

Appendix 2

Planning Policy Table

**This table excludes key planning policy supporting the principle of a school development which is detailed in Section 7 within the main body of this report.*

***This table assumes that the London Plan (2016) is the current Adopted version. Should the Intend to Publish London Plan (2019) be adopted, this will supersede policies set out in the London Plan (2016).*

Topic area	Policy extracts
Air Quality	HCLP Part 1 (2011-2026) Policy EM8 (Land, Water, Air and Noise): <i>“Air Quality All development should not cause deterioration in the local air quality levels and should ensure the protection of both existing and new sensitive receptors.</i> <i>All major development within the Air Quality Management Area (AQMA) should demonstrate air quality neutrality (no worsening of impacts) where appropriate; actively contribute to the promotion of sustainable transport measures such as vehicle charging points and the increased provision for vehicles with cleaner transport fuels; deliver increased planting through soft landscaping and living walls and roofs; and provide a management plan for ensuring air quality impacts can be kept to a minimum. [...]</i> <i>The Council has a network of Air Quality Monitoring stations but recognises that this can be widened to improve understanding of air quality impacts. The Council may therefore require new major development in an AQMA to fund additional air quality monitoring stations to assist in managing air quality improvements.”</i>
	HCLP Part 2 DMP (2020-2026) Policy DMEI 14 (Air Quality): <i>“A) Development proposals should demonstrate appropriate reductions in emissions to sustain compliance with and contribute towards meeting EU limit values and national air quality objectives for pollutants.</i> <i>B) Development proposals should, as a minimum:</i> <i>i) be at least “air quality neutral”;</i> <i>ii) include sufficient mitigation to ensure there is no unacceptable risk from air pollution to sensitive receptors, both existing and new; and</i>

	<i>iii) actively contribute towards the improvement of air quality, especially within the Air Quality Management Area."</i> The London Plan (2016) Policy 7.14 (Improving air quality): <i>"B Development proposals should:</i> <i>a) minimise increased exposure to existing poor air quality and make provision to address local problems of air quality (particularly within Air Quality Management Areas (AQMAs) and where development is likely to be used by large numbers of those particularly vulnerable to poor air quality, such as children or older people) such as by design solutions, buffer zones or steps to promote greater use of sustainable transport modes through travel plans (see Policy 6.3)</i> <i>b) promote sustainable design and construction to reduce emissions from the demolition and construction of buildings following the best practice guidance in the GLA and London Councils' 'The control of dust and emissions from construction and demolition'</i> <i>c) be at least 'air quality neutral' and not lead to further deterioration of existing poor air quality (such as areas designated as Air Quality Management Areas (AQMAs)).</i> <i>d) ensure that where provision needs to be made to reduce emissions from a development, this is usually made on-site. Where it can be demonstrated that on-site provision is impractical or inappropriate, and that it is possible to put in place measures having clearly demonstrated equivalent air quality benefits, planning obligations or planning conditions should be used as appropriate to ensure this, whether on a scheme by scheme basis or through joint area based approaches.</i> <i>where the development requires a detailed air quality assessment and biomass boilers are included, the assessment should forecast pollutant concentrations. Permission should only be granted if no adverse air quality impacts from the biomass boiler are identified."</i>
Biodiversity	HCLP Part 2 DMP (2020-2026) Policy DMEI 7 (Biodiversity Protection and Enhancement): <i>"A) The design and layout of new development should retain and enhance any existing features of biodiversity or geological value within the site. Where loss of a significant existing feature of biodiversity is unavoidable, replacement features of equivalent biodiversity value should be provided on-site. Where development is constrained and cannot provide high quality biodiversity enhancements on-site, then appropriate contributions will be sought to deliver off-site improvements through a legal agreement.</i> <i>B) If development is proposed on or near to a site considered to have features of ecological or geological value, applicants must submit appropriate surveys and assessments to demonstrate that the proposed development will not have unacceptable effects. The development must provide a positive contribution to the protection and enhancement of the site or feature of ecological value. [...]</i> <i>D) Proposals that result in significant harm to biodiversity which cannot be avoided, mitigated, or, as a last resort, compensated for, will normally be refused."</i>

