



PLANNING STATEMENT

DEMOLITION OF TWO SEMI-DETACHED DWELLINGS FOR REPLACEMENT BY 4 X 1 BEDROOM FLATS SITE AT 13 & 15 LANCASTER ROAD, UXBRIDGE

Table of Contents

1.0	Introduction	2
2.0	Site Context	3
3.0	Relevant Planning History	4
4.0	Proposed Development	6
5.0	Planning Policy	7
6.0	Planning Considerations	13
7.0	Conclusion	19

1.0 Introduction

1.1 This Planning Statement has been prepared on behalf of Uxbridge United Reformed Church Charity (UURCC) ("The Applicant") in support of a full planning application to London Borough of Hillingdon Council ("LB Hillingdon") seeking permission for demolition of two semi-detached two storey dwellings, to provide 4no. 1-bedroom flats across two storeys, at 13-15 Lancaster Road, Uxbridge UB8 1AP.

1.2 The main purposes of this planning statement are to:

- Describe the proposed development, the site and surrounding area;
- Set out the planning policy context for the site and its development;
- Review the relevance of Pre-Application advice from 2020 and planning permission granted in 2021.
- Describe the main planning issues affecting the development of the site and how they have been addressed through the application proposals.

1.3 The Statement seeks to draw together the assessments and documentation which have informed the preparation of the application and have been submitted with the application in order to assist the Local Planning Authority in determining the application.

1.4 The statement is arranged in 7 sections as follows:

1. Introduction
2. Site Description
3. Relevant Planning History
4. Proposed Development
5. Planning Policy
6. Planning Considerations
7. Conclusion

2.0 Site Context

2.1 The site is located at 13 and 15 Lancaster Road, situated within a predominantly residential catchment just north of Uxbridge Town Centre. The full site address is as follows:

13 / 15 Lancaster Road, Uxbridge, UB8 1AP

2.2 This site is currently comprised of two 2-storey, semi-detached dwellinghouses. The current dwellings have dedicated parking spaces on the access road between Penfield Industrial Estate and Lancaster Road. The site also encompasses a small amount of the existing industrial estate at the end of the rear gardens.

2.3 The site has a PTAL rating of 5, which is the third highest possible. It is well-located for transport links, with bus stops c120m to the south-east along Belmont Road. Uxbridge underground station is situated c300m to the south approximately a five-minute walk from the site.

2.4 By virtue of the site's location within the designated Town Centre, albeit in a residential outer part, necessary amenities and services are in close proximity.

2.5 The site lies within the designated Area of Special local Character and Archaeological Priority Area. The site is not situated within a conservation area and there are no listed buildings. Old Uxbridge/Windsor Street Conservation Area lies c85m south-west of the site boundary.

2.6 A new flatted development is sited on the opposite side of the access road. The site lies on the north-west edge of Uxbridge Town Centre, with much of the surrounding area characterised by terraced residential properties.

2.7 The site is situated within Flood Zone 1 and is therefore at lowest risk of flooding.

3.0 Relevant Planning History

3.1 According to the online planning register, the relevant planning history for the site is detailed below.

ADDRESS	REFERENCE	PROPOSAL	DECISION/DATE
13–17 Lancaster Road	21682/APP/2020/3608	Redevelopment of site to include a two storey building comprising 4 x 1-bed self-contained flats, and 3 x Use Class E building units including parking and landscaping	Approved (10/09/2021)
17 Lancaster Road (adjacent site)	4149/APP/2012/154	Two storey detached building to provide 4 x 1-bed self contained flats with associated amenity space and parking involving installation of vehicular crossover	Approved (26/03/2012)
17 Lancaster Road (including this site)	4149/APP/2011/2572	Application for a new planning permission to replace extant planning permission, ref: 4149/APP/2007/ 2165 dated 01/12/2008 (erection of a 2 storey detached building to provide 4 one-bedroom flats with associated parking and amenity space (involving demolition of existing dwelling) and erection of a two storey business/office unit within Use Class B1(b) and B1(c) (involving demolition of the existing workshop to the rear of 17A Lancaster Road)	Approved (14/12/2011)
17 Lancaster Road (including this site)	4149/APP/2007/2165	Erection of a 2 storey detached building to provide 4 no. 1 bedroom flats with associated parking and amenity space (involving demolition of existing dwelling) and erection of a two storey business/office unit within use class b1b and b1c (involving demolition of the existing workshop to the rear of 17a Lancaster road)	Approved (17/11/2008)

