



Civic Centre Car Park, Cricket Field Road, Uxbridge UB8

Demolition of existing multi-storey car park and erection of a 160-bed care home (Use Class C2) with associated parking, landscaping and communal facilities

Planning Statement

October 2026

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1. Introduction

- 1.1. This Planning Statement has been prepared to accompany a planning application for the demolition of the existing multi-storey car park and its replacement with a three to five-storey care home. The car park is located to the south of Hillingdon Civic Centre on Cricket Field Road.
- 1.2. The site lies to the south of Uxbridge town centre, away from the main commercial area and within a more residential setting south of Hillingdon Road. The Civic Centre and its surrounding hard landscaping are Grade II listed. The car park is situated approximately 50 metres south of the Civic Centre. There are no other relevant planning constraints.
- 1.3. The Civic Centre is owned by the Council, and the car park has historically been used by staff and visitors associated with the Civic Centre since its construction in the 1970s. Given its relationship with the Grade II listed building, a Heritage Statement has been submitted in support of the application.
- 1.4. The proposed care home would require the complete removal of the existing car park. A review of existing car parking provision at the Civic Centre has been provided and concludes that the car park proposed for demolition is no longer required.
- 1.5. The proposals include comprehensive landscaping around the site. Full details of the proposed ecological enhancements have been submitted, noting that the site currently has limited ecological value.
- 1.6. This Statement explains why the proposed 160-bed care home is acceptable in principle, having regard to London Borough of Hillingdon policy concerning the provision of care homes. It also assesses the proposal in relation to the nearby heritage asset, local character, neighbouring amenity and other relevant planning considerations. The Statement further considers the proposal's compliance with the London Plan and national planning policy.
- 1.7. Overall, this Planning Statement, together with the submitted plans and supporting documents, demonstrates that the proposed loss of the multi-storey car park would not adversely affect the surrounding area or the Civic Centre itself. The proposal accords with the relevant provisions of national and local planning policy and should therefore be recommended for approval.
- 1.8. In addition to this Statement, the application is supported by the following plans and documents:
 - Existing and Proposed Plans – Hunters
 - Design & Access Statement – Hunters

- Statement of Community Involvement – Hunters
- Air Quality Assessment – ACP Consultants Ltd (September 2026)
- Aviation Impacts Assessment – Alan Stratford and Associates (July 2026)
- Arboricultural Impact Assessment – Arbtech (October 2026)
- Archaeology Assessment – Cotswold Archaeology (August 2026)
- Badger Scoping Survey – Arbtech (July 2026)
- Biodiversity Net Gain Assessment – Arbtech (September 2026)
- Care Needs Assessment – Carterwood (August 2026)
- Construction Management and Environmental Plan – Hillingdon Council (July 2026)
- Construction Ecological Management Plan (Arbtech September 2026)
- Daylight and Sunlight Report (Neighbouring Properties) – Right of Light Consulting (September 2026)
- Daylight and Sunlight Report (Within Development) – Right of Light Consulting (September 2026)
- Delivery and Servicing Plan – TTP Consulting (September 2026)
- Energy Strategy Statement – Davies Partnership (September 2026)
- Fire Statement – BWC Fire Limited (August 2026)
- Ground Investigation (Phase 1 PRA) – ST Consult (September 2026)
- Heritage Impact Assessment – Lichfields (August 2026)
- Noise Impact Assessment – Murray Associates (August 2023)
- Parking Management Plan – TTP Consulting (September 2026)
- Pre Demolition Audit – Davies Partnership (September 2026)
- Pre Demolition Report – LB Hillingdon (September 2026)
- Preliminary Bat Roost Assessment & Ecological Appraisal – Arbtech (June 2026)
- Townscape and Visual Impact Assessment Part 1 & 2 – Lichfields (August 2026)
- Transport Statement – TTP Consulting (September 2026)
- Travel Plan – TTP Consulting (September 2026)
- Whole Life Carbon – Davies Partnership (September 2026)

1.9. In addition to this, a Flood Risk and Drainage statement will be submitted with an addendum planning note after initial submission of the application.

1.10. The remainder of this statement will cover:

2. Application Site and Planning History

3. Proposed Development

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4. Relevant Policy Context

5. Planning Assessment

6. Conclusion

2. Application Site & Planning History

- 2.1. The site is on the southern side of Uxbridge Town Centre, falling just outside the designated town centre. The site is outside Flood Zones 2 and 3. As such there are no relevant planning constraints at the site.
- 2.2. The site comprises a multi storey car park which was approved in 1974, subject to the planning condition that the car park would only be used by employees or visitors of the civic centre. The Civic Centre itself was built at a similar time between 1973 – 1977.
- 2.3. To the north of the site is the Grade II Listed Hillingdon Civic Centre. The listing includes the surrounding hard landscaping including the paving, planters, steps and walls. The Civic Centre was listed due to its architectural and historic interest as an example of post-modernist architecture.
- 2.4. Another notable heritage asset is that of The Church of St Andrew and Church Cottage Precinct House, both of which are Grade II listed. Both of these heritage assets and the Hillingdon Civic Centre are within 200 metres of the application site, as shown in the map below. Note that the site is circled in red with the 2 heritage assets circled in blue.



- 2.5. To the immediate east of the site is the far rear side of the playing field of St Andrews C of E Primary School. To the west of the site is Cricket Field Road as well as the rear of multiple residential flats. Finally, to the immediate south of the site is the Manor Way cul-de-sac. It is noted that the site is surrounded by trees which serve as adequate screening preventing any present overlooking or overshadowing issues with any of the surrounding residential properties.
- 2.6. Formerly, the site was a cricket green; however, it was redeveloped in the early 1970s when the new Hillingdon Civic Centre constructed.
- 2.7. The site is approximately 6,900 square metres in total with approximately 4,350 square metres of this area being covered with the built form of the car park . The remainder of the site comprises managed grass and trees which act as screening for the site from the south and east.
- 2.8. The car park provides approximately 373 spaces, however the availability of public transport and the shift towards hybrid working, plus the availability of on-site parking beneath the Civic Centre, have reduced the need for this large-scale parking structure. Further details are provided in the supporting parking review.

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2.9. For context see below satellite images of the site which shows it within the context of the surrounding area.



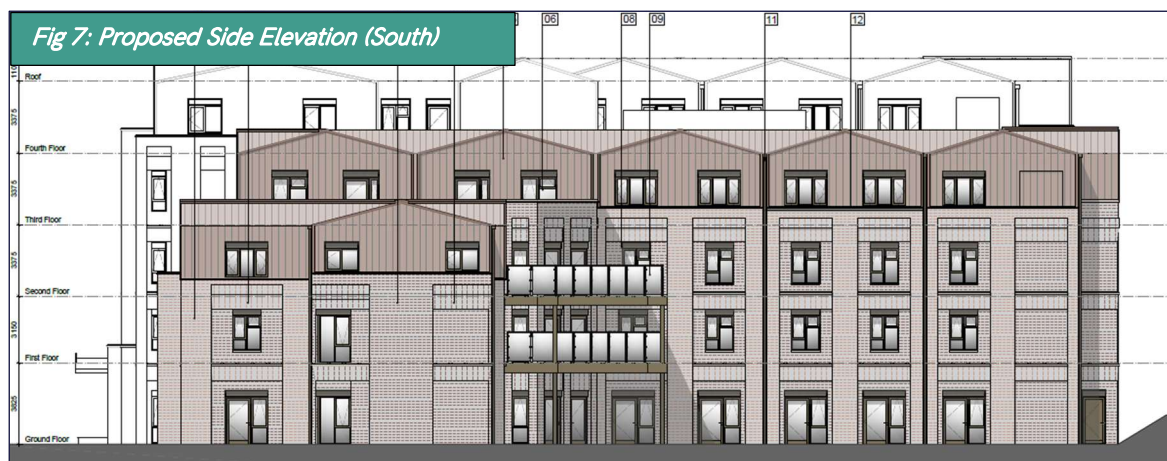
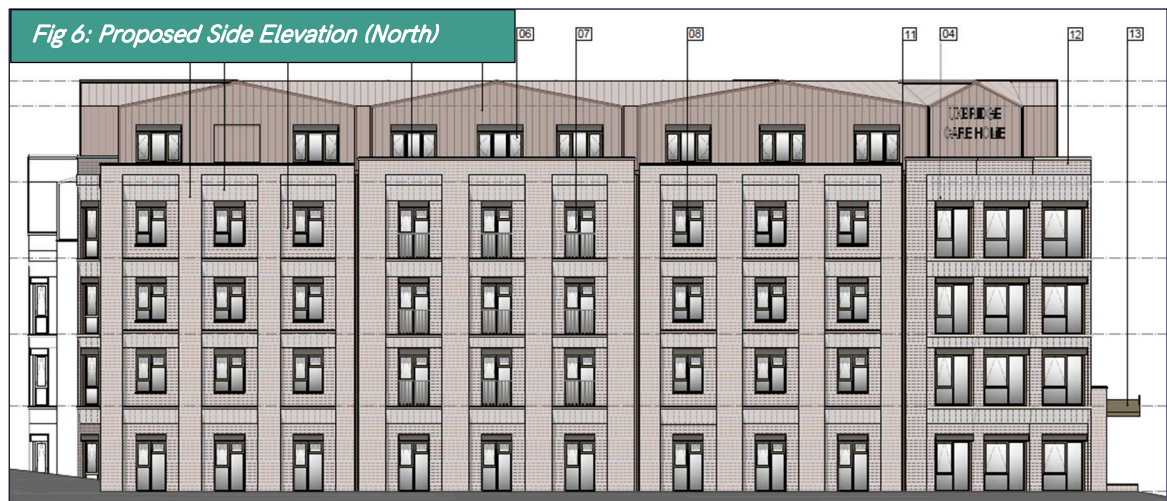
2.10. The planning history of the site is somewhat limited, however we set out below what is available online. .