	The London Plan (2016) Policy 7.19 (Biodiversity and access to nature): <i>“C. Development Proposals should: a wherever possible, make a positive contribution to the protection, enhancement, creation and management of biodiversity.”</i>
Building Design	HCLP Part 1 (2011-2026) Policy BE1 (Built Environment): <i>“The Council will require all new development to improve and maintain the quality of the built environment in order to create successful and sustainable neighbourhoods, where people enjoy living and working and that serve the long-term needs of all residents. All new developments should:</i> <i>1. Achieve a high quality of design in all new buildings, alterations, extensions and the public realm which enhances the local distinctiveness of the area, contributes to community cohesion and a sense of place;</i> <i>2. Be designed to be appropriate to the identity and context of Hillingdon's buildings, townscapes, landscapes and views, and make a positive contribution to the local area in terms of layout, form, scale and materials and seek to protect the amenity of surrounding land and buildings, particularly residential properties; ...</i> <i>6. Incorporate a clear network of routes that are easy to understand, inclusive, safe, secure and connect positively with interchanges, public transport, community facilities and services;</i> <i>7. Improve the quality of the public realm and provide for public and private spaces that are attractive, safe, functional, diverse, sustainable, accessible to all, respect the local character and landscape, integrate with the development, enhance and protect biodiversity through the inclusion of living walls, roofs and areas for wildlife, encourage physical activity and where appropriate introduce public art;</i> <i>8. Create safe and secure environments that reduce crime and fear of crime, anti-social behaviour and risks from fire and arson having regard to Secure by Design standards and address resilience to terrorism in major development proposals; ...”</i>

HCLP Part 2 DMP (2020-2026) Policy DMHB 11 (Design of New Development):

"A) All development... will be required to be designed to the highest standards and, incorporate principles of good design including:

i) harmonising with the local context by taking into account the surrounding:

- scale of development, considering the height, mass and bulk of adjacent structures;*
- building plot sizes and widths, plot coverage and established street patterns;*
- building lines and setbacks, rooflines, streetscape rhythm, for example, gaps between structures and other streetscape elements, such as degree of enclosure;*
- architectural composition and quality of detailing;*
- local topography, views both from and to the site; and*
- impact on neighbouring open spaces and their environment.*

ii) ensuring the use of high quality building materials and finishes;

iii) ensuring that the internal design and layout of development maximises sustainability and is adaptable to different activities;

iv) protecting features of positive value within and adjacent to the site, including the safeguarding of heritage assets, designated.

B) Development proposals should not adversely impact on the amenity, daylight and sunlight of adjacent properties and open space.

C) Development will be required to ensure that the design safeguards the satisfactory re-development of any adjoining sites which have development potential. In the case of proposals for major development sites, the Council will expect developers to prepare master plans and design codes and to agree these with the Council before developing detailed designs.

D) Development proposals should make sufficient provision for well-designed internal and external storage space for general, recycling and organic waste, with suitable access for collection. External bins should be located and screened to avoid nuisance and adverse visual impacts to occupiers and neighbours."

	HCLP Part 2 DMP Polices (2020-2026) Policy DMHB 15 (Planning for Safer Places): <i>“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.</i> <i>Where relevant, these should be included in the Design and Access Statement. Development will be required to comprise good design and create inclusive environments whilst improving safety and security by incorporating the following specific measures:</i> <i>i) providing entrances in visible, safe and accessible locations;</i> <i>ii) maximising natural surveillance;</i> <i>iii) ensuring adequate defensible space is provided;</i> <i>iv) providing clear delineations between public and private spaces; and</i> <i>v) providing appropriate lighting and CCTV.”</i>
	The London Plan (2016) Policy 7.3 (Designing out crime): <i>“B Development should reduce the opportunities for criminal behaviour and contribute to a sense of security without being overbearing or intimidating. In particular:</i> <i>a routes and spaces should be legible and well maintained, providing for convenient movement without compromising security</i> <i>b there should be a clear indication of whether a space is private, semi-public or public, with natural surveillance of publicly accessible spaces from buildings at their lower floors</i> <i>c design should encourage a level of human activity that is appropriate to the location, incorporating a mix of uses where appropriate, to maximize activity throughout the day and night, creating a reduced risk of crime and a sense of safety at all times</i> <i>d places should be designed to promote an appropriate sense of ownership over communal spaces</i> <i>e places, buildings and structures should incorporate appropriately designed security features</i> <i>f schemes should be designed to minimise on-going management and future maintenance costs of the particular safety and security measures proposed.</i> <i>The above measures should be incorporated at the design stage to ensure that overall design quality is not compromised.”</i>
	The London Plan (2016) Policy 7.4 (Local Character): <i>B Development should make the public realm comprehensible at a human scale, using gateways, focal points and landmarks as appropriate to help people find their way. Landscape treatment, street furniture and infrastructure should be of the highest quality, have a clear purpose, maintain uncluttered spaces and should contribute to the easy movement of people through the space. Opportunities for the integration of high quality public</i>

