

DELEGATED DECISION

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

APPROVAL RECOMMENDED: GENERAL Select an Option

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

REFUSAL RECOMMENDED: GENERAL

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

RESIDENTIAL DEVELOPMENT

| | | |
|-----|--|--------------------------|
| 10. | Single dwelling or less than 10 dwelling units and/or a site of less than 0.5 ha | <input type="checkbox"/> |
| 11. | Householder application in the Green Belt | <input type="checkbox"/> |

COMMERCIAL, INDUSTRIAL AND RETAIL DEVELOPMENT

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

CERTIFICATE OF LAWFULNESS

| | | |
|-----|---|--------------------------|
| 15. | Certificate of Lawfulness (for proposed use or Development) | <input type="checkbox"/> |
| 16. | Certificate of Lawfulness (for existing use or Development) | <input type="checkbox"/> |
| 17. | Certificate of Appropriate Alternative Development | <input type="checkbox"/> |

CERTIFICATE OF LAWFULNESS

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

The delegation powers schedule has been changed. Interim Director of Planning, Regeneration & Public Realm can determine this application

Case Officer:

Signature:

Date:

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

Team Manager:

Signature:

Date:

The decision notice for this application can be issued.

Director / Member of Senior Management Team:

Signature:

Date:

NONE OF THE ABOVE DETAILS SHOULD BE USED IN THE PS2 RETURNS ODPM

| | | | |
|-------------------------------|--|----------------------------------|----------|
| Item No. | Report of the Head of Development Management and Building Control | | |
| Address: | 13 & 15 LANCASTER ROAD UXBRIDGE MIDDLESEX | | |
| Development: | Demolition of two semi-detached dwellinghouses and erection of building to contain 4no. self-contained flats across at 13-15 Lancaster Road, to include landscaping, cycle storage, bin storage and parking. | | |
| | Includes the change of use of a section of Penfield Estate (under the same title number) to provide parking serving the new flats. | | |
| LBH Ref Nos: | 31596/APP/2025/2125 | | |
| Drawing Nos: | Location Plan 11352/M/01 11352/M/05 P-EX01 Rev A (existing elevations) P-EX01 Rev A (Existing floor plans) P-SP03 Rev A Planning Statement dated 24/07/2025 Soakage Testing reference 1813-GE002 dated 22 April 2025 Drainage Strategy reference 1813-DR002 dated 30 May 2025 Preliminary Bat Roaast Assessment reference ECO3791 dated 09 June 2025 Biodiversity Net Gain Calculation reference ECO3791b dated 09 June 2025 Climate Change and Sustainability Statement 11352/M/02 dated 10/11/25 11352/M/03 Rev A 11352/M/04 Rev A | | |
| Date Plans received: | 03-09-25 | Date(s) of Amendments(s): | 06-08-25 |
| Date Application valid | 03-09-25 | | 06-08-25 |
| | | | 06-08-25 |
| | | | 16-12-25 |
| | | | 16-12-25 |
| | | | 16-12-25 |
| | | | 06-08-25 |
| | | | 06-08-25 |
| | | | 06-08-25 |
| | | | 06-08-25 |
| | | | 06-08-25 |
| | | | 06-08-25 |

1. SUMMARY

Planning permission is sought for the Demolition of two semi-detached dwellinghouses and erection of building to contain 4no. self-contained flats across at 13-15 Lancaster Road, to include landscaping, cycle storage, bin storage and parking. Includes the change of use of a section of Penfield Estate (under the same title number) to provide parking serving the new flats.

The development is a partial re-submission of an approved permission under reference 21682/APP/2020/3608 dated 10-09-21. This application proposed the "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". It is referred to as partial because the consent which was granted proposed the redevelopment of the commercial land to the rear of 13 & 15, this application seeks to redevelop the site which accommodates No.13 & 15 only with the exception of the parking to serve the new residential properties being located within the commercial area to the rear of the plot.

It is noted that the Urban Design and Heritage Officer has raised concerns with the development based on a loss of an attractive set of semi detached dwellings within the Area of Special Local Character. It is also stated that there would be a preference for additional residential accommodation to be provided in the form of extensions to the existing dwellings.

Officers have given consideration to the consultee comments, whilst there may be a preference to retain the existing buildings the extant consent on the land for residential redevelopment including the demolition of the existing dwellings and intensification of the residential use of the site cannot be disregarded. Given the development was determined within the same Local Plan period, the demolition of the existing buildings was previously accepted and the design of the replacement building is distinctly similar, a design or heritage based reason for refusal would not be reasonable or justified. A more comprehensive review of the design is set out in further detail in section 7.2 of this report.

The proposal would provide 4 x 1 bed units, which given it's edge of town centre location is supported. It is noted that the scheme would result in the loss of 2 x 2 bed units, however the development would not result in the loss of family sized housing (3-bed and above), as such the development would result in a net increase of 2 units thus contributing to the Councils housing stock amounting to a benefit which weighs in favour of the proposal.

