, this comes within the area covered by the Affinity Water Company. For your information the address to write to is - Affinity Water Company The Hub, Tamblin Way, Hatfield, Herts, AL10 9EZ - Tel - 0845 782 3333.

8.

Hillingdon Council is not a wheeled bin borough for refuse and recycling. Food waste bins can be presented for collection but refuse and recycling would need to be removed from bins and presented as loose sacks at front boundary of property for collection.

153 Compulsory Informative (2)

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

DMAV 1 Safe Operation of Airports

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
DME 3	Office Development
DMEI 1	Living Walls and Roofs and Onsite Vegetation
DMEI 10	Water Management, Efficiency and Quality
DMEI 11	Protection of Ground Water Resources
DMEI 12	Development of Land Affected by Contamination
DMEI 14	Air Quality
DMEI 2	Reducing Carbon Emissions
DMEI 4	Development on the Green Belt or Metropolitan Open Land
DMEI 7	Biodiversity Protection and Enhancement
DMEI 9	Management of Flood Risk
DMH 2	Housing Mix
DMH 3	Office Conversions
DMH 7	Provision of Affordable Housing
DMHB 1	Heritage Assets
DMHB 11	Design of New Development
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
DMHB 2	Listed Buildings
DMHB 7	Archaeological Priority Areas and archaeological Priority Zones
DMT 1	Managing Transport Impacts
DMT 2	Highways Impacts
DMT 5	Pedestrians and Cyclists
DMT 6	Vehicle Parking
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 D13	(2021) Agent of change

LPP D14	(2021) Noise
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 DF1	(2021) Delivery of the Plan and Planning Obligations
LPP E1	(2021) Offices
LPP G1	(2021) Green infrastructure
LPP G2	(2021) London's Green Belt
LPP G4	(2021) Open space
LPP G5	(2021) Urban greening
LPP G6	(2021) Biodiversity and access to nature
LPP G7	(2021) Trees and woodlands
LPP GG1	(2021) Building strong and inclusive communities
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 H5	(2021) Threshold approach to applications
LPP H6	(2021) Affordable housing tenure
LPP HC1	(2021) Heritage conservation and growth
LPP M1	(2021) Monitoring
LPP SI1	(2021) Improving air quality
LPP SI12	(2021) Flood risk management
LPP SI13	(2021) Sustainable drainage
LPP SI2	(2021) Minimising greenhouse gas emissions
LPP SI3	(2021) Energy infrastructure
LPP SI4	(2021) Managing heat risk
LPP SI5	(2021) Water infrastructure
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 T3	(2021) Transport capacity, connectivity and safeguarding

LPP T4	(2021) Assessing and mitigating transport impacts
LPP T5	(2021) Cycling
LPP T6	(2021) Car parking
LPP T6.1	(2021) Residential parking
LPP T7	(2021) Deliveries, servicing and construction
NPPF11	NPPF 2021 - Making effective use of land
NPPF11 -24	NPPF11 2024 - Making effective use of land
NPPF12 -24	NPPF12 2024 - Achieving well-designed places
NPPF13 -24	NPPF13 2024 - Protecting Green Belt land
NPPF14	NPPF 2021 - Meeting the challenge of climate change flooding
NPPF14 -24	NPPF14 2024 - Meeting the challenge of climate change, flood and coastal change
NPPF15	NPPF 2021 - Conserving and enhancing the natural environment
NPPF15 -24	NPPF15 2024 - Conserving and enhancing the natural environment
NPPF16 -24	NPPF16 2024 - Conserving and enhancing the historic environment
NPPF2 -24	NPPF2 2024 - Achieving sustainable development
NPPF4 -24	NPPF4 2024 - Decision making
NPPF5 -24	NPPF5 2024 - Delivering a sufficient supply of homes
NPPF8	NPPF 2021 - Promoting healthy and safe communities
NPPF8 -24	NPPF8 2024 - Promoting healthy and safe communities
NPPF9	NPPF 2021 - Promoting sustainable transport
NPPF9 -24	NPPF9 2024 - Promoting sustainable transport

Appendix 2: Relevant Planning History

12853/APP/2021/2202 Hayes Park North, Hayes Park Hayes End Road Hayes

Change of use of offices (Use Class E(g)) to residential use (Use Class C3) to include 64 residential units comprising 6 x studio units, 33 x one-bedroom units, 19 x two-bedroom units and 6 x three-bedroom units (Application for Prior Approval under Schedule 2, Part 3, Class O of the Town and Country Planning (General Permitted Development) (England) Order 2015).