	<i>art should be considered, and opportunities for greening (such as through planting of trees and other soft landscaping wherever possible) should be maximised...”</i>
Carbon Emissions/ Energy Efficiency	HCLP Part 2 DMP (2020-2026) Policy DMEI 2 (Reducing Carbon Emissions): <i>“A) All developments are required to make the fullest contribution to minimising carbon dioxide emissions in accordance with London Plan targets.</i> <i>B) All major development proposals must be accompanied by an energy assessment showing how these reductions will be achieved.</i> <i>C) Proposals that fail to take reasonable steps to achieve the required savings will be resisted. However, where it is clearly demonstrated that the targets for carbon emissions cannot be met onsite, the Council may approve the application and seek an off-site contribution to make up for the shortfall.”</i>

	The London Plan (2016) Policy 5.2 (Minimising carbon dioxide emissions): <i>“Planning decisions: A Development proposals should make the fullest contribution to minimising carbon dioxide emissions in accordance with the following energy hierarchy:</i> <i>1 Be lean: use less energy</i> <i>2 Be clean: supply energy efficiently</i> <i>3 Be green: use renewable energy</i> <i>C Major development proposals should include a detailed energy assessment to demonstrate how the targets for carbon dioxide emissions reduction outlined above are to be met within the framework of the energy hierarchy.</i> <i>D As a minimum, energy assessments should include the following details:</i> <i>a calculation of the energy demand and carbon dioxide emissions covered by Building Regulations and, separately, the energy demand and carbon dioxide emissions from any other part of the development, including plant or equipment, that are not covered by the Building Regulations (see paragraph 5.22) at each stage of the energy hierarchy</i> <i>b proposals to reduce carbon dioxide emissions through the energy efficient design of the site, buildings and services</i> <i>c proposals to further reduce carbon dioxide emissions through the use of decentralised energy where feasible, such as district heating and cooling and combined heat and power (CHP)</i> <i>d proposals to further reduce carbon dioxide emissions through the use of on-site renewable energy technologies.</i> <i>E The carbon dioxide reduction targets should be met on-site. Where it is clearly demonstrated that the specific targets cannot be fully achieved on-site, any shortfall may be provided off-site or through a cash in lieu contribution to the relevant borough to be ring fenced to secure delivery of carbon dioxide savings elsewhere.”</i>
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	HCLP Part 1 (2011-2026) Policy EM1 (Climate Change Adaptation and Mitigation): <i>“The Council will ensure that climate change mitigation is addressed at every stage of the development process by:</i> <i>[...]3. Ensuring development meets the highest possible design standards whilst still retaining competitiveness within the market.</i> <i>5. Promoting the use of decentralised energy within large scale development whilst improving local air quality levels.</i> <i>8. Encouraging the installation of renewable energy for all new development in meeting the carbon reduction targets savings set out in the London Plan. Identify opportunities for new sources of electricity generation including anaerobic digestion, hydroelectricity and a greater use of waste as a resource. [...]”</i>
	The London Plan (2016) Policy 5.6 (Decentralised energy in development proposals): <i>“Planning decisions: A Development proposals should evaluate the feasibility of Combined Heat and Power (CHP) systems, and where a new CHP system is appropriate also examine opportunities to extend the system beyond the site boundary to adjacent sites.</i> <i>B Major development proposals should select energy systems in accordance with the following hierarchy:</i> <i>1 Connection to existing heating or cooling networks;</i> <i>2 Site wide CHP network;</i> <i>3 Communal heating and cooling; [...]”</i> <i>C Potential opportunities to meet the first priority in this hierarchy are outlined in the London Heat Map tool. Where future network opportunities are identified, proposals should be designed to connect to these networks.”</i>
	The London Plan (2016) Policy 5.9 (Over heating and cooling): <i>“Planning decisions: ...B Major development proposals should reduce potential overheating and reliance on air conditioning systems and demonstrate this in accordance with the following cooling hierarchy:</i> <i>1 minimise internal heat generation through energy efficient design</i> <i>2 reduce the amount of heat entering a building in summer through orientation, shading, albedo, fenestration, insulation and green roofs and walls</i> <i>3 manage the heat within the building through exposed internal thermal mass and high ceilings</i>