In terms of design whilst the loss of the existing dwellings is regrettable, there is no policy basis which could be used to support a reason for refusal relating to the demolition and replacement of the existing buildings. The site is not located within a Conservation Area nor are the buildings listed. The proposal would amount to a net increase of housing and the optimisation of a brownfield site to provide new housing stock which is supported by the development plan. Furthermore the design had been considered acceptable in terms of harm to the character and appearance of the street scene and wider ASLC.

In terms of other considerations, the proposal would not result in a harmful reduction to the living conditions of . It would have an acceptable impact on the amenity of neighbouring properties and would not harmfully impact the road network or increase parking stress.

As such, the application is recommended for approval, subject to conditions.

2. RECOMMENDATION

APPROVAL subject to the following:

1. COM3 Time Limit

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

REASON

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

2. COM4 Accordance with Approved Plans

The development hereby permitted shall not be carried out except in complete accordance with the details shown on the submitted plans, numbers

Location Plan

11352/M/02 dated 10/11/25

11352/M/03 Rev A

11352/M/04 Rev A

11352/M/05

and shall thereafter be retained/maintained for as long as the development remains in existence.

REASON

To ensure the development complies with the provisions Hillingdon Local Plan Parts 1 (November 2012) and 2 (January 2020) and the London Plan (2021).

3. COM5 General compliance with supporting documentation

The development hereby permitted shall not be occupied until the following has been completed in accordance with the specified supporting plans and/or documents:

Biodiversity Net Gain Calculation reference ECO3791b dated 09 June 2025

Drainage Strategy reference 1813-DR002 Revision 1 dated 30 May 2025

Soakage Testing reference 1813-GE002 Revision 1 dated 22 April 2025

Climate Change and Sustainability Statement dated 10/06/2025

Thereafter the development shall be retained/maintained in accordance with these details for as long as the development remains in existence

REASON

To ensure that the development complies with the objectives of Policies . Specify Hillingdon Local Plan Part 2 (2020)

4. COM7 Materials (Submission)

No development shall take place until details of all materials and external surfaces have been submitted to and approved in writing by the Local Planning Authority. Thereafter the development shall be constructed in accordance with the approved details and be retained as such.

Details should include information relating to make, product/type, colour and photographs/images.

REASON

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

5. COM9 Landscaping (car parking & refuse/cycle storage)

No development shall take place until a landscape scheme has been submitted to and approved in writing by the Local Planning Authority. The scheme shall include: -

1. Details of Soft Landscaping

1.a Planting plans (at not less than a scale of 1:100),

1.b Written specification of planting and cultivation works to be undertaken,

1.c Schedule of plants giving species, plant sizes, and proposed numbers/densities where appropriate

2. Details of Hard Landscaping

2.a Refuse Storage

2.b Cycle Storage

2.c Means of enclosure/boundary treatments

2.d Car Parking Layouts

2.e Hard Surfacing Materials

2.f External Lighting

3. Details of Landscape Maintenance

3a Landscape Maintenance Schedule for a minimum period of 5 years.

3.b Proposals for the replacement of any tree, shrub, or area of surfing/seeding within the landscaping scheme which dies or in the opinion of the Local Planning Authority becomes seriously damaged or diseased.

4. Schedule for Implementation

Thereafter the development shall be carried out and maintained in full accordance with the approved details.

REASON

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

6. NONSC Biodiversity Gain Plan

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

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

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

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

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

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

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

REASON

To ensure the development delivers a Biodiversity Net Gain and secures the protection and effective management of the remaining habitat on site in accordance with Policy 15 of the National Planning Policy Framework, Policy G6 of The London Plan, and Policy DMEI 7 (Biodiversity Protection and Enhancement) of Hillingdon Council's Local Plan Part 2 Development Management Policies.

7. NONSC Step Free Access

Prior to any works on site above damp proof course level, details of step free access via all points of entry and exit shall be submitted to, and approved in writing, by the Local Planning Authority. The measures implemented as approved shall be retained thereafter.

REASON

To ensure housing of an inclusive design is achieved and maintained in accordance with Policies D5 and D7 of the London Plan (2021).

8. OM19 Construction Management Plan

Prior to development commencing, the applicant shall submit a demolition and construction management plan to the Local Planning Authority for its approval. The plan shall detail:

- (i) The phasing of development works
- (ii) The hours during which development works will occur (please refer to informative I15 for maximum permitted working hours).
- (iii) A programme to demonstrate that the most valuable or potentially contaminating materials and

fittings can be removed safely and intact for later re-use or processing.

(iv) Measures to prevent mud and dirt tracking onto footways and adjoining roads (including wheel washing facilities).

(v) Traffic management and access arrangements (vehicular and pedestrian) and parking provisions for contractors during the development process (including measures to reduce the numbers of construction vehicles accessing the site during peak hours).

(vi) Measures to reduce the impact of the development on local air quality and dust through minimising emissions throughout the demolition and construction process.