3.2 These permissions are considered within this statement where relevant.

3.3 The Applicant has previously submitted a planning application for this site for '*the redevelopment of the site to include a two storey building comprising 4 x1-bed self contained flats, and 3 x Use Class E building units including parking and landscaping*' (Ref. 21682/APP/2020/3608).

3.4 The application was validated in November 2020, and the LB Hillingdon Council approved the planning permission in September 2021. It is of note that the proposed development is a partial resubmission of this previously granted planning permission.

3.5 Despite the approval of the planning application, the planning permission has not yet been implemented. In accordance with this condition no.1 of the planning permission and Section 91 of the Town and Country Planning Act, the 2021 planning permission has expired.

4.0 Proposed Development

- 4.1 The Application seeks full planning permission for the demolition of two semi-detached two storey dwellings, to be replaced with a new building to provide 4no. 1-bedroom flats across two storeys.
- 4.2 The existing dwellings are numbers 13 and 15 in Lancaster Road.
- 4.3 The flats will have 5no. parking spaces, including 1no. disabled space. These will be located behind the proposed building off the access road which connects Penfield Industrial Estate to Lancaster Road. The proposed building has been designed with regard to the surrounding character and architectural style.
- 4.4 It is of note that the proposed development is comprised of partial resubmission of the previously approved planning application 21682/APP/2020/3608.
- 4.5 The following supporting reports/assessments and plans/drawings accompany the application:

Supporting Documentation

- Climate Change and Sustainability Statement
- Drainage Assessment
- Biodiversity Net Gain Report
- Preliminary Bat Roost Assessment

Plans/Drawings

- 11352M Location Plan
- 11352M01 Existing Site Plan
- 11352M02 Proposed Site Plan
- 11352M03 Proposed Floor Plan
- 11352M04 Existing and Proposed Elevations Plan

5.0 Planning Policy

National Planning Policy Framework (NPPF) (December 2024)

5.1 The Government published their revised National Planning Policy Framework (NPPF) in December 2024. The NPPF provides an overarching framework for the production of local policy documents and the consideration of development proposals.

Achieving Sustainable Development

5.2 The National Planning Policy Framework (NPPF) states that it is a material consideration in planning decisions (paragraph 2) and that the purpose of the planning system is to contribute to the achievement of sustainable development (paragraph 7).

5.3 Sustainable development is at the heart of the NPPF. There is no specific definition of sustainable development in the NPPF but paragraph 8 breaks it down into three overarching objectives: economic, social and environmental.

5.4 Paragraph 11 of the NPPF states that at its heart is a presumption in favour of sustainable development. For decision taking this means:

- c) approving development proposals that accord with an up-to-date development plan without delay; or
- d) where there are no relevant development plan policies, or the policies which are most important for determining the application are out-of-date⁸, granting permission unless:

- i. the application of policies in this Framework that protect areas or assets of particular importance provides a strong reason for refusing the development proposed; or
- ii. any adverse impacts of doing so would significantly and demonstrably outweigh the benefits, when assessed against the policies in this Framework taken as a whole, having particular regard to key policies for directing development to sustainable locations, making effective use of land, securing well-designed places and providing affordable homes, individually or in combination.

Decision Making

5.5 Paragraph 39 states that local planning authorities should approach decisions on proposed development in a positive and creative way. They should work proactively with applicants to secure developments that will improve the economic, social and environmental conditions of the area. Decision-makers at every level should seek to approve applications for sustainable development where possible.