	<i>4 passive ventilation</i> <i>5 mechanical ventilation</i> <i>6 active cooling systems (ensuring they are the lowest carbon options).</i> <i>C Major development proposals should demonstrate how the design, materials, construction and operation of the development would minimise overheating and also meet its cooling needs. New development in London should also be designed to avoid the need for energy intensive air conditioning systems as much as possible. Further details and guidance regarding overheating and cooling are outlined in the London Climate Change Adaptation Strategy."</i>
Green Infrastructure	HCLP Part 1 (2011-2026) Policy EM1 (Climate Change Adaptation and Mitigation): <i>"The Borough will ensure that climate change adaptation is addressed at every stage of the development process by: [...]</i> <i>13. Promoting the use of living walls and roofs, alongside sustainable forms of drainage to manage surface water run-off and increase the amount of carbon sinks..."</i> HCLP Part 2 DMP (2020-2026) Policy DMEI 1 (Living Walls and Roofs and on-site Vegetation): <i>"All development proposals are required to comply with the following:</i> <i>i) All major development should incorporate living roofs and/or walls into the development. Suitable justification should be provided where living walls and roofs cannot be provided; and</i> <i>ii) Major development in Air Quality Management Areas must provide onsite provision of living roofs and/or walls. A suitable offsite contribution may be required where onsite provision is not appropriate."</i> HCLP Part 2 DMP (2020-2026) Policy DMHB 14 (Trees and Landscaping): <i>"A) All developments will be expected to retain or enhance existing landscaping, trees, biodiversity or other natural features of merit.</i> <i>B) Development proposals will be required to provide a landscape scheme that includes hard and soft landscaping appropriate to the character of the area, which supports and enhances biodiversity and amenity particularly in areas deficient in green infrastructure.</i> <i>C) Where space for ground level planting is limited, such as high rise buildings, the inclusion of living walls and roofs will be expected where feasible. ..."</i>

	The London Plan (2016) Policy 5.10 (Urban greening): <i>"C Development proposals should integrate green infrastructure from the beginning of the design process to contribute to urban greening, including the public realm. Elements that can contribute to this include tree planting, green roofs and walls, and soft landscaping. Major development proposals within the Central Activities Zone should demonstrate how green infrastructure has been incorporated."</i>
	The London Plan (2016) Policy 5.11 (Green roofs and development site environs): <i>"Planning decisions: A Major development proposals should be designed to include roof, wall and site planting, especially green roofs and walls where feasible, to deliver as many of the following objectives as possible:</i> <i>a adaptation to climate change (ie aiding cooling)</i> <i>b sustainable urban drainage</i> <i>c mitigation of climate change (ie aiding energy efficiency)</i> <i>d enhancement of biodiversity</i> <i>e accessible roof space</i> <i>f improvements to appearance and resilience of the building</i> <i>g growing food."</i>
	The London Plan Intend to Publish (2019) Policy G5 (Urban greening): <i>"A Major development proposals should contribute to the greening of London by including urban greening as a fundamental element of site and building design, and by incorporating measures such as high-quality landscaping (including trees), green roofs, green walls and nature-based sustainable drainage.</i> <i>B Boroughs should develop an Urban Greening Factor (UGF) to identify the appropriate amount of urban greening required in new developments. The UGF should be based on the factors set out in Table 8.2, but tailored to local circumstances. In the interim, the Mayor recommends a target score of 0.4 for developments that are predominately residential, and a target score of 0.3 for predominately commercial development (excluding B2 and B8 uses).</i> <i>C Existing green cover retained on site should count towards developments meeting the interim target scores set out in (B) based on the factors set out in Table 8.2."</i>