(vii) The storage of demolition/construction materials on site.

The approved details shall be implemented and maintained throughout the duration of the demolition and construction process.

REASON

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

9. NONSC Contamination

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

a) A desk-top study carried out by a competent person to characterise the site and provide information on the history of the site/surrounding area and to identify and evaluate all potential sources of contamination and impacts on land and water and all other identified receptors relevant to the site:

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

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

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

(iii) Upon completion of the approved remedial works, this condition will not be discharged until a comprehensive verification report has been submitted to and approved by the LPA. The report

shall include the details of the final remediation works and their verification to show that the works have been carried out in full and in accordance with the approved methodology.

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

REASON

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

10. NONSC M4(2) Compliance

The dwellings hereby approved shall accord with the requirements of Policy D7 of the London Plan and shall not be occupied until certification of compliance with the technical specifications for an M4(2) dwelling, as set out in Approved Document M to the Building Regulations (2010) 2015, has been submitted to, and approved in writing, by the Local Planning Authority. All such provisions must remain in place for the life of the building.

REASON:

To not only allow the Building Control body to require the development to comply with the optional Building Regulations standards, but to also ensure the appropriate quantity and standard of accessible and adaptable housing is constructed and maintained in accordance with policy D7 of the London Plan.

11. HO6 Obscure Glazing

The ground and first floor side windows facing numbers 11 Lancaster Road and the flats within Penfield House, Lancaster Road, shall be glazed with permanently obscured glass to at least scale 4 on the Pilkington scale and be non-opening below a height of 1.8 metres taken from internal finished floor level for so long as the development remains in existence.

REASON

To prevent overlooking to adjoining properties in accordance with policy DMHB 11 of the Hillingdon Local Plan Part 2 (2020).

12. RES12 No additional windows or doors

Notwithstanding the provisions of the Town and Country Planning (General Permitted Development)(England) Order 2015 (or any order revoking and re-enacting that Order with or without modification), no additional windows, doors or other openings shall be constructed in the walls or roof slopes of the development hereby approved.

REASON

To prevent overlooking to adjoining properties in accordance with policy DMHB 11 of the Hillingdon Local Plan Part 2 (2020).

13. RES22 Parking Allocation

The residential units hereby approved shall not be occupied until a parking allocation scheme has been submitted to, and approved in writing by, the Local Planning Authority. The parking allocation scheme shall, as a minimum, include a requirement that all on-site car parking shall be allocated and dedicated for the use of each of the residential units hereby approved and shall remain allocated and dedicated in such a manner for the life-time of the development.

REASON

To ensure that an appropriate level of car parking provision is provided on site in accordance with Policy DMT 6 of the Hillingdon Local Plan Part Two 2 (2020) and Policy T6 of the London Plan (2021).

INFORMATIVES

1. I99 Biodiversity Informative

The effect of paragraph 13 of Schedule 7A to the Town and Country Planning Act 1990 is that planning permission granted for the development of land in England is deemed to have been granted subject to the condition "(the biodiversity gain condition)" that development may not begin unless:

- (a) a Biodiversity Gain Plan has been submitted to the planning authority, and
- (b) the planning authority has approved the plan.

The planning authority, for the purposes of determining whether to approve a Biodiversity Gain Plan if one is required in respect of this permission would be the London Borough of Hillingdon. There are statutory exemptions and transitional arrangements which mean that the biodiversity gain condition does not always apply. These are listed below.

Based on the information available this permission is considered to be one which will require the approval of a biodiversity gain plan before development is begun because none of the statutory exemptions or transitional arrangements listed below are considered to apply.

Statutory exemptions and transitional arrangements in respect of the biodiversity gain condition.

1. The application for planning permission was made before 12 February 2024.
2. The planning permission relates to development to which section 73A of the Town and Country Planning Act 1990 (planning permission for development already carried out) applies.
3. The planning permission was granted on an application made under section 73 of the Town and Country Planning Act 1990 and
 - (i) the original planning permission to which the section 73 planning permission relates* was granted before 12 February 2024; or
 - (ii) the application for the original planning permission* to which the section 73 planning permission relates was made before 12 February 2024.
4. The permission which has been granted is for development which is exempt being:
 - 4.1 Development which is not 'major development' (within the meaning of article 2(1) of the Town and Country Planning (Development Management Procedure) (England) Order 2015) where:
 - i) the application for planning permission was made before 2 April 2024;
 - ii) planning permission is granted which has effect before 2 April 2024; or
 - iii) planning permission is granted on an application made under section 73 of the Town and

Country Planning Act 1990 where the original permission to which the section 73 permission relates* was exempt by virtue of (i) or (ii).

4.2 Development below the de minimis threshold, meaning development which:

- i) does not impact an onsite priority habitat (a habitat specified in a list published under section 41 of the Natural Environment and Rural Communities Act 2006); and
- ii) impacts less than 25 square metres of onsite habitat that has biodiversity value greater than zero and less than 5 metres in length of onsite linear habitat (as defined in the statutory metric).