Application Number	Description of Development	Decision & Date
14805/APP/2011/3076	Installation of 9 x 5 metre standard lamps at upper level of car park and 2 x LED flood Lamps on lift tower	Approval 06/03/2012
14805/APP/2001/110	Breach of condition 5 of planning permission ref. 14805A/11957, dated 20/03/1974, which restricted use of the multi-storey car park to employees of, or visitors to, the Civic Centre (application for a certificate of lawfulness for an existing use or operation in breach of a planning condition).	Details not provided 15/03/2001
14805A/11957	Construction of the Multi-Storey Car park	Approved (date not provided)

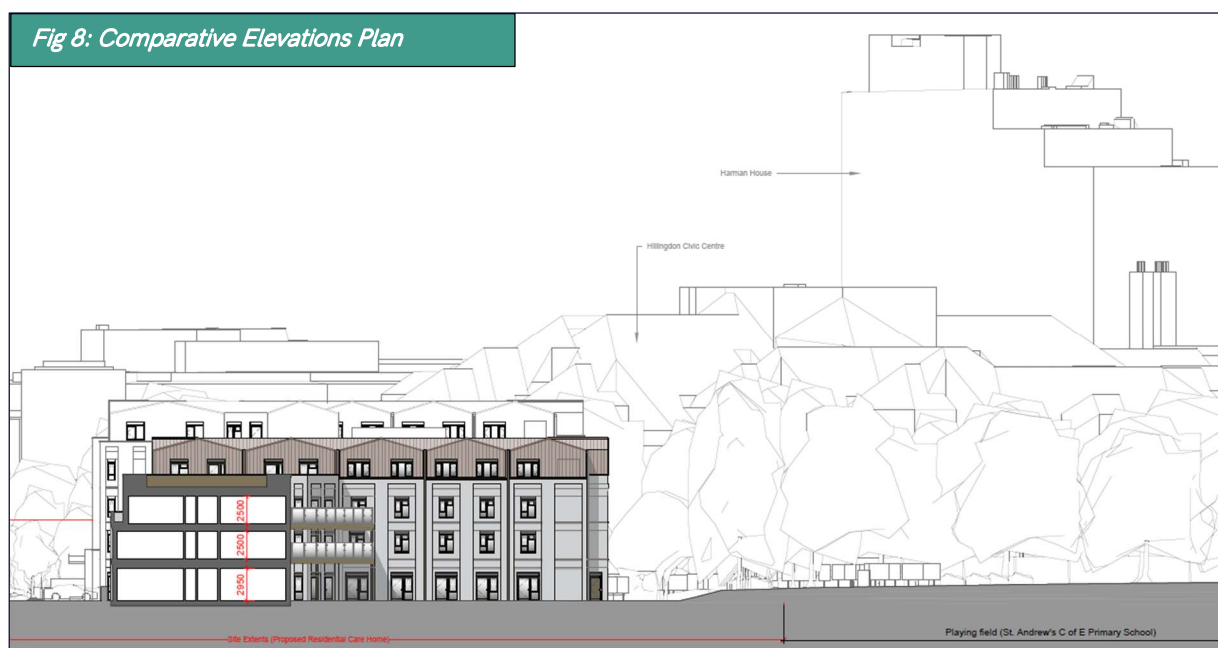
3. Proposed Development

- 3.1. The proposed works are for the demolition of the existing multi storey car park and erection of a three to five-storey 160-bed residential care home. The building's roof height will be varied but with a maximum height of 18 metres—approximately 10 metres higher than the existing car park.
- 3.2. The roof of the building will contain plant equipment and approximately 233 solar panels (subject to specialist design).
- 3.3. The building would be faced in orange-red and deep brown-red brickwork with stone window cills and copings and occasional glass balconies. The metal balustrades, rainwater goods, external blinds and Juliette balconies will all be painted olive green to maintain a consistent colour scheme throughout the building.
- 3.4. The simple residential-style pitched-roof design and warm brick design has been chosen to match the style of the surrounding residential properties and, although larger, would appear less out of character than the existing mostly metallic car park.
- 3.5. See below elevations for context.





3.6. An extract of the plans below (Figure 8) illustrates the height of the proposed care home against the backdrop of central Uxbridge. This highlights that both Hillingdon Civic Centre and the Haman House Building are considerably taller than the proposed development.



- 3.7. Each floor aside from the basement will have a broadly identical layout with multiple lounges, dining areas and bedrooms with en-suite bathrooms. These vary by floor due to the alterations in gross internal area and roof height.
- 3.8. The building is F-shaped with the southern elevation element being only three storeys tall and the lower arm of the 'F' being only four storeys tall.
- 3.9. The basement of the building would be made up of various utility rooms such as kitchens, plant rooms, water tanks, storage rooms and a laundry.
- 3.10. The overall division of the rooms and GIA are outlined on the floor plans attached; however, for reference the breakdown is as follows:

Floor	Residential Care Beds	GIA (m ²)
Basement	0	609
Ground Floor	30	1877
First Floor	40	1854
Second Floor	40	1854
Third Floor	32	1541
Fourth Floor	18	923
Total	160	8658