Green Belt	HCLP Part 1 (2011-2026) Policy EM2 (Green Belt, Metropolitan Open Land and Green Chains): <i>“The Council will seek to maintain the current extent, hierarchy and strategic functions of the Green Belt, Metropolitan Open Land and Green Chains ... Any proposals for development in Green Belt and Metropolitan Open Land will be assessed against national and London Plan policies, including the very special circumstances test.”</i> HCLP Part 2 DMP (2020-2026) Policy DMEI 6 (Development in Green Edge Locations): <i>“New development adjacent to the Green Belt, Metropolitan Open Land, Green Chains, Sites of Importance for Nature Conservation, Nature Reserves, countryside, green spaces or the Blue Ribbon Network should incorporate proposals to assimilate development into the surrounding area by the use of extensive peripheral landscaping to site boundaries.”</i> The London Plan (2016) Policy 7.16 (Green Belt): <i>“Planning decisions: ...B The strongest protection should be given to London’s Green Belt, in accordance with national guidance. Inappropriate development should be refused, except in very special circumstances. Development will be supported if it is appropriate and helps secure the objectives of improving the Green Belt as set out in national guidance.”</i>
Land Contamination	HCLP Part 1 (2011-2026) Policy EM8 (Land, Water, Air and Noise): <u>“Land Contamination</u> <i>The Council will expect proposals for development on contaminated land to provide mitigation strategies that reduce the impacts on surrounding land uses. Major development proposals will be expected to demonstrate a sustainable approach to remediation that includes techniques to reduce the need to landfill. ...”</i>

	HCLP Part 2 DMP (2020-2026) Policy DMEI 12 (Development of Land Affected by Contamination): <i>“A) Proposals for development on potentially contaminated sites will be expected to be accompanied by at least an initial study of the likely contaminants. The Council will support planning permission for any development of land which is affected by contamination where it can be demonstrated that contamination issues have been adequately assessed and the site can be safely remediated so that the development can be made suitable for the proposed use.</i> <i>B) Conditions will be imposed where planning permission is given for development on land affected by contamination to ensure all the necessary remedial works are implemented, prior to commencement of development.</i> <i>C) Where initial studies reveal potentially harmful levels of contamination, either to human health or controlled waters and other environmental features, full intrusive ground investigations and remediation proposals will be expected prior to any approvals.</i> <i>D) In some instances, where remedial works relate to an agreed set of measures such as the management of ongoing remedial systems, or remediation of adjoining or other affected land, a S106 planning obligation will be sought.</i>
	The London Plan (2016) Policy 5.21 (Contaminated Land): <i>“B Appropriate measures should be taken to ensure that development on previously contaminated land does not activate or spread contamination. ...”</i>
Noise	HCLP Part 1 (2011-2026) Policy EM8 (Land, Water, Air and Noise): <i>“The Council will seek to ensure that noise sensitive development and noise generating development are only permitted if noise impacts can be adequately controlled and mitigated. ...”</i>