Delivering a Sufficient Supply of Homes

5.6 Paragraph 73 states that small and medium sized sites can make an important contribution to meeting the housing requirement of an area and are often built out relatively quickly. To promote the development of a good mix of sites local planning authorities should:

- d) support the development of windfall sites through their policies and decisions – giving great weight to the benefits of using suitable sites within existing settlements for homes.

Ensuring the Vitality of Town Centres

5.7 Paragraph 90 states that when considering edge of centre and out of centre proposals, preference should be given to accessible sites which are well connected to the town centre. Applicants and local planning authorities should demonstrate flexibility on issues such as format and scale, so that opportunities to utilise suitable town centre or edge of centre sites are fully explored.

Promoting Sustainable Transport

5.8 Paragraph 109 states transport elements and the content of associated standards reflects current national guidance, including the National Design Guide and the National Model Design Code; and

- a) any significant impacts from the development on the transport network (in terms of capacity and congestion), or on highway safety, can be cost effectively mitigated to an acceptable degree through a vision-led approach.

5.9 Paragraph 118 states that all developments that will generate significant amounts of movement should be required to provide a travel plan, and the application should be supported by a transport statement or transport assessment so that the likely impacts of the proposal can be assessed and monitored.

Making Effective Use of Land

5.10 Paragraph 125 states that planning policies and decisions should:

- c) give substantial weight to the value of using suitable brownfield land within settlements for homes and other identified needs, proposals for which should be approved unless substantial harm would be caused, and support appropriate opportunities to remediate despoiled, degraded, derelict, contaminated or unstable land;

5.11 Paragraph 129 states that planning policies and decisions should support development that makes efficient use of land, taking into account:

- a) the identified need for different types of housing and other forms of development, and the availability of land suitable for accommodating it;
- b) local market conditions and viability;
- c) the availability and capacity of infrastructure and services – both existing and proposed – as well as their potential for further improvement and the scope to promote sustainable travel modes that limit future car use;
- d) the desirability of maintaining an area's prevailing character and setting (including residential gardens), or of promoting regeneration and change; and
- e) the importance of securing well-designed, attractive and healthy places.

Achieving Well-Designed Places

5.12 Paragraph 131 states that the creation of high-quality buildings and places is fundamental to what the planning and development process should achieve. Good design is a key aspect of sustainable

development, creates better places in which to live and work and helps make development acceptable to communities. Being clear about design expectations, and how these will be tested, is essential for achieving this. So too is effective engagement between applicants, communities, local planning authorities and other interests throughout the process.

5.13 Paragraph 135 states that planning decision should ensure that development:

- a) will function well and add to the overall quality of the area, not just for the short term but over the lifetime of the development;
- b) are visually attractive as a result of good architecture, layout and appropriate and effective landscaping;
- c) are sympathetic to local character and history, including the surrounding built environment and landscape setting, while not preventing or discouraging appropriate innovation or change (such as increased densities);
- d) establish or maintain a strong sense of place, using the arrangement of streets, spaces, building types and materials to create attractive, welcoming and distinctive places to live, work and visit;
- e) optimise the potential of the site to accommodate and sustain an appropriate amount and mix of development (including green and other public space) and support local facilities and transport networks; and
- f) create places that are safe, inclusive and accessible and which promote health and well-being, with a high standard of amenity for existing and future users; and where crime and disorder, and the fear of crime, do not undermine the quality of life or community cohesion and resilience.

5.14 Paragraph 139 states that great weight should be given to outstanding or innovative designs which promote high levels of sustainability or help raise the standard of design more generally in an area, so long as they fit in with the overall form and layout of their surroundings.

Meeting the challenge of climate change, flooding and coastal change

5.15 Paragraph 164 states that new development should be planned for in ways that:

- a) avoid increased vulnerability to the range of impacts arising from climate change. When new development is brought forward in areas which are vulnerable, care should be taken to ensure that risks can be managed through suitable adaptation measures, including through incorporating green infrastructure and sustainable drainage systems; and
- b) help to reduce greenhouse gas emissions, such as through its location, orientation and design. Any local requirements for the sustainability of buildings in plans should reflect the Government's policy for national technical standards.