3.11. For clarity, the floor plans for each floor are shown below

Fig 9: Proposed Basement Plan

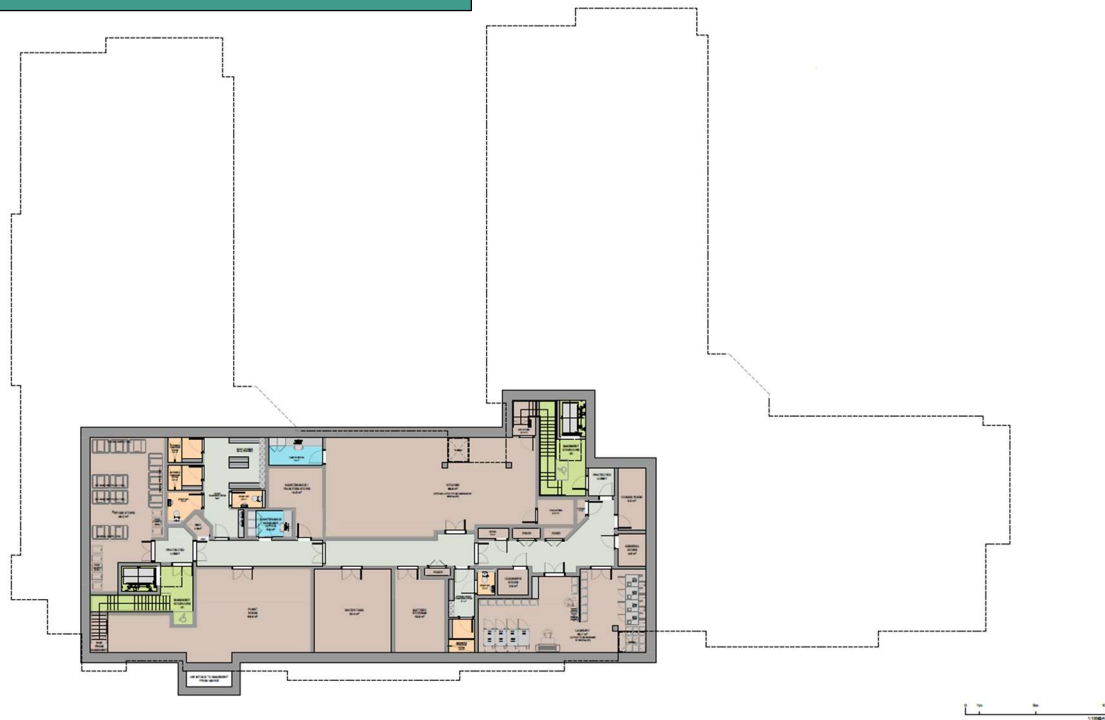


Fig 10: Proposed Ground Floor Plan



Fig 11: Proposed First Floor Plan



Fig 13: Proposed Third Floor Plan

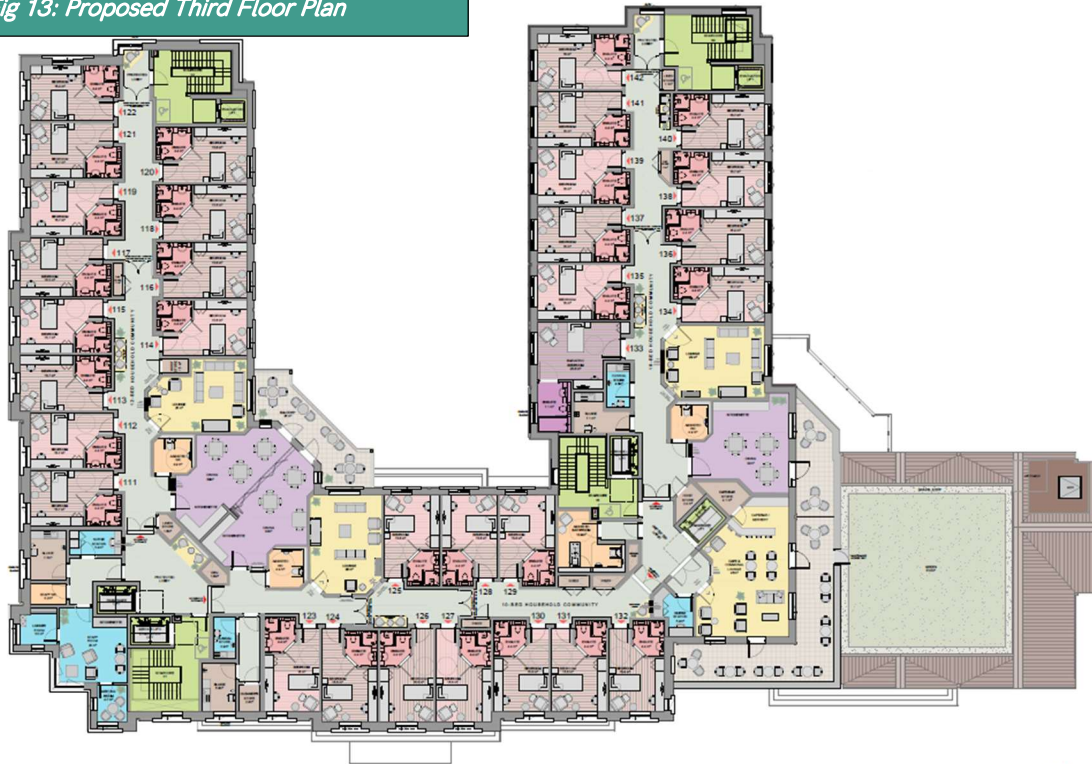


Fig 14: Proposed Fourth Floor Plan

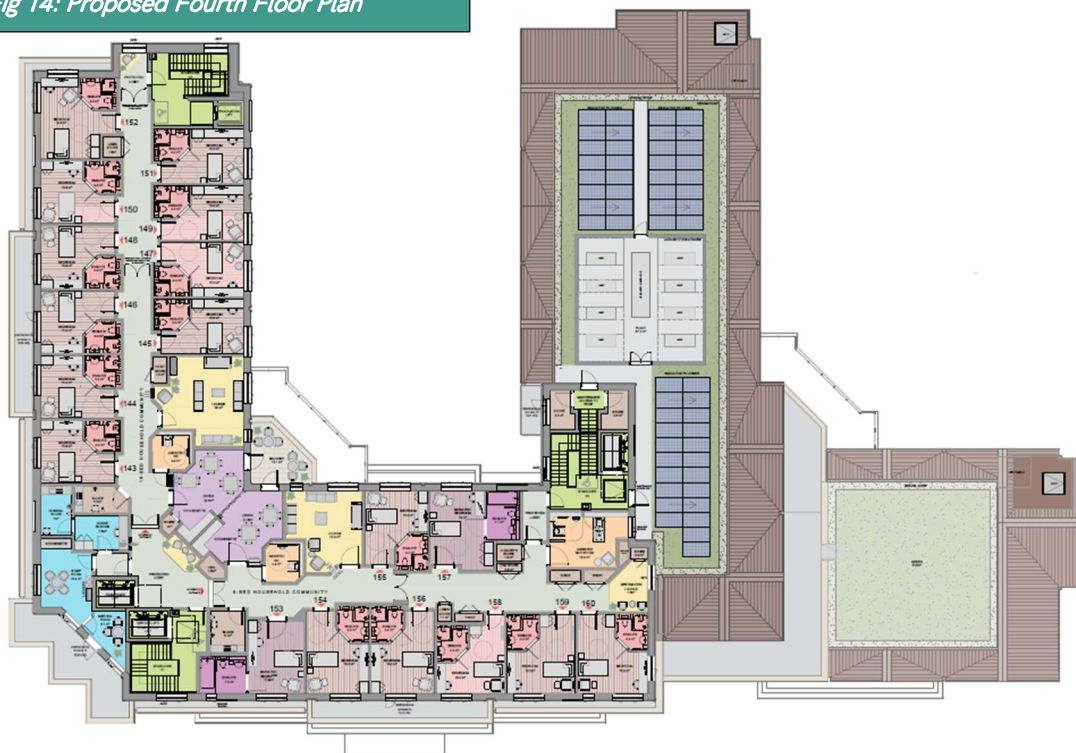
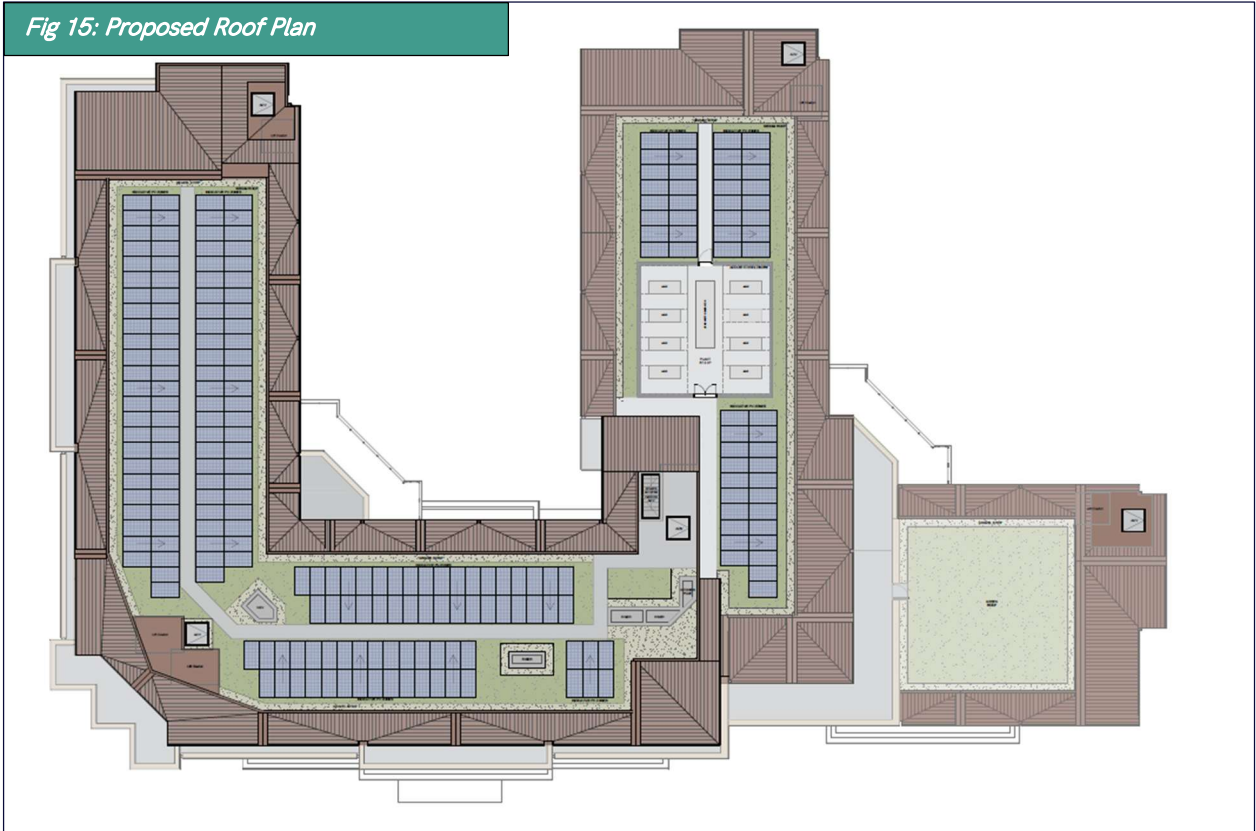


Fig 15: Proposed Roof Plan



3.12. As with the existing car park, the site will be accessed from Cricket Field Road with a one-way entrance and separate exit.

4. Relevant Policy Context

4.1. Section 38(6) of the Planning and Compulsory Purchase Act 2004 requires all applications for planning permission to be determined in accordance with the development plan unless material considerations indicate otherwise.