	The London Plan (2016) Policy 7.15 (reducing and managing noise, improving and enhancing the acoustic environment and promoting appropriate soundscapes): <i>“Planning decisions: ...B Development proposals should seek to manage noise by:</i> <i>a) avoiding significant adverse noise impacts on health and quality of life as a result of new development;</i> <i>b) mitigating and minimising the existing and potential adverse impacts of noise on, from, within, as a result of, or in the vicinity of new development without placing unreasonable restrictions on development or adding unduly to the costs and administrative burdens on existing businesses;</i> <i>c) improving and enhancing the acoustic environment and promoting appropriate soundscapes (including Quiet Areas and spaces of relative tranquillity);</i> <i>d) separating new noise sensitive development from major noise sources (such as road, rail, air transport and some types of industrial development) through the use of distance, screening or internal layout – in preference to sole reliance on sound insulation;</i> <i>e) where it is not possible to achieve separation of noise sensitive development and noise sources, without undue impact on other sustainable development objectives, then any potential adverse effects should be controlled and mitigated through the application of good acoustic design principles;</i> <i>f) having particular regard to the impact of aviation noise on noise sensitive development;</i> <i>g) promoting new technologies and improved practices to reduce noise at source, and on the transmission path from source to receiver.”</i>
Sport Provision	HCLP Part 1 (2011-2026) Policy EM5 (Sport and Leisure): <i>“The Council will:</i> <i>• Safeguard, enhance and extend the network of sport and leisure spaces that meet local community needs and facilitate active lifestyles by providing active sport and leisure spaces within walking distance of home.</i> <i>• Ensure that the overall borough-wide target, identified in the Open Space Strategy, of active sport and leisure facilities with unrestricted access is maintained. There will be a presumption against any net loss of active sport and leisure facilities in the borough [...]</i> <i>Promote Hillingdon's sport and leisure facilities to achieve more integrated public accessibility and active lifestyles ...”</i> London Plan Intend to Publish Version (December 2019) Policy S5 (Sports and recreation facilities): <i>“B) Development proposals for sports and recreation facilities should:</i> <i>1) increase or enhance the provision of facilities in accessible locations, well-connected to public transport and link to networks for walking and cycling</i> <i>2) maximise the multiple use of facilities, and encourage the co-location of services between sports providers, schools, colleges, universities and other community facilities</i> <i>3) support the provision of sports lighting within reasonable hours, where there is an identified need for sports facilities, and lighting is required to increase their potential usage, unless the lighting gives rise to demonstrable harm to the local community or biodiversity.</i> <i>C) Existing sports and recreational land (including playing fields) and facilities for sports and recreation should be retained unless:</i> <i>1) an assessment has been undertaken which clearly shows the sports and recreational land</i>

	<i>or facilities to be surplus to requirements (for the existing or alternative sports and recreational provision) at the local and sub-regional level. Where published, a borough's assessment of need for sports and recreation facilities should inform this assessment; or</i> <i>2) the loss resulting from the proposed development would be replaced by equivalent or better provision in terms of quantity and quality in a suitable location; or</i> <i>3) the development is for alternative sports and recreational provision, the benefits of which clearly outweigh the loss of the current or former use."</i>
Transport	HCLP Part 2 DMP Polices (2020-2026) Policy DMT 1 (Managing Transport Impacts): <i>"A) Development proposals will be required to meet the transport needs of the development and address its transport impacts in a sustainable manner. In order for developments to be acceptable they are required to:</i> <i>i) be accessible by public transport, walking and cycling either from the catchment area that it is likely to draw its employees, customers or visitors from and/or the services and facilities necessary to support the development;</i> <i>ii) maximise safe, convenient and inclusive accessibility to, and from within developments for pedestrians, cyclists and public transport users;</i> <i>iii) provide equal access for all people, including inclusive access for disabled people;</i> <i>iv) adequately address delivery, servicing and drop-off requirements; and</i> <i>v) have no significant adverse transport or associated air quality and noise impacts on the local and wider environment, particularly on the strategic road network.</i> <i>B) Development proposals will be required to undertake a satisfactory Transport Assessment and Travel Plan if they meet or exceed the appropriate thresholds. [...] All these plans should demonstrate how any potential impacts will be mitigated and how such measures will be implemented."</i> HCLP Part 2 DMP (2020-2026) Policy DMT 2 (Highways Impacts): <i>"Development proposals must ensure that:</i> <i>i) safe and efficient vehicular access to the highway network is provided to the Council's standards;</i> <i>ii) they do not contribute to the deterioration of air quality, noise or local amenity or safety of all road users and residents;</i> <i>iii) safe, secure and convenient access and facilities for cyclists and pedestrian are satisfactorily accommodated in the design of highway and traffic management schemes;</i> <i>iv) impacts on local amenity and congestion are minimised by routing through traffic by the most direct means to the strategic road network, avoiding local distributor and access roads; and</i> <i>v) there are suitable mitigation measures to address any traffic impacts in terms of capacity and functions of existing and committed roads, including along roads or through junctions which are at capacity."</i>