5.16 Paragraph 166 states that in determining planning applications, local planning authorities should expect new development to:

- a) comply with any development plan policies on local requirements for decentralised energy supply unless it can be demonstrated by the applicant, having regard to the type of development involved and its design, that this is not feasible or viable; and
- b) take account of landform, layout, building orientation, massing and landscaping to minimise energy consumption.

Conserving and Enhancing the Natural Environment

5.17 Paragraph 187 states that planning policies and decisions should contribute to and enhance the natural and local environment by:

- d) minimising impacts on and providing net gains for biodiversity, including by establishing coherent ecological networks that are more resilient to current and future pressures and incorporating features which support priority or threatened species such as swifts, bats and hedgehogs;
- e) preventing new and existing development from contributing to, being put at unacceptable risk from, or being adversely affected by, unacceptable levels of soil, air, water or noise pollution or land instability. Development should, wherever possible, help to improve local environmental conditions such as air and water quality, taking into account relevant information such as river basin management plans; and
- f) remediating and mitigating despoiled, degraded, derelict, contaminated and unstable land, where appropriate.

5.18 Paragraph 198 states that planning policies and decisions should also ensure that new development is appropriate for its location taking into account the likely effects (including cumulative effects) of pollution on health, living conditions and the natural environment, as well as the potential sensitivity of the site or the wider area to impacts that could arise from the development. In doing so they should:

- a) mitigate and reduce to a minimum potential adverse impacts resulting from noise from new development – and avoid noise giving rise to significant adverse impacts on health and the quality of life;
- b) identify and protect tranquil areas which have remained relatively undisturbed by noise and are prized for their recreational and amenity value for this reason; and
- c) limit the impact of light pollution from artificial light on local amenity, intrinsically dark landscapes and nature conservation.

Conserving and Enhancing the Historic Environment

5.19 Paragraph 207 states that in determining applications, local planning authorities should require an applicant to describe the significance of any heritage assets affected, including any contribution made by their setting. The level of detail should be proportionate to the assets' importance and no more than is sufficient to understand the potential impact of the proposal on their significance. As a minimum the relevant historic environment record should have been consulted and the heritage assets assessed using appropriate expertise where necessary. Where a site on which development is proposed includes, or has the potential to include, heritage assets with archaeological interest, local planning authorities should require developers to submit an appropriate desk-based assessment and, where necessary, a field evaluation.

National Planning Practice Guidance (NPPG)

5.20 On 6 March 2014 the Department for Communities and Local Government launched its National Planning Practice Guidance (NPPG) web-based resource. Parts of the Guidance have been Page 11 updated since then, the dates of which are in brackets next to the relevant sections. The following sections of the NPPG have been assessed in relation to this application:

- Climate change (updated 15 March 2019);

- Community Infrastructure Levy (updated 26 April 2024);
- Design: process and tools (1 October 2019);
- Effective use of land (27 February 2025);
- Housing supply and delivery (updated 12 December 2024);
- Planning obligations (updated 1 September 2019).

The Development Plan

5.21 Section 38 (6) of the Planning and Compulsory Purchase Act 2004 (as amended) requires that development be determined in accordance with the Development Plan unless material considerations indicate otherwise. In LB Hillingdon, the adopted Development Plan consists of:

- The London Plan (March 2021);
- Hillingdon Local Plan: Part 1 – Strategic Policies (adopted November 2012);
- Hillingdon Local Plan: Part 2 – Development Management Policies (adopted January 2020).

5.22 The policies considered to be of relevance to the Application proposals are listed below and an assessment of the Application proposals against the requirements of these policies, and other material considerations, is contained at section six of this Statement.