The Development Plan

4.2. The development plan comprises the London Plan (2021) and Hillingdon Local Plan: Part 1 - Strategic Policies (Adopted November 2012) & Local Plan: Part 2 - Development Management Policies (Adoption January 2020). The area is not within a neighbourhood area nor is it subject to any relevant Article 4 directions. As such there are no other local plan documents relevant to the site or development.

London Plan (2021)

4.3. The following London Plan (2021) policies are applicable:

- D1 (London's form, character and capacity for growth)
- D3 (Optimising site capacity through the design-led approach)
- D4 (Delivering good design)
- D5 (Inclusive design)
- D6 (Housing quality and standards)
- D12 (Fire Safety)
- HC1 (Heritage conservation and growth)
- DF1 (Delivery of the Plan and Planning Obligations).

Hillingdon Local Plan Part 1 – Strategic Policies

4.4. The following Hillingdon Local Plan Part 1 policies are applicable:

- Policy E3 – Strategy for Heathrow Opportunity Area
- Policy E5 – Town and Local Centres
- Policy HE1 – Heritage
- Policy BE1 – Built Environment
- Policy EM1 – Climate Change Adaptation and Mitigation
- Policy EM6 – Flood Risk Management

- Policy EM7 – Biodiversity and Ecological Conservation
- Policy EM8: Land, Water, Air and Noise
- Policy EM11 – Sustainable Waste Management

Hillingdon Local Plan Part 2 – Development Management Policies

4.5. The following Hillingdon Local Plan Part 2 policies are applicable:

- Policy DME 2 – Employment Uses Outside of Designated Sites
- Policy DMH 8 – Sheltered Housing and Care Homes
- Policy DMHB 1 – Heritage Assets
- Policy DMHB 2 – Listed Buildings
- Policy DMHB 7 – Archaeological Priority Areas and Archaeological Priority Zones
- Policy DMHB 10 – High Buildings and Structures
- Policy DMHB 11 – Design of New Development
- Policy DMHB 14 – Trees and Landscaping
- Policy DMHB 18 – Private Outdoor Amenity Space
- Policy DMEI 2 – Reducing Carbon Emissions
- Policy DMEI 9 – Management of Flood Risk
- Policy DMEI 10 – Water Management Efficiency and Quality
- Policy DMEI 14 – Air Quality
- Policy DMT 1 – Managing Transport Impacts
- Policy DMT 2 – Highway Impacts
- Policy DMT 5 – Pedestrians and Cyclists
- Policy DMT 6 – Vehicle Parking
- Policy DMHD 3 – Basement Development
- Policy DMAV 1 – Safe Operation of Airports

National Planning Policy Framework (NPPF) 2026 (August)

4.6. The NPPF is a material consideration in the determination of this case and the following are considered relevant:

- S1 – S6: Achieving sustainable development

- DM1 -DM10: Decision making
- HO1 – H13: Delivering a sufficient supply of homes
- L1 -L3: Making effective use of land
- DP1 – DP4: Achieving well designed places
- TR1 – TR8: Promoting Sustainable Transport
- N1 – N6: Conserving and enhancing the natural environment
- HE1 – HE10: Conserving and enhancing the historic environment

4.7. Policy H07 states *"In applying the policies in this Framework, substantial weight should be given to the benefits of providing homes which will contribute towards meeting the evidenced accommodation needs of the community, as identified through needs assessments prepared for the area of the local planning authority and other relevant evidence. This includes, but is not limited to, homes needed for different groups assessed under policy HO1."*

4.8. Policy L3 states *"To contribute to making efficient use of land: a. Within settlements, development proposals for residential and mixed-use development should contribute to an increase in the density of the area in which they are situated. The only exception is where there is a clear justification that this is either inappropriate or not possible (for example, where the prevailing density is already very high, the nature of the accommodation required precludes higher densities, or where it would conflict with other policies in this Framework). In considering the potential to increase densities, the existing character of an area should be taken into account, in accordance with policy DP3, but should not preclude development which makes the most of an area's potential;"*

4.9. Policy DP3 States *"Development proposals should respond to their context (the history, character and features of their site and its setting), so that they integrate with and enhance their surroundings; such as through the arrangement of development plots and buildings, the use of materials and architectural features, and the restoration, reuse and integration of heritage assets. This should not preclude innovation or change where appropriate, especially where an increased scale or density of development is justified in accordance with policies L2 and L3."*

4.10. Policy HE6 States – *"Where a development proposal would harm the significance of a designated heritage asset the effect on the asset and its significance should be weighed against any public benefits resulting from the proposal. Important public benefits can include securing the long-term reuse of a vacant or underused listed building, and enabling energy efficiency and low carbon heating measures to be employed"*

5. Planning Considerations

5.1. The below planning assessment will look at the following relevant planning and development considerations:

- Principle of development
- Transport and Accessibility
- Air Quality
- Energy and Sustainability
- Whole Life Carbon and Circular Economy
- Aviation Impact
- Impact on Character, Townscape and Visual Amenity
- Impact to Surrounding Heritage Assets
- Trees and Landscaping
- Residential amenity (Daylight & Sunlight and Noise)
- Flood Risk
- Biodiversity Net Gain
- Fire Safety
- Archaeology
- Contamination

Principle of Development

5.2. The proposal would accord with Policy H1 of the London Plan which supports development which will increase housing supply in London, the London Plan specifically states that non-self-contained C2 uses for older people should count towards the contribution to a housing need

"Net non-self-contained accommodation for older people (C2 Use Class) should count towards meeting housing targets on the basis of a 1:1 ratio, with each bedroom being counted as a single home."

5.3. As of October 2025 Hillingdon could only support 2.6 years of its five-year housing land supply. Given that Hillingdon has a total of over 34,000 residents over the age of 65, which is roughly 10% of the Hillingdon population, there is a clear and growing need to facilitate care provisions for

Hillingdon. This is, however, dependent on development complying with policy DMH8 of the Hillingdon Local Plan Part 2.

5.4. Policy DMH8 states that any supported housing development would only be supported if all of the following are satisfied:

- i. it would not lead to an over-concentration of similar uses detrimental to residential character or amenity;*
- ii. it caters for need identified in a local Housing Market Assessment, in a needs assessment of a recognised public body, or within an appropriate needs assessment and is deemed to be responding to the needs identified by the Council or other recognised public body such as the Mental Health Trust;*
- iii. the quality of accommodation meets at least the minimum relevant standards for that use;*
- iv. the accommodation is fully integrated into the residential surroundings; and*
- v. in the case of sheltered housing, it is located near to shops and community facilities and is easily accessible by public transport.*

B) Proposals for residential care establishments which fall under use class C2 must demonstrate that they would provide levels of care as defined in Article 2 of the Town and Country Planning (Use Classes) Order 1987 or any subsequent amendments."

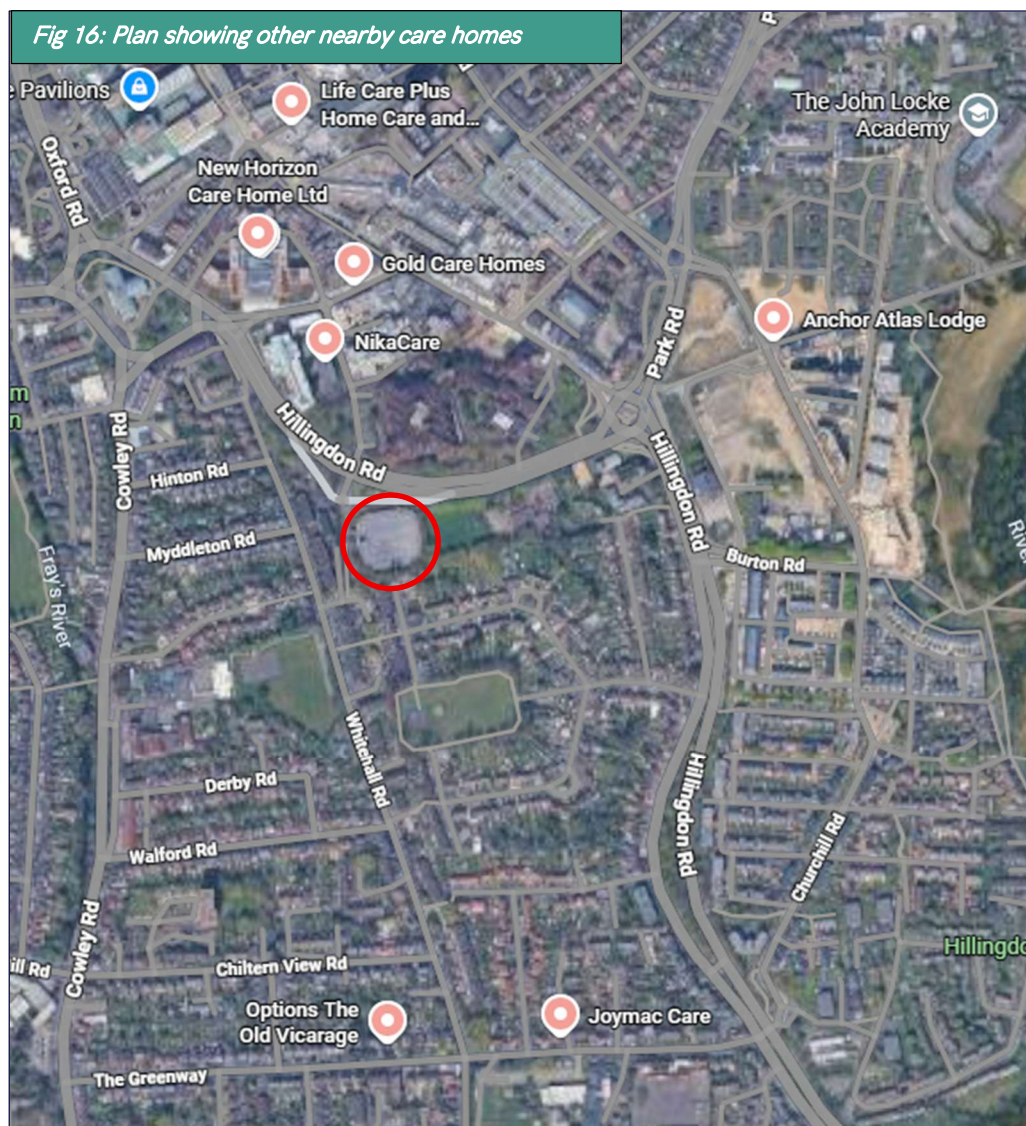
5.5. Each of these points is outlined below:

It would not lead to an over-concentration of similar uses detrimental to residential character or amenity

5.6. A desktop review of the local nearby care homes has been undertaken which confirms that the majority of existing care homes are centred in Uxbridge town centre to the north of Hillingdon Road and the Civic Centre. Although some were found by The Greenway Road these were over 530 metres from the site.

5.7. See below satellite view which shows that the nursing homes are clustered in Uxbridge town centre with a few centred around Greenway Road. Each orange marker on the map indicates the nearest care homes to the site.

Civic Centre Car Park, Cricket Field Road, Uxbridge UB8
Demolition of existing multi storey car park and erection of care home
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5.8. As the map shows the area of the proposed site is relatively isolated from the other care homes. Given this, it would not contribute to any over-concentration which would impact amenity/character.

It caters for need identified within an appropriate needs assessment and is deemed to be responding to the needs identified by the Council or other recognised public body such as the Mental Health Trust;

5.9. A needs assessment has been provided by Carterwood dated August 2026. The assessment explains that the proposed 160-bed care home would meet a current and future need for care facilities within a four-mile catchment area and the wider Borough of Hillingdon.

5.10. The report details that there are five drivers of this need. These are as follows:

1. Significant Shortfall – The report identifies an existing shortfall which will only increase over time. By 2029 there is set to be a projected 831 shortfall in the catchment and 695 in Hillingdon. There are notable gaps particularly in dementia care.
2. Demographic Changes – The elderly population of England is rising and this is set to increase in the next two decades with those over 85 to increase greatly. This would therefore lead to a drive for more high-dependency care.
3. Market Pressure – Presently Hillingdon's care home occupancy rates are extremely high at 96%, which is well above the average for London and has forced the council to place 40% of its elderly residents outside of the borough.
4. Outdated Quality – Many existing care homes are outdated without suitable facilities for high-dependency care. Recent closures of smaller, lower-quality homes have highlighted this concern.
5. Policy Support – Policy reflects the above points with the NPPF and local policy addressing the growing shortfalls and need for high-dependency care. Specifically H01 of the NPPF and paragraph 006 of the PPG state:

"Plan-making authorities should set clear policies to address the housing needs of groups with particular needs such as older and disabled people. These policies can set out how the plan-making authority will consider proposals for the different types of housing that these groups are likely to require. They could also provide indicative figures or a range for the number of units of specialist housing for older people needed across the plan area throughout the plan period."

5.11. The assessment concludes that the proposed care home is well-justified and urgently needed to address the significant and growing shortfall in high-quality elderly care provision in Uxbridge and Hillingdon. It will help meet both current and future demand, particularly for those with complex or dementia-related needs, and aligns with local and national policy priorities for elderly care.

The quality of accommodation meets at least the minimum relevant standards for that use.

5.12. Housing standards in Hillingdon are to comply with The Local Plan Part 2 DMHB18. These standards are focused on making sure that the homes are accessible and meet space standards.

5.13. Accessibility has been an important consideration in the design of the development given the property's nature. The proposal would meet the building regulation requirements for a development of this type, as is clear in the adjoining plans.

5.14. Each room would exceed 15sqm which is above the requirement for double bedrooms in the Nationally Described Space Standards which requires double bedrooms to exceed 11.5 sq m. Furthermore, the width of each room would be well above the minimum requirements. As such, the proposal would exceed the minimum relevant standards as detailed in policy DMHB18 of the Local Plan Part 2.

The accommodation is fully integrated into the residential surroundings

5.15. The proposed access and appearance of the property has been designed in such a way to better integrate with the character of the surrounding area. Further commentary on this issue is covered below under 'Impact on Character, Townscape and Visual Amenity'.

In the case of sheltered housing, it is located near to shops and community facilities and is easily accessible by public transport.

5.16. Uxbridge Town Centre is located approximately 330m north of the site and Uxbridge Underground Station approximately 520m from the site, representing a walk of approximately 4-7 minutes

Proposals for residential care establishments which fall under use class C2 must demonstrate that they would provide levels of care as defined in Article 2 of the Town and Country Planning (Use Classes) Order 1987 or any subsequent amendments.

5.17. Article 2 of the Town and Country Planning (Use Classes) Order 1987 defines "Care" as the following;

"Personal care for people in need of it due to old age, disablement, past or present dependence on alcohol or drugs, or mental disorder. It includes personal care for children and medical care or treatment in residential institutions (Class C2)"

5.18. As the proposed facility is for the care of older people it would fall under the definition of care by the appropriate legislation.

Transport and Accessibility

- 5.19. The site occupies a highly sustainable location on the southern edge of Uxbridge Town Centre and benefits from excellent accessibility by walking, cycling and public transport. Uxbridge Underground Station is located approximately 520m from the site, with numerous bus services available within a short walking distance. The site achieves a PTAL rating of 4-5 and records a high overall accessibility score of 83 through the Department for Transport Connectivity Tool, demonstrating excellent opportunities for travel by non-car modes.
- 5.20. Local Cycle Route 89 passes directly along Cricket Field Road and National Cycle Network Route 6 is located nearby, providing convenient cycling connections across the wider area. Accordingly, the site is well placed to support sustainable travel patterns consistent with London Plan Policy T1 and Local Plan Policy DMT1.

Highways Impact

- 5.21. The submitted Transport Statement confirms that the proposed care home would generate substantially fewer vehicle movements than the existing multi-storey car park use. Based on TRICS data, the development is forecast to generate approximately 154 daily vehicle arrivals and 157 departures compared to 226 arrivals and 220 departures currently recorded at the existing facility. The proposal is therefore expected to reduce traffic movements associated with the site.
- 5.22. The development retains access from Cricket Field Road and incorporates improved pedestrian facilities, enhanced crossing points and continued provision for cyclists. Visibility splays and swept path analysis demonstrate that the site can be safely accessed and serviced by all expected vehicle types, including ambulances, refuse vehicles and emergency services.
- 5.23. There have been no recorded injury collisions on Cricket Field Road within the latest five-year assessment period, indicating that the local highway network operates safely.

Parking

- 5.24. The proposed development provides 34 parking spaces, including four disabled bays, together with cycle parking, servicing facilities and emergency vehicle provision. This level of parking accords with Hillingdon's adopted standards for a care home and reflects the site's highly accessible town centre location.

5.25. Whilst redevelopment of the site would result in the loss of the existing Lobster Pot Car Park, surveys confirm that the facility currently operates significantly below capacity, with peak demand reaching only 171 parked vehicles, representing approximately 46% occupancy. Analysis undertaken by TTP Consulting demonstrates sufficient spare capacity exists within alternative Council-managed town centre car parks to accommodate displaced staff parking demand. As such, no material overspill parking impact is anticipated.

Travel Plan

5.26. A Travel Plan has been prepared to promote travel by walking, cycling and public transport. The Travel Plan includes the appointment of a Travel Plan Coordinator, staff travel surveys, provision of travel information packs and ongoing monitoring over a five-year period. The strategy seeks to increase the proportion of walking, cycling and public transport journeys whilst reducing reliance on private vehicles.

5.27. A Parking Management Plan has also been prepared which sets out the operational management of vehicle and cycle parking associated with the care home. The Plan confirms priority allocation for disabled users, management of electric vehicle parking, monitoring of parking demand and ongoing review procedures to ensure the parking facilities continue to meet operational requirements throughout the lifetime of the development.