	HCLP Part 2 DMP (2020-2026) Policy DMT 5 (Pedestrians and Cyclists): <i>“A) Development proposals will be required to ensure that safe, direct and inclusive access for pedestrians and cyclists is provided on the site connecting it to the wider network, including:</i> <i>i) the retention and, where appropriate, enhancement of any existing pedestrian and cycle routes;</i> <i>ii) the provision of a high quality and safe public realm or interface with the public realm, which facilitates convenient and direct access to the site for pedestrian and cyclists;</i> <i>iii) the provision of well signposted, attractive pedestrian and cycle routes separated from vehicular traffic where possible; and</i> <i>iv) the provision of cycle parking and changing facilities in accordance with Appendix C, Table 1 or, in agreement with Council.</i> <i>B) [...] Development proposals, by virtue of their design, will be required to complement and enhance local amenity and include passive surveillance to the network.</i> HCLP Part 2 DMP (2020-2026) Policy DMT 6 (Vehicle Parking): <i>“A) Development proposals must comply with the parking standards outlined in Appendix C Table 1 in order to facilitate sustainable development and address issues relating to congestion and amenity. The Council may agree to vary these requirements when:</i> <i>i) the variance would not lead to a deleterious impact on street parking provision, congestion or local amenity; and/or</i> <i>ii) a transport appraisal and travel plan has been approved and parking provision is in accordance with its recommendations.</i> <i>B) All car parks provided for new development will be required to contain conveniently located reserved spaces for wheelchair users and those with restricted mobility in accordance with the Council’s Accessible Hillingdon SPD.”</i> The London Plan (2016) Policy 6.3. (Assessing Effects on Development on Transport Capacity): <i>“Planning decisions: A Development proposals should ensure that impacts on transport capacity and the transport network, at both a corridor and local level, are fully assessed. Development should not adversely affect safety on the transport network. [...]</i> <i>C Transport assessments will be required in accordance with TfL’s Transport Assessment Best Practice Guidance for major planning applications. Workplace and/or residential travel plans should be provided for planning applications exceeding the thresholds in, and produced in accordance with, the relevant TfL guidance. Construction logistics plans and delivery and servicing plans should be secured in line with the London Freight Plan and should be co-ordinated with travel plans”</i>
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	The London Plan (2016) Policy 6.13 (Parking): <i>“C The maximum standards set out in Table 6.2 in the Parking Addendum to this chapter should be the basis for considering planning applications (also see Policy 2.8), informed by policy and guidance below on their application for housing in parts of Outer London with low public transport accessibility (generally PTALs 0-1) ...”</i>
	The London Plan (2016) Policy 6.9 (Cycling): <i>“B Developments should:</i> <i>a provide secure, integrated, convenient and accessible cycle parking facilities in line with the minimum standards set out in Table 6.3 and the guidance set out in the London Cycle Design Standards (or subsequent revisions)</i> <i>b provide on-site changing facilities and showers for cyclists</i> <i>c contribute positively to an integrated cycling network for London by providing infrastructure that is safe, comfortable, attractive, coherent, direct and adaptable and in line with the guidance set out in the London Cycle Design Standards (or subsequent revisions)</i> <i>d provide links to existing and planned cycle infrastructure projects including Cycle Superhighways, Quietways, the Central London Grid and the ‘mini-Hollands’</i> <i>e facilitate the Mayor’s cycle hire scheme through provision of land and/or planning obligations where relevant, to ensure the provision of sufficient capacity”</i>
Waste	HCLP Part 1 (2011-2026) Policy EM11 (Sustainable Waste Management): <i>“The Council will require all new development to address waste management at all stages of a development's life from design and construction through to the end use and activity on site, ensuring that all waste is managed towards the upper end of the waste hierarchy. [...]”</i>
Water Management/ SuDS	HCLP Part 1 (2011-2026) Policy EM1 (Climate Change Adaptation and Mitigation): <i>“The Borough will ensure that climate change adaptation is addressed at every stage of the development process by: [...]</i> <i>11. Requiring major development proposals to consider the whole water cycle impact which includes flood risk management, foul and surface water drainage and water consumption. ...</i> <i>13. Promoting the use of living walls and roofs, alongside sustainable forms of drainage to manage surface water run-off and increase the amount of carbon sinks. [...]”</i> HCLP Part 1 (2011-2026) Policy EM8 (Land, Water, Air and Noise): <i>“<u>Water Resources:</u> The Council will require that all new development demonstrates the incorporation of water efficiency measures within new development to reduce the rising demand on potable water. All new development must incorporate water recycling and collection facilities unless it can be demonstrated it is not appropriate. [...]”</i>