The London Plan

- Policy GG1: Building Strong Inclusive Communities
- Policy GG2: Making the Best Use of Land
- Policy GG4: Delivering the Homes that Londoners Need
- Policy D1: London's Form, Character and Capacity for Growth
- Policy D3: Optimising Site Capacity Through the Design-Led Approach
- Policy D4: Delivering Good Design
- Policy D6: Housing Quality and Standards
- Policy D7: Accessible Housing
- Policy H1: Increasing Housing Supply
- Policy H2: Small Sites
- Policy H4: Delivering Affordable Housing
- Policy HC1: Heritage Conservation and Growth
- Policy T6: Car Parking
- Policy T6.1: Residential Parking

Hillingdon Local Plan: Part 1 – Strategic Policies (adopted November 2012)

- Policy E4: Uxbridge
- Policy EM1: Climate Change Adaptation and Mitigation
- PolicyEM6: Flood Risk Management
- Policy EM8: Land, Water, Air and Noise
- Policy BE1: Built Environment
- Policy H1: Housing Growth

Hillingdon Local Plan: Part 2 – Development Management Policies (adopted January 2020)

- Policy DMTC1: Town Centre Development
- Policy DMH4: Residential Conversions and Redevelopment
- Policy DMHB4: Conservation Areas
- Policy DMHB5: Areas of Special Local Character

- Policy DMHB7: Archaeological Priority Areas and Archaeological Priority Zones
- Policy DMHB11: Design of New Development
- Policy DMHB12: Streets and Public Realm
- Policy DMHB16: Housing Standards
- Policy DMCI7: Planning Obligations and Community Infrastructure Levy
- Policy DMT6: Vehicle Parking

6.0 Planning Considerations

6.1 The following planning matters are considered relevant with regard to this application.

- Principle of Development;
- Access and Parking;
- Design Matters;
- Heritage and Archaeology;
- Internal and External Space Standards;
- Ecology;
- Sustainability;
- Flooding and Drainage;
- Section 106/Legal Agreement.

Principle of Development

6.2 The principle of additional residential development in this location was established following the approval of the flattened development adjacent to the site. Furthermore, the previous approval of the application for this site in 2021 (Ref. 21682/APP/2020/3608) supports this principle. The proposed development is a partial resubmission of this previously approved planning application. It is noteworthy, however, that since the approval of that application, an updated version of the London Plan has been adopted. We consider that the relevant policies within both the superseded and the adopted London Plan continue to support the development.

6.3 The site is located within the existing settlement boundary, in an area largely characterized by residential land uses in the wider context and existing commercial properties within the site itself. The brownfield nature of the site means there is a presumption in favour of development, as set out in the NPPF. Policy DMH4 of the Hillingdon Local Plan, relating to residential conversions, states that the redevelopment of dwellings into new blocks of flats will only be permitted where "it is on a residential street where the proposal will not result in more than 10% of properties being redeveloped into flats." The Council's pre-application response confirmed that "from an initial assessment of the street, it seems that less than 10% of the properties have been redeveloped into flats."

Access and Parking

6.4 In line with paragraph 109 of the NPPF, the potential transport impacts of the proposed development have been considered from an early stage.

6.5 The site is afforded access from Lancaster Road, which is a classified road that accommodates two-way traffic movements. The speed limit in this location is 30mph owing to its built-up residential nature. Visibility to and from the site access is good and the existing highway conditions ensure low risk.

Access

6.6 The existing access from Lancaster Road will be retained, providing a 6m wide road into the site. This access will be shared in part by the residential and commercial occupiers of the industrial park

to the rear of the site, although the sliding gates will provide separation beyond the residential parking spaces.

Parking

6.7 The Council's Parking Standards are set out at Appendix C of the Hillingdon DMP. Table 1 in Part A of Appendix C sets out the requirements for Parking Bay Sizes, Parking Provision for Dwelling Houses, Inclusive Access and Bicycle Parking. Part B of Appendix C sets out the Parking Requirements for flats.

6.8 The proposed development will provide a total of five additional parking spaces, one of which will be and a disabled parking space. As the proposed four flats will be one-bedroom this quantity is in line with the parking standards for flats. The parking spaces exceed the minimum dimensions specified in No.1 of Table 1, Part A of Appendix C, and allow users to enter and exit the site in a forward gear, as per No.7 of the same table. According to No.9 of Table 1, 10% of car parking spaces must be suitable for wheelchair users. Therefore, one of the five spaces is designated as a disabled space, providing a 20% designation.