5.28. The submitted Transport Statement concludes that the redevelopment of the site for a specialist residential care home would be fully consistent with national, London-wide and local transport planning policy. The proposal would generate fewer vehicle trips than the lawful existing use, whilst being located in an area with excellent walking, cycling and public transport accessibility. Subject to implementation of the Travel Plan, Parking Management Plan and Delivery and Servicing arrangements, no unacceptable highway or transport impacts are anticipated.

Air Quality

5.29. The site lies within the London Borough of Hillingdon Air Quality Management Area. An Air Quality Assessment has been undertaken to assess both the suitability of the site for a care home use and the effects arising from the proposed development.

5.30. The assessment confirms that baseline air quality conditions at the site are acceptable. Monitoring undertaken by the Borough recorded annual mean nitrogen dioxide concentrations substantially below the relevant air quality objective and Defra background pollution data similarly demonstrates compliance with all relevant objectives. The site is therefore considered suitable for residential occupation.

- 5.31. The proposed development is expected to generate fewer vehicle movements than the existing use of the site as a 373-space car park and therefore does not trigger the thresholds requiring detailed operational air quality modelling. No significant operational impacts are anticipated.
- 5.32. Heating and hot water will be provided through electrically-powered air source heat pump technology, resulting in no direct on-site combustion emissions. The assessment concludes that the development is Air Quality Neutral and therefore complies with London Plan Policy SI1 and Local Plan Policy DMEI14.

Energy and Sustainability

- 5.33. The proposed development has been designed in accordance with the London Plan energy hierarchy by seeking to minimise energy demand through a fabric-first approach, utilise efficient building services and maximise renewable energy generation.
- 5.34. The Energy Strategy confirms enhanced fabric specifications significantly exceeding Building Regulations Part L 2021 requirements. These measures substantially reduce operational energy demand and heat loss.
- 5.35. The development will operate as an all-electric building utilising air source heat pumps for heating and domestic hot water generation, supplemented by roof-mounted photovoltaic panels. A review of the London Heat Map confirmed that no suitable existing heat network is available within a viable connection distance, although allowance has been incorporated to facilitate a future connection should one become available.
- 5.36. Dynamic thermal modelling demonstrates that the scheme achieves a 35% reduction in regulated carbon emissions beyond Part L 2021 requirements, fully satisfying the London Plan target for major development. Residual emissions will be addressed through the Council's carbon offset mechanism in accordance with London Plan Policy SI2.
- 5.37. The submitted overheating assessment further confirms that, through a combination of enhanced fabric performance, mechanical ventilation with heat recovery, solar control glazing and active cooling where required, all bedrooms and communal spaces can achieve compliance with Approved Document O.
- 5.38. Accordingly, the proposal complies with London Plan Policies SI2-SI4, Policy EM1 of the Hillingdon Local Plan Part 1 and relevant sections of the NPPF relating to climate change mitigation and sustainable development.

Whole Life Carbon and Circular Economy

5.39. A Whole Life Carbon Assessment has been undertaken by Davies Partnership in accordance with Greater London Authority Whole Life Carbon Guidance, BS EN 15978 and RICS Whole Life Carbon Assessment methodology. The assessment considers the carbon effects of the development over a 60-year lifecycle and evaluates both embodied and operational carbon impacts.

5.40. The report concludes that the proposed care home achieves a whole-life carbon intensity of:

- 761kgCO₂e/m² GIA under the non-decarbonised scenario; and
- 732kgCO₂e/m² GIA under the decarbonised Future Energy Scenario.

5.41. Both figures are comfortably below the current Greater London Authority benchmark of 1,200kgCO₂e/m² GIA and also fall within the GLA's aspirational benchmark of 800kgCO₂e/m² GIA, demonstrating strong whole-life carbon performance for a development of this scale and use.

5.42. The assessment also considers alternatives to demolition and confirms that retention and adaptation of the existing multi-storey car park would not be practicable due to the existing building's layout, floor-to-floor heights, accessibility limitations and structural configuration, which are fundamentally incompatible with the operational requirements of a modern care home.

5.43. A series of embedded carbon reduction measures have been incorporated within the scheme including:

- Low-carbon concrete incorporating GGBS replacement.
- High recycled-content reinforcement steel.
- Reuse and recycling of demolition materials.
- Roof-mounted photovoltaic panels.
- Air source heat pumps.
- Mechanical ventilation with heat recovery.
- LED lighting and efficient building services.

5.44. The development also adopts circular economy principles. Approximately 9,978 tonnes of material arisings have been identified within the existing structure and opportunities will be pursued to maximise re-use and recycling of concrete, steel, brickwork and other building materials during demolition.

5.45. The Whole Life Carbon Assessment concludes that the proposed redevelopment demonstrates compliance with current London Plan climate change objectives and represents a sustainable form of development which balances the need for specialist care accommodation with long-term carbon reduction commitments.

Aviation Impact

5.46. Policy DMAV 1 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.

5.47. Although the proposal is not located in a protected zone, an Aviation Impacts Assessment provided by Alan Stratford and Associates has been included within the submission.

5.48. The assessment concludes that the proposed 160-bed, 3-5 storey care home is unlikely to create significant aviation-safeguarding impacts for Heathrow or RAF Northolt. The building and a typical construction crane would remain well below protected obstacle and instrument flight surfaces, with no anticipated effects on Heathrow's ILS, radar, or other navigation equipment; Heathrow, NATS and the MoD have provided broadly supportive preliminary responses.

5.49. The report also identifies matters likely to be dealt with via appropriate planning conditions and this includes:

- bird management of the flat roof
- crane notification plan
- avoidance of bird-attracting landscaping
- potential requirement for Bird Hazard Management measures

Impact on Character, Townscape and Visual Amenity

5.50. Policy DMHB10 of the Hillingdon Local Plan and Policy D3 of the London Plan require development to respond positively to local character, townscape, scale and appearance whilst delivering high-quality design.

5.51. A detailed Townscape and Visual Appraisal has been prepared by Lichfields to assess the effects of the proposed development on the site itself, the surrounding townscape and a series of representative public viewpoints.

5.52. The appraisal identifies the existing site as having a relatively low townscape value. Whilst the car park occupies a prominent position at the southern edge of Uxbridge Town Centre, it is fundamentally a utilitarian structure with inactive frontages, limited visual interest and a weak relationship with the surrounding public realm. The appraisal concludes that the existing site currently makes only a limited positive contribution to local character.

5.53. The proposed development has been designed to respond positively to this context. The building steps down from five storeys adjacent to Hillingdon Road to three storeys toward the residential areas to the south, creating an appropriate transition between the larger-scale town centre environment and the adjoining suburban neighbourhoods. The articulated elevations, pitched roof forms, recessed elements and high-quality brick architecture draw inspiration from nearby buildings, including the Civic Centre, whilst also establishing a distinct identity appropriate for a landmark care facility.

5.54. The Townscape and Visual Appraisal concludes that the development would result in a Moderate Beneficial effect on the site itself through the replacement of the existing car park with a well-designed building, enhanced landscaping, active frontages and improved public realm.

5.55. At the wider level, the appraisal concludes there would be:

- A Minor Beneficial effect on the character of Uxbridge Town Centre.
- A Minor Beneficial effect on the Manor Way residential area.
- A Minor Neutral effect on the residential areas between Whitehall Road and Cowley Road.

5.56. Nine representative viewpoints were assessed. The most substantial visual benefits occur from Cricket Field Road and the adjoining pedestrian and cycle routes where the existing car park is

highly visible. Here the development would generate Moderate Beneficial to Major Beneficial visual effects through the introduction of an attractive, active and landscaped frontage. Elsewhere visual effects are generally assessed as beneficial, neutral or negligible. Importantly, no significant adverse visual effects were identified.

5.57. The proposal would also retain the majority of existing trees and introduce 34 new trees together with substantial hedge and landscape planting. This would strengthen the green character of the site boundaries, enhance biodiversity and improve the visual relationship between the site and surrounding development.

5.58. Overall, the submitted Townscape and Visual Appraisal demonstrates that the redevelopment would represent a significant improvement over the existing condition of the site. The proposal would create a high-quality building that improves local townscape character, enhances visual amenity, strengthens the gateway approach to Uxbridge Town Centre and complies with Policies BE1, DMHB10, DMHB11, DMHB12 and DMHB14 of the Hillingdon Local Plan together with Policies GG1, GG2, D3 and D8 of the London Plan.

Impact to Surrounding Heritage Assets

5.59. The heritage statement provided by Lichfields identifies two relevant heritage assets which are close enough to be considered potentially affected by the proposed development. These are the Hillingdon Civic Centre which is Grade II listed, and the Church of St Andrew and Church Cottage Precinct House. Although the Heritage Statement identifies other heritage assets in the surrounding area it explains how these are not materially impacted and neither are their settings.

5.60. The Heritage Impact Assessment for the Cricket Field Road Car Park redevelopment demonstrates that the proposed five-storey care home has been carefully designed to respect the significance and setting of nearby heritage assets. The replacement of the existing car park features architectural cues from the adjacent Civic Centre and enhanced landscaping, which would result in a neutral or positive effect on the setting of the Hillingdon Civic Centre and the Vicarage Church Cottage. These assets will largely be screened by mature trees or intervening development, and the new building will contribute to a cohesive local streetscape.