4.3 Development which is subject of a householder application within the meaning of article 2(1) of the Town and Country Planning (Development Management Procedure) (England) Order 2015. A "householder application" means an application for planning permission for development for an existing dwellinghouse, or development within the curtilage of such a dwellinghouse for any purpose incidental to the enjoyment of the dwellinghouse which is not an application for change of use or an application to change the number of dwellings in a building.

4.4 Development of a biodiversity gain site, meaning development which is undertaken solely or mainly for the purpose of fulfilling, in whole or in part, the Biodiversity Gain Planning condition which applies in relation to another development, (no account is to be taken of any facility for the public to access or to use the site for educational or recreational purposes, if that access or use is permitted without the payment of a fee).

4.5 Self and Custom Build Development, meaning development which:

- i) consists of no more than 9 dwellings;
- ii) is carried out on a site which has an area no larger than 0.5 hectares; and
- iii) consists exclusively of dwellings which are self-build or custom housebuilding (as defined in section 1(A1) of the Self-build and Custom Housebuilding Act 2015).

4.5 Development forming part of, or ancillary to, the high speed railway transport network (High Speed 2) comprising connections between all or any of the places or parts of the transport network specified in section 1(2) of the High Speed Rail (Preparation) Act 2013.

* "original planning permission means the permission to which the section 73 planning permission relates" means a planning permission which is the first in a sequence of two or more planning permissions, where the second and any subsequent planning permissions are section 73 planning permissions.

Irreplaceable habitat

If the onsite habitat includes irreplaceable habitat (within the meaning of the Biodiversity Gain Requirements (Irreplaceable Habitat) Regulations 2024) there are additional requirements for the content and approval of Biodiversity Gain Plans.

The Biodiversity Gain Plan must include, in addition to information about steps taken or to be taken to minimise any adverse effect of the development on the habitat, information on arrangements for compensation for any impact the development has on the biodiversity of the irreplaceable habitat. The planning authority can only approve a Biodiversity Gain Plan if satisfied that the adverse effect of the development on the biodiversity of the irreplaceable habitat is minimised and appropriate arrangements have been made for the purpose of compensating for any impact which do not include the use of biodiversity credits.

The effect of section 73D of the Town and Country Planning Act 1990

If planning permission is granted on an application made under section 73 of the Town and Country Planning Act 1990 (application to develop land without compliance with conditions previously attached) and a Biodiversity Gain Plan was approved in relation to the previous planning permission ("the earlier Biodiversity Gain Plan") there are circumstances when the earlier Biodiversity Gain Plan is regarded as approved for the purpose of discharging the biodiversity gain condition subject to which the section 73 planning permission is granted.

Those circumstances are that the conditions subject to which the section 73 permission is granted:

- i) do not affect the post-development value of the onsite habitat as specified in the earlier Biodiversity Gain Plan, and
- ii) in the case of planning permission for a development where all or any part of the onsite habitat is irreplaceable habitat the conditions do not change the effect of the development on the biodiversity of that onsite habitat (including any arrangements made to compensate for any such effect) as specified in the earlier Biodiversity Gain Plan.

2. I52 Compulsory Informative (1)

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

3. I59 Councils Local Plan : Part 1 - Strategic Policies

On this decision notice policies from the Councils Local Plan: Part 1 - Strategic Policies appear first, then relevant Local Plan Part 2 (2020), then London Plan Policies (2016). Hillingdon's Full Council adopted the Hillingdon Local Plan: Part 1 - Strategic Policies on 8 November 2012 and the Hillingdon Local Plan Part 2 on 16 January 2020.

4. I2 Encroachment

You are advised that if any part of the development hereby permitted encroaches by either its roof, walls, eaves, gutters, or foundations, then the validity of this planning permission may be challengeable by third parties.

5. I5 Party Walls

The Party Wall Act 1996 requires a building owner to notify, and obtain formal agreement from, any adjoining owner, where the building owner proposes to:

carry out work to an existing party wall;

build on the boundary with a neighbouring property;

in some circumstances, carry out groundworks within 6 metres of an adjoining building.

Notification and agreements under this Act are the responsibility of the building owner and are quite separate from Building Regulations, or Planning Controls. The Building Control Service will assume that an applicant has obtained any necessary agreements with the adjoining owner, and nothing said or implied by the Council should be taken as removing the necessity for the building owner to comply fully with the Party Wall Act. Further information and advice is to be found in "the Party Walls etc. Act 1996 - explanatory booklet" published by the ODPM, available free of charge from the Residents Services Reception Desk, Level 3, Civic Centre, Uxbridge, UB8 1UW.

6. I15 Control of Environmental Nuisance from Construction Work

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

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

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

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

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

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

7. I47 Damage to Verge - For Council Roads:

The Council will recover from the applicant the cost of highway and footway repairs, including damage to grass verges.