6.9 A cycle shed is located in the communal garden and is accessible from the access road. The shed will provide safe and secure bicycle parking spaces in a convenient location. The design adheres to No.12 of Table 1 Part A of Appendix C and is as such fully compliant with the Hillingdon DMP.

6.10 The overall parking standards of the site are either in line or above the policy requirements.

Design Matters

6.11 Paragraph 131 of the NPPF recognises the importance of high-quality places in the planning and development process. Policy DMHB11(A) of the Hillingdon DMP sets out principles for new development to incorporate to ensure good design is achieved. These include harmonising with local context; use of high-quality materials and finishes; maximising sustainability and adaptability of internal design and layout; and, protecting nearby valuable features, including heritage assets.

Heritage and Archaeology

6.12 At its nearest point, the application site's south-western boundary lies c85m from the Old Uxbridge/Windsor Street Conservation Area.

6.13 The site lies wholly within an Archaeological Priority Area. Section 72(1) of the Planning (Listed Buildings and Conservation Areas) Act 1990 sets out a legal duty that special attention shall be paid to the desirability of preserving or enhancing the character or appearance of that [conservation] area.

6.14 It is considered by virtue of the distance between the site and the conservation and the presence of contemporary built form, that there will be no impact from the proposed development on the setting of the Old Uxbridge/Windsor Street Conservation Area.

6.15 An Archaeological Evaluation Report, undertaken in 2011 as part of a previous approval, accompanies the application and concludes that no archaeological remains were found on site.

Internal & External Space Standards

6.16 Local Plan Policy DMHB16(i) sets out that housing development should align with up-to-date national internal space standards, as set out in accompanying Table 5.1. The standards set out that single-storey 1-bedroom dwellings with two bed spaces should achieve a minimum gross internal area of 500m².

6.17 The proposed development exceeds the internal space standards as set out in the Local Plan.

6.18 In line with Policy DMHB18(A) of the Local Plan, the proposed development provides good quality and useable private outdoor amenity space. Sub-section (C) of the Policy requires defensible space of not less than 3m depth in front of any habitable window, for non-street facing ground floor units. As shown on the proposed plans, a walled patio area has been provided for the ground floor residents. A communal area has also been provided for the occupiers of the first-floor flats, which is clearly separated from the ground floor.

Ecology

Biodiversity Net Gain

6.19 All planning permission submitted on or after the 12th of February 2024 are subject to national BNG requirements. It is worth noting that the minimum information does not require an assessment of post development biodiversity units. This is because this information would have to be provided in the Biodiversity Gain Plan when the biodiversity gain condition is discharged.

6.20 The Biodiversity Net Gain Calculation conducted by GS Ecology concludes that the proposed development will result in a net loss of 0.001 A-Hus. As such, it is considered that the proposed development will have a negligible impact on biodiversity.

6.21 As set out within the Biodiversity Net Gain Calculation details of on and off-site creation/ enhancement will be provided in the Biodiversity Gain Plan that will be submitted to discharge the Biodiversity Gain condition.

Trees

6.22 Policy DMBH14 concerns trees and landscaping and seeks to ensure such features of merit are retained. The Policy also requires all development to provide a landscape scheme that is appropriate to the character of the area, and which supports and enhances biodiversity and amenity particularly in areas deficient in green infrastructure.

6.23 Existing landscaping on Penfield Estate is limited to a couple of self-seeded trees in the private rear gardens to 13 and 15 Lancaster Road. There are no protected trees or significant trees of merit on the site.

6.24 The proposed development will seek to remove the two trees towards the rear of the site.

6.25 Despite this, the development provides landscaping that maximises the limited space available and is appropriate to the character of the area as built-up and urbanised. Two trees will be planted within the proposed communal garden.

6.26 The proposed development therefore complies with Policy DMBH14 of the Local Plan.

Bats

6.27 Due to the demolition of the existing building and removal of two trees to the rear of the site the Applicant has undertaken Preliminary Bat Roost Assessment undertaken by GS Ecology.