5.61. The proposal would introduce some change to views of St Andrew's Church, specifically by partially obscuring the spire from certain vantage points. The resulting harm is assessed as low and less than substantial, and should be weighed against the public benefits of providing a new care facility. The assessment concludes that the statutory and policy requirements for heritage

protection are met as the social benefits associated with the care home outweigh the identified harm.

- 5.62. Overall, the redevelopment offers an opportunity to enhance the site's contribution to the area, replacing a visually detracting car park with a thoughtfully designed building that respects the historic environment while delivering much-needed community infrastructure.

Trees and Landscaping

- 5.63. The proposed development would be sited in an area with a large number of trees, the proposal would include the pruning and removal of some of these trees. Policy DMHB 14 states

"Planning applications for proposals that would affect existing trees will be required to provide an accurate tree survey showing the location, height, spread and species of trees. Where the tree survey identifies trees of merit, tree root protection areas and an arboricultural method statement will be required to show how the trees will be protected. Where trees are to be removed, proposals for replanting of new trees on-site must be provided or include contributions to offsite provision."

- 5.64. The scheme requires removal of two individual trees, one group and parts of two further groups, plus targeted pruning to provide demolition and construction access as well as some limited root protection area incursion
- 5.65. The document sets strict controls for protecting retained trees throughout the works. Required measures include completing approved tree works first, installing and maintaining tree-protection fencing and exclusion zones, using no dig or carefully supervised methods near roots, and prohibiting excavation, material storage, machinery access and chemical contamination within protected areas. A site manager will be assigned to oversee all works which pertain to the areas near the root protection areas of the retained trees
- 5.66. The report concludes that, subject to its measures and planning conditions, the development should not adversely affect the long-term amenity value of retained trees. Whilst trees are being removed from the site, offsite provision will be made through a biodiversity scheme to offset the loss.

- 5.67. The landscape strategy has been designed to transform the appearance and environmental quality of the site through a comprehensive scheme of tree planting, native landscaping, ecological enhancements and high-quality amenity spaces. The current site is dominated by a large multi-storey car park and associated hardstanding, resulting in limited opportunities for biodiversity, recreation or visual amenity. The proposed development would significantly increase the quantity, quality and diversity of landscape features across the site.
- 5.68. The scheme incorporates a range of new specimen and semi-mature tree planting, including field maple, alder, birch, rowan, crab apple, hawthorn, flowering cherry, magnolia and amelanchier. These species have been selected to provide year-round visual interest, seasonal variation and ecological benefits whilst reinforcing the site's verdant character.
- 5.69. A substantial network of native hedgerows and ecological enhancement planting is also proposed. The native hedge mix includes species such as spindle, privet, blackthorn, wayfaring tree and guelder rose, whilst the ecological enhancement areas incorporate species including oak, hazel, hawthorn, birch, holly and wild rose. These habitats will strengthen wildlife corridors, improve biodiversity and create a more resilient landscape structure across the site.
- 5.70. The landscape proposals further include flowering lawns, wildflower grasslands, sensory gardens, shade gardens, ornamental planting beds and climbing plants throughout the development. Collectively these measures will provide attractive outdoor environments for residents whilst also delivering enhanced opportunities for pollinators, birds and other wildlife.
- 5.71. Importantly, the Landscape Management and Maintenance Plan secures the long-term stewardship of the site. The document provides for the ongoing management of trees, hedgerows, ecological enhancement areas, wildflower habitats and ornamental planting to ensure that the landscape matures successfully and continues to provide visual, ecological and amenity benefits over the lifetime of the development.
- 5.72. Overall, the landscape strategy forms a key component of the development and will deliver a significant enhancement in green infrastructure, biodiversity, visual amenity and resident wellbeing compared with the existing site condition. The proposals therefore accord with Policies G5 and G6 of the London Plan together with Policies EM7, DMHB11 and DMHB14 of the Hillingdon Local Plan.

Impact on Residential Amenity

- 5.73. Policy DMHB 11 of the Local Plan Part 2 states that all new developments must not adversely impact the amenity, daylight and sunlight of adjacent properties and open space.

- 5.74. Two daylight/sunlight assessments have been provided exploring both the neighbouring properties' daylight and how the proposal may affect it and the daylight of the future residents of the care home.
- 5.75. The impact assessment of neighbouring properties concludes that the proposal would have a low impact on neighbouring residential amenity. Using the BRE's 2022 guidance, the study assessed properties at Colley House, Whitehall Road and Manor Way, finding that all assessed windows pass the Vertical Sky Component test, all rooms with confirmed layouts pass the daylight-distribution test, and all relevant south-facing windows meet both annual and winter sunlight standards. The neighbouring gardens and open spaces also meet BRE overshadowing recommendations, with only a negligible 1% reduction identified for one garden. Overall, the report considers that the proposal adequately safeguards neighbouring daylight and sunlight conditions, subject to its stated assumptions, including limited access to neighbouring properties and exclusion of the effects of trees and hedges.
- 5.76. In relation to the proposed development, the daylight and sunlight assessment concludes that most rooms and outdoor amenity areas provide acceptable natural light when assessed against BRE guidance and the site's urban context. Around 74% of the 195 habitable rooms tested meet or exceed the winter daylight target, while 95 of 198 tested rooms receive at least 1.5 hours of sunlight on 21 March when deciduous trees are treated as opaque; 110 rooms also have a window facing within 90 degrees of south. Gardens 1 and 2 meet the BRE standard of at least 50% of their area receiving two hours of sunlight, and although several smaller terraces fall below this benchmark, all residents would have access to a well-lit amenity space. Some rooms fall short of daylight targets, particularly in summer, but the report considers these results typical for a higher-density urban setting and recommends that they be balanced with the development's efficient use of land and overall living conditions.
- 5.77. The London and local authorities do not have specific space standards for care facilities; however, the plans make it clear that the layout and scale of the rooms has been designed to maximise comfort and accessibility.
- 5.78. The impact on neighbouring properties will be negligible, with the proposed development maximising daylight to the amenity spaces and bedrooms.

- 5.79. A detailed Noise Impact Assessment has been undertaken by Murray Acoustics. The assessment confirms that the dominant source of environmental noise affecting the site is traffic on Hillingdon Road (A4020).
- 5.80. A calibrated three-dimensional noise model has been prepared and used to establish mitigation requirements for the proposed development. The assessment concludes that, through the specification of appropriate glazing, acoustic ventilation measures and façade treatments, all bedrooms and communal areas can achieve the internal noise standards recommended by BS8233 and HTM 08-01.
- 5.81. The assessment also recommends a 3 metre high acoustic barrier along parts of the site boundary, which would further improve the acoustic environment within external amenity areas. Subject to these measures, the report concludes that a suitable internal and external acoustic environment can be achieved for future residents.
- 5.82. The Noise Assessment therefore confirms compliance with London Plan Policy D14, Local Plan Policy EM8 and Policy DMHB11

Flood Risk

- 5.83. The site is located within Flood Risk Zone 1, policy DMEI 9 of the Local Plan Part 2 states that any proposal which fails to make appropriate provision for flood risk management or increases the risk or consequences of flooding will be refused.
- 5.84. Please note that flood risk will be addressed in a separate Flood Risk and Drainage Report which will be submitted after the initial submission of the application with a planning note summarising the findings of this report.

Ecology and Biodiversity Net Gain

- 5.85. The application is supported by a Preliminary Ecological Appraisal and Preliminary Bat Roost Assessment prepared by Arbtech. The assessment confirms that the site is predominantly occupied by a multi-storey car park together with areas of modified grassland, scattered trees and small areas of broadleaved woodland. Whilst these habitats provide some ecological value at a local level, they are not considered to be of significant ecological importance.

5.86. The assessment confirms that there would be no direct effects on any nationally or locally designated ecological sites. The nearest statutory designations, including Frays Valley Local Nature Reserve and Fray's Farm Meadows SSSI, are approximately 1.9km from the site and no significant pathways for ecological impact have been identified.

5.87. The multi-storey car park was assessed as having negligible suitability for roosting bats and no evidence of bat occupation was identified. Similarly, no bat roosting features were identified within any of the trees proposed for removal. The report concludes that the proposed development is unlikely to result in adverse impacts on bat populations subject to precautionary measures and biodiversity enhancements.

5.88. The ecological assessment identifies that the proposals would result in the loss of a small area of woodland, modified grassland and a limited number of trees. However, these habitats are generally of low ecological value and the resulting impacts are considered capable of mitigation through landscaping, habitat enhancement and Biodiversity Net Gain measures.

5.89. The report recommends a range of enhancement measures, including:

- New native tree and woodland planting.
- Biodiversity Net Gain delivery.
- Installation of bat boxes.
- Installation of bird nesting features.
- Wildflower planting and pollinator habitat creation.
- Construction ecological management measures.