Care should be taken during the building works hereby approved to ensure no damage occurs to the verge or footpaths during construction. Vehicles delivering materials to this development shall not override or cause damage to the public footway. Any damage will require to be made good to the satisfaction of the Council and at the applicant's expense.

For further information and advice contact - Highways Maintenance Operations, Central Depot - Block K, Harlington Road Depot, 128 Harlington Road, Hillingdon, Middlesex, UB3 3EU (Tel: 01895 277524).

For Private Roads: Care should be taken during the building works hereby approved to ensure no damage occurs to the verge of footpaths on private roads during construction. Vehicles delivering materials to this development shall not override or cause damage to a private road and where possible alternative routes should be taken to avoid private roads. The applicant may be required to make good any damage caused.

I53 Compulsory Informative (2)

The decision to GRANT planning permission has been taken having regard to the policies and proposals in the Hillingdon Local Plan Part 1 (2012) and Part 2 (2020) set out below, including Supplementary Planning Guidance, and to all relevant material considerations, including The London Plan - The Spatial Development Strategy for London consolidated with alterations since 2011 (2016) and national guidance.

DMHB 5 Areas of Special Local Character

DMHB 11 Design of New Development

| | |
|------------|---|
| DMHB 12 | Streets and Public Realm |
| DMHB 14 | Trees and Landscaping |
| DMHB 16 | Housing Standards |
| DMHB 18 | Private Outdoor Amenity Space |
| DMH 4 | Residential Conversions and Redevelopment |
| DMT 1 | Managing Transport Impacts |
| DMT 2 | Highways Impacts |
| DMT 5 | Pedestrians and Cyclists |
| DMT 6 | Vehicle Parking |
| LPP D3 | (2021) Optimising site capacity through the design-led approach |
| LPP D4 | (2021) Delivering good design |
| LPP D5 | (2021) Inclusive design |
| LPP D6 | (2021) Housing quality and standards |
| LPP D7 | (2021) Accessible housing |
| LPP D8 | (2021) Public realm |
| LPP GG2 | (2021) Making the best use of land |
| LPP T2 | (2021) Healthy Streets |
| LPP T4 | (2021) Assessing and mitigating transport impacts |
| LPP T6 | (2021) Car parking |
| LPP T6.1 | (2021) Residential parking |
| LPP H10 | (2021) Housing size mix |
| NPPF11 -24 | NPPF11 2024 - Making effective use of land |
| NPPF12 -24 | NPPF12 2024 - Achieving well-designed places |
| NPPF2 -24 | NPPF2 2024 - Achieving sustainable development |
| NPPF5 -24 | NPPF5 2024 - Delivering a sufficient supply of homes |

3. CONSIDERATIONS

3.1 Site and Locality

The proposal is located within 'Penfield' industrial estate which is situated within a predominantly residential catchment just north of Uxbridge Town Centre and is physically accessed from Lancaster Road. The site comprises a pair of semi-detached properties with small scale industrial units and yards to the rear. A 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. The area to the north-east of the site is a designated an Area of Special local Character and the site lies within an Archaeological Priority Area.

3.2 Proposed Scheme

Planning permission is sought for the Demolition of two semi-detached dwellinghouses and erection of building to contain 4no. self-contained flats across at 13-15 Lancaster Road, to include landscaping, cycle storage, bin storage and parking.

Includes the change of use of a section of Penfield Estate (under the same title number) to provide parking serving the new flats.

3.3 Relevant Planning History

21682/APP/2020/3608 13-17 LANCASTER ROAD UXBRIDGE

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

Decision: 10-09-2021 Approval

Comment on Planning History

The planning history for the site is listed above.

It is important to note the approval under reference 21682/APP/2020/3608 dated 10-09-21 for the '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'.

This current application is a partial re-submission of this expired consent. A full assessment has been made in the below report.

4. Advertisement and Site Notice

4.1 Advertisement Expiry Date: Not applicable

4.2 Site Notice Expiry Date: Not applicable

5. Comments on Public Consult

EXTERNAL CONSULTEES:

17 neighbouring properties, North Uxbridge Residents Association and The Mall Pavilions were

consulted on the application by letter dated 10-09-25. The consultation period expired 02-10-25. 7 representations have been received and are summarised as:

1. Concerns regarding impact to neighbouring amenity in terms of loss of light, loss of privacy/overlooking
2. Concerns regarding impact on neighbouring property values
3. Concerns regarding structural impact and liability of damage
4. Clarification required on if the flats will be owner-occupied or rented
5. Potential presence of bats
6. Request to view development plans
7. Concerns regarding loss of character and overdevelopment
8. Concerns regarding loss of existing housing and displacement of residents
9. Concerns regarding parking and traffic impact
10. Concerns regarding noise, dust, vibrations and disturbance through construction work

OFFICER COMMENT:

- Regarding point 1, an assessment on the impact on neighbouring amenity has been made in section 07.1 of this report
- Regarding point 2 and 4, this is not a material planning consideration and as such has not been discussed further
- Regarding point 3, this is not a material planning consideration and falls under separate legislation, as such this has not been discussed further.
- Regarding point 5, an assessment on ecology and bats has been made in section 07.6 of this report.
- Regarding point 6, all plans and documents associated with this planning application are available to view on the Councils planning website.
- Regarding point 7, an assessment of the development and its impact on the character and appearance of the area has been made in section 07.2 of this report.
- Regarding point 8, an assessment of the principle of development has been made in section 07.6 of this report.
- Regarding point 9, the Councils highway authority have been consulted on the application. A review of parking and highway safety has been made in section 07.3 of this report.
- Regarding point 10, disruption from construction work is not a material planning consideration and falls under separate legislation. Therefore ,this has not been discussed further.

INTERNAL CONSULTEES:

Access Officer (revised comments 07/11/25):

The revised plan is acceptable. We should still attach to any approval our standard conditions:

Prior to any works on site above damp proof course level, details of step free access via all points

of entry and exit shall be submitted to, and approved in writing, by the Local Planning Authority. The measures implemented as approved shall be retained thereafter.

REASON

To ensure housing of an inclusive design is achieved and maintained in accordance with Policies D5 and D7 of the London Plan (2021).

The dwellings hereby approved shall accord with the requirements of Policy D7 of the London Plan and shall not be occupied until certification of compliance with the technical specifications for an M4(2) dwelling, as set out in Approved Document M to the Building Regulations (2010) 2015, has been submitted to, and approved in writing, by the Local Planning Authority. All such provisions must remain in place for the life of the building.

REASON:

To not only allow the Building Control body to require the development to comply with the optional Building Regulations standards, but to also ensure the appropriate quantity and standard of accessible and adaptable housing is constructed and maintained in accordance with policy D7 of the London Plan.

Waster Services:

No comment/ objections

Noise Officer:

Given the nature and context of the proposed development apparent from the information provided I do not consider noise and vibration to be a material planning issue.

Contaminated Land Officer:

Having consider the submitted application in relation to our land contamination record, please be advise that, we have no objection to the proposed development.

However, our land contamination record shows the proposed development site to be on a former potentially contaminated land use identified as Garage & Filling Stations as well as Other.

Therefore, we would like to recommend the following land contamination condition should the planning application be approved.

Conservation Officer:

The proposals seek to demolish nos. 13 15 Lancaster Road to be replaced with a similar foot print building with higher roof ridge. This site is within the the North Uxbridge Area of Special Local Character. This pair buildings are characterful within the area and should be retained. To achieve the flats, a rear extension should be considered as an cheaper and more sustainable alternative. The proposed building is not of the architectural standard of the existing and will detract from the Area of Special Local character. While we acknowledge that no 17 was rebuilt, that was a different case as the original building was too small to convert to flats. However, nos 13-15 can be converted by extending to the rear. Therefore we object and cannot support this application in its current form.

OFFICER COMMENT:

- The Conservation Officers comments are noted, however it should be noted that the development

is a partial re-submission of an expired consent under reference 21682/APP/2020/3608 dated 10-09-21. A full assessment has been made in the below report.

Historic England (Summary):

Recommend No Archaeological Requirement

Highways Authority:

The proposal is on a corner site located at the junction of Lancaster Road/Press Road, Uxbridge which is situated within a predominantly residential catchment just north of Uxbridge Town Centre and is physically accessed from Lancaster Road. It is positioned directly adjacent to 'Penfield' industrial estate with which vehicular/pedestrian access would be shared via a generously proportioned private 'unadopted' access road that spurs off Lancaster Road.

The surrounding publicly adopted roadways including the address are encompassed within a controlled parking zone (CPZ) operating from 9am to 5pm - Monday to Saturday and the location exhibits a public transport accessibility level (PTAL) rating of 5 which is considered as high and is therefore likely to encourage a higher dependency on public transport and other sustainable means of transport in lieu of the private motor vehicle.

The two semi-detached properties (No's 13 & 15 devoid of on-plot parking) subject of this proposal are to be demolished and replaced with a single detached block incorporating 4x1 bedroom flats with 5 on-plot parking spaces (inclusive of a single disabled compliant space) located to the rear of the new block with access taken from the aforementioned private access road. Three longitudinally arranged parking bays located within the private access road that presumably serve the adjacent commercial enterprises (but not confirmed by the applicant) would require removal to facilitate access to the said 5 spaces.

It is noted that an application (21682/APP/2020/3608) involving a larger site envelope incorporating the current proposal site together with adjacent No.17 Lancaster Road & the industrial estate was approved in 2021. The quantum of proposal (4 flats) replacing No's 13 & 15 together with the layout incorporating 5 on-plot spaces is now mirrored within this new application. Hence in essence, the current application can be considered as a partial renewal of an extant permission.