6.28 The assessment consisted of a Desk Study, a Daytime Bat Walkover Survey and a Preliminary Roost Assessment. The survey was carried out at a time of year suitable for undertaking preliminary bat roost assessments and it was considered that there were no constraints to the survey.

6.29 No bats or signs of bats were found during the survey of 13 and 15 Lancaster Road, they have no features potentially suitable for use by roosting bats and are assessed as having 'negligible' potential to host a bat roost.

6.30 As such, the proposed development is not considered to cause any adverse impacts upon bats.

Sustainability

6.31 An increasingly important element of design is sustainability, taking consideration of the growing effects of climate change. The issue is high on the National Government's agenda, with the Environment Bill due to be passed in the coming months. At a local government level, LB Hillingdon declared a climate emergency in January 2020, outlining plans to achieve 100 per cent clean energy across services by 2030 and aims towards net-zero emissions by 2050.

6.32 Hillingdon's commitments to the sustainability agenda are already visible in the adopted Local Plan policies previously listed, in line with which the proposed development has been designed as far as practicable. The scheme has also taken consideration of the relevant NPPF sections and policies of the London Plan.

6.33 A Climate Change and Sustainability Statement outlines the sustainable construction, carbon reduction, and energy strategy for the proposed development has been prepared by Robin Thom, an award-winning energy efficiency consultant at the Energy Efficiency Company.

6.34 The statement integrates measures for energy efficiency, renewable energy deployment, biodiversity net gain, water conservation, and sustainable transport, following the framework of the Energy Hierarchy (Be Lean, Be Clean, Be Green). The key sustainability benefits identified within the statement are set out below:

- A robust fabric-first strategy has been adopted, with low U-values and high airtightness minimising heat loss.

- Triple-glazed windows, high-performance insulation, and optimised solar orientation enhance passive gains and natural ventilation.
- Use of high thermal mass materials helps stabilise indoor temperatures and reduce mechanical heating/cooling loads.
- Future-ready, high-efficiency heating and hot water systems will be installed.
- Mechanical extract ventilation with low energy fans improves air quality while limiting heat loss.
- The site is designed to facilitate EV charging and future renewable integration.
- A 12.0 kWp photovoltaic (PV) array and air source heat pump (ASHP) system are proposed, ensuring that the scheme significantly exceeds the current planning emissions targets.
- Space has been allocated for 4 kWh battery storage per plot to support energy resilience and on-site consumption.
- Target Carbon Reduction: 62.50% reduction in regulated emissions over Part L 2022 baseline.
- Net Zero Ready: A future-proofed strategy is embedded in the design, enabling the site to reach net zero operational carbon with the integration of a 12.0 kWp PV array and battery storage.
- Dual flush toilets, low-flow showerheads, and aerated taps achieve a water usage target of 105 litres per person per day, surpassing regulatory standards.
- Landscape design ensures nutrient neutrality and supports long-term ecological balance.
- Secure cycle storage and pedestrian-friendly pathways connect the site to local amenities and public transport within walking distance.
- EV charging points are provided for each parking space, in line with local standards.
- Low VOC materials and paints are specified, and all construction activities follow best practices to minimise dust and noise.
- Low-NOx boilers and GWP-free materials are used to limit environmental impacts.
- High thermal mass construction reduces overheating risks, while conscious fabric choices and landscaping help mitigate urban heat island effects.
- A Construction Environmental Management Plan ensures a targeted 50% waste recovery rate.
- Recycling facilities are incorporated for operational waste management post completion.

6.35 The Climate Change and Sustainability Statement includes a detailed Energy Statement which identifies a solution for further energy efficiency reductions for exceeding Part L and potentially obtaining greater ENE Credits for BREEAM.

6.36 Overall the proposed development is considered to comply and exceed the requirements of the Local Plan, London Plan and National Framework. Furthermore, the proposed measures align with the LA Planning's net zero objectives and deliver a high-performing, environmentally responsible building.