	HCLP Part 1 (2011-2026) Policy EM6 (Flood Risk Management): <i>“The Council will require all development across the borough to use sustainable urban drainage systems (SUDS) unless demonstrated that it is not viable. The Council will encourage SUDS to be linked to water efficiency methods. The Council may require developer contributions to guarantee the long term maintenance and performance of SUDS is to an appropriate standard.”</i> HCLP Part 2 DMP (2020-2026) Policy DMEI 10 (Water Management, Efficiency, and Quality): <i>“A) Applications for all new build developments (not conversions, change of use, or refurbishment) are required to include a drainage assessment demonstrating that appropriate sustainable drainage systems (SuDS) have been incorporated in accordance with the London Plan Hierarchy (Policy 5.13: Sustainable drainage).</i> <i>B) All major new build developments... must be designed to reduce surface water run-off rates to no higher than the pre-development greenfield run-off rate in a 1:100 year storm scenario, plus an appropriate allowance for climate change for the worst storm duration. The assessment is required regardless of the changes in impermeable areas and the fact that a site has an existing high run-off rate will not constitute justification.</i> <i>C) Rain Gardens and non householder development should be designed to reduce surface water run-off rates to Greenfield run-off rates.</i> <i>D) Schemes for the use of SuDS must be accompanied by adequate arrangements for the management and maintenance of the measures used, with appropriate contributions made to the Council where necessary.</i> <i>E) Proposals that would fail to make adequate provision for the control and reduction of surface water run-off rates will be refused.</i> <i>F) Developments should be drained by a SuDS system and must include appropriate methods to avoid pollution of the water environment. Preference should be given to utilising the drainage options in the SuDS hierarchy which remove the key pollutants that hinder improving water quality in Hillingdon. Major development should adopt a 'treatment train' approach where water flows through different SuDS to ensure resilience in the system.</i> <u><i>Water Efficiency: G) All new development proposals (including refurbishments and conversions) will be required to include water efficiency measures, including the collection and reuse of rain water and grey water. [...]</i></u> <i>I) It is expected that major development proposals will provide an integrated approach to surface water run-off attenuation, water collection, recycling and reuse. Water and</i> <u><i>Wastewater Infrastructure : J) All new development proposals will be required to demonstrate that there is sufficient capacity in the water and wastewater infrastructure network to support the proposed development. Where there is a capacity constraint the local planning authority will</i></u>
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	<i>require the developer to provide a detailed water and/or drainage strategy to inform what infrastructure is required, where, when and how it will be delivered."</i>
	The London Plan (2016) Policy 5.13 (Sustainable drainage): <i>"Planning decisions: A Development should 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 in line with the following drainage hierarchy:</i> <i>1 store rainwater for later use</i> <i>2 use infiltration techniques, such as porous surfaces in non-clay areas</i> <i>3 attenuate rainwater in ponds or open water features for gradual release</i> <i>4 attenuate rainwater by storing in tanks or sealed water features for gradual release</i> <i>5 discharge rainwater direct to a watercourse</i> <i>6 discharge rainwater to a surface water sewer/drain</i> <i>7 discharge rainwater to the combined sewer.</i> <i>Drainage should be designed and implemented in ways that deliver other policy objectives of this Plan, including water use efficiency and quality, biodiversity, amenity and recreation."</i>
	The London Plan (2016) Policy 5.12 (Flood risk management): <i>"B Development proposals must comply with the flood risk assessment and management requirements set out in the NPPF and the associated technical Guidance on flood risk¹ over the lifetime of the development and have regard to measures proposed in Thames Estuary 2100 (TE2100 – see paragraph 5.55) and Catchment Flood Management Plans. ..."</i>