5.90. The assessment identifies two mammal holes within the woodland area that may represent badger sett entrances and recommends a targeted badger scoping survey prior to determination. This has been provided with the application and the findings and recommendations are summarised below.

5.91. The investigation of the potential setts were monitored however no evidence of current badger use was recorded. The setts have been determined as inactive and disused by badgers or any other mammals. Regardless it has been recommended that construction should nevertheless follow a precautionary method: complete a badger walkover within three months before works begin; cover excavations overnight or provide escape ramps; avoid night lighting or prevent light spill onto retained habitat; and manage chemicals and pollutants safely. If a sett is found, work

must stop and a qualified ecologist must be consulted. To provide ecological enhancement, the landscaping should include fruit-bearing trees, species-rich grassland and native hedgerows, which would improve foraging and movement opportunities for local badgers while also benefiting other wildlife.

5.92. Overall, the ecological assessment demonstrates that, subject to the recommended mitigation and enhancement measures, the proposal can proceed without adverse effects on protected species or designated ecological sites and accords with London Plan Policy G6 and Policy EM7 of the Hillingdon Local Plan.

5.93. Biodiversity Net Gain (BNG) is a statutory requirement for applicable development in England under Schedule 7A of the Town and Country Planning Act 1990, as inserted by the Environment Act 2021. Subject to specified exemptions, development is required to achieve a minimum 10% increase in biodiversity value, secured through the planning process. The requirement is supported in London by the London Plan 2021 Policy G6, which seeks to protect, enhance and create habitats and promote biodiversity through development and Hillingdon Local Plan Part 1 policy EM7 which seeks the provision of biodiversity improvements from all development, where feasible.

5.94. Biodiversity measures of the site include wildflower grassland, enhanced woodland, new trees, a green roof and native hedgerow. Together, these increase area-based biodiversity value from 3.45 to 3.80 units, delivering a 10.30% gain, plus 0.48 hedgerow units.

5.95. However, the scheme is not yet BNG compliant because losses of scattered urban trees do not meet the required like for like trading rules. Although there is no overall unit shortfall, 0.62 units of medium distinctiveness urban trees must be provided off site. This however can be achieved through an approved biodiversity unit scheme secured by a Section 106 agreement

Fire Safety

5.96. The London Plan Policies D5 & D12 state that all development proposals must achieve the highest standards of fire safety.

5.97. A fire statement has been provided by BWC Fire Limited. The document demonstrates that the proposed design meets or exceeds the requirements of the London Plan Fire Safety Policies D5 and D12, ensuring robust fire protection, safe evacuation procedures, and effective fire service access.

- 5.98. Key measures include progressive horizontal evacuation, extensive compartmentation, automatic fire detection and suppression systems, and dedicated provisions for persons with reduced mobility. The strategy also addresses ongoing management, maintenance, and future adaptability to maintain high fire safety standards throughout the building's lifecycle.
- 5.99. Overall, the proposed approach delivers a safe environment for residents, staff, and visitors, fully aligned with statutory regulations and best-practice guidance.

Archaeology

- 5.100. An Archaeological Desk-Based Assessment has been prepared by Cotswold Archaeology. The assessment confirms that the site contains no designated archaeological assets and lies outside both Archaeological Priority Areas and Archaeological Priority Zones.
- 5.101. The assessment identifies some limited potential for fragmented Bronze Age, Iron Age and agricultural remains to survive beneath the site. However, the site has undergone extensive disturbance through its former use as a cricket ground and, more significantly, through the construction of the existing multi-storey car park and associated infrastructure. Any surviving archaeological deposits are therefore likely to be substantially truncated and of low significance.
- 5.102. The report concludes that archaeology is not a constraint to redevelopment and confirms that any further archaeological investigation can appropriately be secured by planning condition if considered necessary by the Council's archaeological advisors.
- 5.103. The proposal therefore complies with Policy HC1 of the London Plan, Policy DMHB7 of the Hillingdon Local Plan and relevant NPPF heritage provisions

Land Contamination and Ground Conditions

- 5.104. A Phase 1 Desk Study, Risk Assessment and Basement Impact Assessment has been prepared. The site has historically been used as open land, a cricket ground and subsequently a multi-storey car park. Limited potential contamination sources have been identified associated primarily with made ground and historic site activities.
- 5.105. The assessment concludes that the overall risk of significant contamination is low. Any residual risks can be appropriately managed through intrusive site investigation, remediation where required and standard planning conditions.

5.106. The report also confirms that there are no significant geotechnical constraints preventing redevelopment of the site and that suitable foundation and basement construction solutions can be delivered

6. Conclusion

- 6.1. Planning permission is sought for the demolition of the existing multi-storey car park at Cricket Field Road, Uxbridge and the erection of a purpose-built 160-bed residential care home (Use Class C2) with associated landscaping, parking, servicing and ancillary facilities. The proposal represents a comprehensive redevelopment of a previously developed and underutilised site located within a highly sustainable location on the edge of Uxbridge Town Centre.
- 6.2. This Planning Statement has demonstrated that the proposal accords with the strategic objectives of the London Plan, the Hillingdon Local Plan and the National Planning Policy Framework. The development would deliver substantial social, economic and environmental benefits, whilst making effective use of brownfield land and contributing towards the identified need for specialist accommodation for older persons within Hillingdon.
- 6.3. The submitted Care Needs Assessment demonstrates a significant and growing shortfall in care bed provision within both the local catchment and the wider Borough. The proposed facility would provide modern accommodation capable of meeting increasing demand for elderly care, including dementia and complex care provision, directly responding to identified local need and complying with Policy DMH8 of the Hillingdon Local Plan.
- 6.4. The proposal would make efficient use of previously developed land through redevelopment of an underutilised car park which no longer serves its historic purpose. The scheme would replace a visually poor and inactive structure with a high-quality building that positively contributes to the appearance of the area and strengthens the gateway approach to Uxbridge Town Centre.
- 6.5. The Townscape and Visual Appraisal concludes that the development would result in moderate beneficial effects on the site itself and predominantly beneficial or neutral effects within the wider area. The proposal would improve local character, enhance visual amenity, provide active frontages and introduce significant new landscaping and tree planting. No significant adverse townscape or visual effects have been identified.
- 6.6. The Heritage Impact Assessment confirms that the proposal has been carefully designed to respect the significance and setting of nearby heritage assets, including the Grade II listed Hillingdon Civic Centre and St Andrew's Church. Whilst limited less-than-substantial harm has been identified in relation to certain views of St Andrew's Church, the public benefits arising from the provision of much-needed care accommodation significantly outweigh that harm in accordance with national and local heritage policy.

- 6.7. The submitted Transport Statement, Travel Plan and Parking Management Plan demonstrate that the site benefits from excellent accessibility by walking, cycling and public transport. The proposed development would generate significantly fewer vehicle trips than the existing lawful use and sufficient alternative parking capacity exists elsewhere within the town centre to accommodate displaced parking demand. Accordingly, no unacceptable highways or transportation impacts would arise.
- 6.8. The technical assessments accompanying the application demonstrate that the proposal would not give rise to unacceptable impacts in respect of air quality, noise, archaeology, aviation safeguarding, land contamination, ecology, biodiversity, drainage, flood risk, trees or residential amenity. Where necessary, appropriate mitigation measures can be secured through planning conditions.
- 6.9. The proposal has also been designed to achieve a high level of environmental performance. The development adopts an all-electric energy strategy incorporating air source heat pumps and roof-mounted photovoltaic panels, achieving significant reductions in operational carbon emissions. The Whole Life Carbon Assessment confirms that the scheme achieves a carbon intensity substantially below current Greater London Authority benchmarks and incorporates circular economy principles through re-use and recycling of demolition materials wherever practicable.
- 6.10. In biodiversity and landscape terms, the development would deliver substantial ecological and visual enhancements through significant new tree planting, native hedgerows, ecological enhancement zones, wildflower meadows, sensory gardens, biodiversity features and a Biodiversity Net Gain strategy. The proposal would therefore provide a clear environmental improvement over the existing condition of the site whilst creating a high-quality landscape setting for future residents.
- 6.11. Overall, the proposal represents a sustainable form of development which would:
- Deliver a much-needed specialist care facility addressing an identified local need.
 - Make effective use of previously developed land.
 - Improve the appearance, character and environmental quality of the site.
 - Respect the significance of nearby heritage assets.
 - Deliver biodiversity enhancements and measurable environmental benefits.

- Achieve high standards of sustainability and carbon reduction.
- Generate no unacceptable transport, amenity or environmental impacts.
- Accord with the relevant provisions of the Development Plan and the National Planning Policy Framework.

6.12. Having regard to the planning benefits arising from the scheme and the conclusions of the comprehensive technical evidence submitted in support of the application, there are no material considerations that indicate planning permission should be withheld. The proposed development is therefore considered acceptable and planning permission should be granted subject to appropriate planning conditions and any necessary planning obligations.