Flooding and Drainage

6.37 In accordance with Local Plan Policies EM6 and DME1 1, London Plan Policy SI 12, and Section 14 of the National Planning Policy Framework (NPPF), a Drainage Strategy has been prepared by Structa to support this planning application.

6.38 The site is located within Flood Zone 1, indicating a very low risk of flooding from rivers and the sea. The Drainage Strategy also confirms that the risks of surface water flooding (from land and sewers) and groundwater flooding are considered to be very low.

6.39 The proposed Drainage Strategy is detailed in Structa's issued drawing 1831-1901.

6.40 There are no watercourses or surface water sewers in the vicinity of the site. Infiltration has been ruled out due to insufficient permeability identified through on-site soakaway testing. As such, it is proposed that surface water runoff be discharged into the foul sewer, consistent with the existing drainage arrangement.

6.41 Surface water will be discharged at a restricted rate of 1 litre per second and conveyed to the existing foul sewer on Lancaster Road. This represents an improvement over the current site conditions and provides a drainage and flood risk benefit to the surrounding area.

6.42 Permeable paving is proposed to treat surface water runoff during typical storm events. The level of treatment has been assessed using the Simple Index Method, as outlined in CIRIA's SuDS Manual (C753).

6.43 Foul water will continue to be collected and discharged to the existing foul sewer on Lancaster Road, in line with the current site arrangements.

6.44 In conclusion, the Drainage Strategy prepared by Structa demonstrates full compliance with both local and national planning policies. Therefore, there are no drainage-related grounds for refusing planning permission.

Section 106/Legal Agreement

6.45 Policy DMCI7(A) of the Local Plan relates to planning obligations and sets out that planning permission will only be granted for development that clearly demonstrates there will be sufficient infrastructure of all types to support it. Sub-paragraph (B) of the Policy states that:

6.46 Planning obligations will be sought on a scheme-by-scheme basis:

- i. to secure the provision of affordable housing in relation to residential development schemes;
- ii. where a development has infrastructure needs that are not addressed through CIL; and
- iii. to ensure that development proposals provide or fund improvements to mitigate site specific impacts made necessary by the proposal.

6.47 In line with the Planning Obligations SPD, sites providing fewer than ten dwellings or below 0.5 hectares in size are not expected to make a contribution towards affordable housing.

6.48 The site has good existing infrastructure such as access and parking which are in place and serve the existing commercial and residential properties.

7.0 Conclusion

- 7.1 This Planning Statement is submitted on behalf of Uxbridge United Reformed Church Charity (UURCC) in support of a planning application to Hillingdon Council for the redevelopment of the existing site at 13 & 15 Lancaster Road, Uxbridge UB8 1AP, to provide four 1-bedroom flats with associated parking.
- 7.2 The site is already in residential use, and the principle of redevelopment has been established by the previous planning permission granted under Ref. 21682/APP/2020/3608 in 2021. The proposed development is a partial resubmission of this non-implemented permission. Updates have been made to the NPPF and London Plan, but the proposals remain compliant with policy, with additional information provided where required (e.g., Biodiversity Net Gain).
- 7.3 The high-quality design of the development ensures that there will be no adverse impact on the character of the area or the amenity of neighbouring sites. The design incorporates good levels of both internal and external residential amenity.
- 7.4 Highways and transport have been thoroughly considered, with the site well-located to benefit from public transport and sustainable modes.
- 7.5 Both active and passive sustainability measures have been incorporated to ensure compliance with current policy and regulations.
- 7.6 Accordingly, the application is fully compliant with the statutory development plan and relevant material considerations. It has addressed all issues of national and local importance and is in accordance with these. The Council is therefore requested to approve these proposals positively.

Quality Assurance

Site name: **13 & 15 Lancaster Road, Uxbridge**

Client name: UURCC

Type of report: Planning Support Statement

Prepared by: Thomas Hyem

Signed *Thomas Hyem*

Date 20/07/2025

Reviewed by: Jonathan Phillips

Signed *Jonathan Phillips*

Date 22/07/2025





BIDWELLS