Parking Provision:

London Plan (2021): Policy T6.1 (Residential Parking) requires that new residential development should not exceed the maximum parking standards as set out in table 10.3.

The regional standard suggests that given the high PTAL score, a 'car-free' scheme would be appropriate, however 5 spaces are proposed. There would therefore appear to be an element of conflict with the 2020 application where a 'mirrored' scheme including a 5-space parking provision was approved. However, it should be noted that determination was undertaken under a prior iteration of the regional plan prevailing at the time that did not recommend a 'car-free' development at this location.

Therefore, under normal circumstances, the proposed level of parking associated this current application would be considered as an overprovision and therefore unacceptable. However, in fairness to the applicant, as the same quantum of development and level of on-plot parking provision received consent in 2021 thereby setting a form of precedent, it would now be considered unreasonable to now pursue a 'car-free' development simply on the grounds of a prevailing parking

standard. All told, if a refusal reason based on parking overprovision were now to be pursued in this case and appealed thereafter, it is highly unlikely that the planning inspectorate would uphold such reasoning. This view is supported and reflected within paragraph 116 of the NPPF 2024 which directs refusal on transport/highway grounds only if anticipated/cumulative impacts of a development are likely to be 'severe' which the Highway Authority (HA) believe is not the case here. Accordingly, a transport/highway related refusal reason would not be recommended leading to the conclusion that, for all the above reasoning, the proposal as presented is acceptable.

The application would however benefit from a parking allocation plan to secure the appropriate level of provision per flat. A suitable condition should therefore be applied.

Electric Vehicle Charging Points (EVCP's):

In line with the London Plan (2021), within the final parking quantum there is a requirement for a minimum 20% 'active' EVCP provision with all remaining spaces being designated as 'passive' provisions. In this case, the applicant has confirmed that all 5 spaces would be designated as 'active' provisions to future proof for anticipated demand which demonstrates conformity to the requirement.

Cycle Parking:

In terms of cycle parking, there would be a requirement to provide in the region of 4 secure and accessible spaces for the 4 units. This quantum has been confirmed suitably located within a communal cycle store positioned to the rear of the build. There are no further observations.

Vehicular Trip Generation:

Local Plan: Part 2 Policies - DMT 1 and DMT 2 require the council to consider whether the traffic generated by proposed developments is acceptable in terms of the local highway and junction capacity, traffic flows and conditions of general highway or pedestrian safety.

The proposal is likely to increase potential traffic generation as compared to the existing residential dwellings. However additional peak period traffic movement into and out of the site would not be expected to rise above one to two vehicle movements during the most crucial and sensitive peak morning and late afternoon/early evening traffic periods. Such potential uplift is considered marginal in generation terms and therefore can be absorbed within the local road network without notable detriment to traffic congestion and road safety.

Vehicular Access & Internal Roadway Arrangements:

As it is presented within the red-line boundary line of the site envelope, there is no objection in principle to the utilisation of the existing private access road to access the proposed on-site parking spaces. The encapsulation of the access road within the boundary line therefore confirms that established rights of way over the said access way are in place to facilitate new vehicular access to the rear of the proposed block. There are no further observations.

Operational Refuse Requirements:

Refuse collection would continue to be conducted via Lancaster Road & the private rear access road. A bin storage area should be located in proximity of the public highway in order to conform to the council's 'waste collection' maximum distance parameter of 10m i.e. distance from a refuse vehicle to the point of collection. Although no specific bin storage detail is shown, compliance to the

above parameter is considered achievable, hence a suitable condition should be applied.

Construction Management Plan (CMP):

A detailed CMP will be a requirement given the constraints and sensitivities of the local road network. The plan will need to be secured under planning condition in order to optimise construction related routing, frequency and construction related parking arrangements, wheel washing etc thereby avoiding/minimising potential detriment to the surrounding public realm during the build programme. Again, a relevant condition is therefore required.

Conclusion:

The application has been reviewed by the Highway Authority who are satisfied that the proposal would not discernibly exacerbate congestion or parking stress, and would not raise any measurable highway safety concerns, in accordance with Local Plan: Part 2 Development Management Plan (2020) - Policies DMT 1, DMT 2 & DMT 6 and Policies T4, T5 and T6 of the London Plan (2021).