Decision: 26-07-2021 Refused **Appeal:** 23-06-2022 Allowed

12853/APP/2023/1492 Hayes Park Central And South, Hayes Park Hayes End Road Hayes

Change of use of the existing buildings to provide new homes (Use Class C3), together with internal and external works to the buildings, landscaping, car and cycle parking, and other associated works.

Decision: 12-03-2024 Approved

12853/APP/2023/1493 Hayes Park Central And South, Hayes Park Hayes End Road Hayes

Internal and external works to the buildings associated with a change of use (Application for Listed Building Consent).

Decision: 12-08-2024 Approved

12853/APP/2024/1374 Hayes Park North Hayes Park Hayes End Road Hayes

Section 73 application to vary Appeal ref. APP/R5510/W/21/3280015, dated 23-06-2022, (Application ref. 12853/APP/2021/2202, dated 26-07-2021) (Change of use of offices (Use Class E(g)) to residential use (Use Class C3) (Application for Prior Approval under Schedule 2, Part 3, Class O of the Town and Country Planning (General Permitted Development) (England) Order 2015).) (amended under Section 96a NMA ref.

12853/APP/2024/1375) in order to add 6 additional units, amend the unit mix, make internal layout changes and convert Condition 2 (Construction Management) into a compliance condition.

Decision: 31-07-2024 Approved

12853/APP/2024/1798 Hayes Park North, Hayes Park Hayes End Road Hayes

Change of use of offices (Use Class E(g)(i)) to residential use (Use Class C3) for the creation of new homes (Application for Prior Approval under Schedule 2, Part 3, Class MA of the Town and Country Planning (General Permitted Development) (England) Order 2015

(as amended)).

Decision: 11-09-2024 Approved

12853/APP/2025/1587 Hayes Park North, Hayes Park Hayes End Road Hayes

Details pursuant to Condition 4 (Car and Cycling Parking and Refuse and Recycling Details) of planning permission reference 12853/APP/2024/1374, dated 31-07-2024 (Section 73 application to vary Appeal ref. APP/R5510/W/21/3280015, dated 23-06-2022, (Application ref. 12853/APP/2021/2202, dated 26-07-2021) (Change of use of offices (Use Class E(g)) to residential use (Use Class C3) (Application for Prior Approval under Schedule 2, Part 3, Class O of the Town and Country Planning (General Permitted Development) (England) Order 2015).) (amended under Section 96a NMA ref. 12853/APP/2024/1375) in order to add 6 additional units, amend the unit mix, make internal layout changes and convert Condition 2 (Construction Management) into a compliance condition.).

Decision: 01-08-2025 Approved

Appendix 3: List of Relevant Planning Policies

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

Part 1 Policies:

PT1.BE1	(2012) Built Environment
PT1.HE1	(2012) Heritage
PT1.H2	(2012) Affordable Housing
PT1.E7	(2012) Raising Skills
PT1.EM11	(2012) Sustainable Waste Management
PT1.EM2	(2012) Green Belt, Metropolitan Open Land and Green Chains
PT1.EM6	(2012) Flood Risk Management
PT1.EM7	(2012) Biodiversity and Geological Conservation
PT1.EM8	(2012) Land, Water, Air and Noise
PT1.H1	(2012) Housing Growth

Part 2 Policies:

DMHB 1	Heritage Assets
DMHB 2	Listed Buildings
DMHB 11	Design of New Development
DMHB 14	Trees and Landscaping
DMH 2	Housing Mix
DMH 7	Provision of Affordable Housing
DMAV 1	Safe Operation of Airports
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
DME 3	Office Development
DMEI 1	Living Walls and Roofs and Onsite Vegetation
DMEI 10	Water Management, Efficiency and Quality
DMEI 11	Protection of Ground Water Resources
DMEI 12	Development of Land Affected by Contamination
DMEI 14	Air Quality
DMEI 2	Reducing Carbon Emissions
DMEI 4	Development on the Green Belt or Metropolitan Open Land
DMEI 7	Biodiversity Protection and Enhancement
DMEI 9	Management of Flood Risk
DMH 3	Office Conversions
DMHB 15	Planning for Safer Places
DMHB 16	Housing Standards
DMHB 17	Residential Density
DMHB 18	Private Outdoor Amenity Space
DMHB 19	Play Space
DMHB 7	Archaeological Priority Areas and archaeological Priority Zones
DMT 1	Managing Transport Impacts
DMT 2	Highways Impacts
DMT 5	Pedestrians and Cyclists
DMT 6	Vehicle Parking
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 D13	(2021) Agent of change
LPP D14	(2021) Noise
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 DF1	(2021) Delivery of the Plan and Planning Obligations
LPP E1	(2021) Offices
LPP G1	(2021) Green infrastructure
LPP G2	(2021) London's Green Belt
LPP G4	(2021) Open space
LPP G5	(2021) Urban greening
LPP G6	(2021) Biodiversity and access to nature
LPP G7	(2021) Trees and woodlands
LPP GG1	(2021) Building strong and inclusive communities
LPP GG4	(2021) Delivering the homes Londoners needs
LPP H1	(2021) Increasing housing supply
LPP M1	(2021) Monitoring
LPP SI1	(2021) Improving air quality
LPP SI12	(2021) Flood risk management
LPP SI13	(2021) Sustainable drainage

LPP SI2	(2021) Minimising greenhouse gas emissions
LPP SI3	(2021) Energy infrastructure
LPP SI4	(2021) Managing heat risk
LPP SI5	(2021) Water infrastructure
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 T3	(2021) Transport capacity, connectivity and safeguarding
LPP T4	(2021) Assessing and mitigating transport impacts
LPP T5	(2021) Cycling
LPP T6	(2021) Car parking
LPP T6.1	(2021) Residential parking
LPP T7	(2021) Deliveries, servicing and construction
NPPF11	NPPF 2021 - Making effective use of land
NPPF14	NPPF 2021 - Meeting the challenge of climate change flooding
NPPF15	NPPF 2021 - Conserving and enhancing the natural environment
NPPF8	NPPF 2021 - Promoting healthy and safe communities
NPPF9	NPPF 2021 - Promoting sustainable transport
LPP H4	(2021) Delivering affordable housing
LPP H5	(2021) Threshold approach to applications
LPP H6	(2021) Affordable housing tenure
LPP H10	(2021) Housing size mix
LPP HC1	(2021) Heritage conservation and growth
NPPF11 -24	NPPF11 2024 - Making effective use of land

NPPF12 -24	NPPF12 2024 - Achieving well-designed places
NPPF13 -24	NPPF13 2024 - Protecting Green Belt land
NPPF14 -24	NPPF14 2024 - Meeting the challenge of climate change, flood and coastal change
NPPF15 -24	NPPF15 2024 - Conserving and enhancing the natural environment
NPPF16 -24	NPPF16 2024 - Conserving and enhancing the historic environment
NPPF2 -24	NPPF2 2024 - Achieving sustainable development
NPPF4 -24	NPPF4 2024 - Decision making
NPPF5 -24	NPPF5 2024 - Delivering a sufficient supply of homes
NPPF8 -24	NPPF8 2024 - Promoting healthy and safe communities
NPPF9 -24	NPPF9 2024 - Promoting sustainable transport