6. Local Plan Designation and London Plan

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

Part 1 Policies:

PT1.BE1 (2012) Built Environment
PT1.H1 (2012) Housing Growth

Part 2 Policies:

DMHB 5 Areas of Special Local Character
DMHB 11 Design of New Development
DMHB 12 Streets and Public Realm
DMHB 14 Trees and Landscaping
DMHB 16 Housing Standards
DMHB 18 Private Outdoor Amenity Space
DMH 4 Residential Conversions and Redevelopment
DMT 1 Managing Transport Impacts
DMT 2 Highways Impacts
DMT 5 Pedestrians and Cyclists
DMT 6 Vehicle Parking
LPP D3 (2021) Optimising site capacity through the design-led approach
LPP D4 (2021) Delivering good design
LPP D5 (2021) Inclusive design
LPP D6 (2021) Housing quality and standards

| | |
|------------|--|
| LPP D7 | (2021) Accessible housing |
| LPP D8 | (2021) Public realm |
| LPP GG2 | (2021) Making the best use of land |
| LPP T2 | (2021) Healthy Streets |
| LPP T4 | (2021) Assessing and mitigating transport impacts |
| LPP T6 | (2021) Car parking |
| LPP T6.1 | (2021) Residential parking |
| LPP H10 | (2021) Housing size mix |
| NPPF11 -24 | NPPF11 2024 - Making effective use of land |
| NPPF12 -24 | NPPF12 2024 - Achieving well-designed places |
| NPPF2 -24 | NPPF2 2024 - Achieving sustainable development |
| NPPF5 -24 | NPPF5 2024 - Delivering a sufficient supply of homes |

In addition: Development Plan:

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

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

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

Material Considerations:

The National Planning Policy Framework (NPPF) (2024) is also a material consideration in planning decisions, as well as relevant supplementary planning documents and guidance.

7. MAIN PLANNING ISSUES

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

Paragraph 135 of the NPPF (2024) states 'Planning policies and decisions should ensure that developments:

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.'

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

Paragraph 5.38 of the Hillingdon Local Plan: Part 2 - Development Management Policies (2020) states that: "The Council will aim to ensure that there is sufficient privacy for residents and it will resist proposals where there is an unreasonable level of overlooking between habitable rooms of adjacent residential properties, schools or onto private open spaces. A minimum of 21 metres separation distance between windows of habitable rooms will be required to maintain levels of privacy and to prevent the possibility of overlooking. In some locations where there is a significant difference in ground levels between dwellings, a greater separation distance may be necessary."

Paragraph 5.40 of the Hillingdon Local Plan: Part 2 - Development Management Policies (2020) states that: "For the purposes of this policy, outlook is defined as the visual amenity enjoyed by occupants when looking out of their windows or from their garden. The Council will expect new development proposals to carefully consider layout and massing in order to ensure development does not result in an increased sense of enclosure and loss of outlook."

The proposed development involves the demolition of an existing pair of semi-detached properties and the erection of a new two storey building to accommodate 4 new residential flats with associated parking and amenity area. It should be noted that the proposed development is a partial re-submission of an expired consent under reference 21682/APP/2020/3608 dated 10-09-21. The proposed flats are positioned in the same place as that within the previous approval and are identical in terms of its scale and design. The development was considered to have an acceptable impact on the amenities of neighbouring properties previously.

Number 11 Lancaster Road is the closest neighbouring property located south east of the application site. The development is sited approx. 1.5m away from the shared boundary with this neighbour. The development would not extend into the 45 degree line of sight from the closest neighbouring habitable room window, therefore it is not considered there would be a significantly harmful level of overshadowing or loss of light. There would be one ground floor and one first floor side window which would face this neighbour, however these would serve bathrooms and as such can be conditioned to be obscurely glazed and non opening to prevent any overlooking or loss of privacy.

The residential flats at 'Penfield House' are located north of the application site separated from the site by a private access road. There would be no harmful loss of light or overshadowing to these residential units given the position of the new development. There would be one ground floor and three upper floor side windows in the direction of these neighbours. Given the separation distance between the two buildings (approx.9m) These windows can be conditioned to be obscurely glazed and non opening to prevent harmful overlooking or loss of privacy. The upper floor bedroom and living room are also served by front and rear facing windows would allow adequate light and outlook to these habitable rooms.

As such the proposed development would have an acceptable impact on the amenities of neighbouring residents in accordance with Policy DMHB 11 of the Hillingdon Local Plan: Part Two - Development Management Policies (2020).

7.2 Impact on Street Scene

Paragraph 135 of the NPPF (2024) states 'Planning policies and decisions should ensure that developments:

- 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.'

Policies D1, D3 and D4 of the London Plan (2021) requires development proposals to be of high quality and to enhance the local context by delivering buildings and spaces that positively respond to local distinctiveness.

Policy BE1 of the Hillingdon Local Plan: Part 1 - Strategic Policies (2012) requires all new development to improve and maintain the quality of the built environment in order to create successful and sustainable neighbourhoods.

Policy DMHB 5 of the Hillingdon Local Plan: Part 2 - Development Management Policies (2020) states

A) Within Areas of Special Local Character, new development should reflect the character of the area and its original layout. Alterations should respect the established scale, building lines, height, design and materials of the area.

B) Extensions to dwellings should be subservient to, and respect the architectural style of the original buildings and allow sufficient space for appropriate landscaping, particularly between, and in front of, buildings.

C) The replacement of buildings which positively contribute to the character and local importance of Areas of Special Local Character will normally be resisted.

Policy DMHB 11 of the Hillingdon Local Plan: Part 2 - Development Management Policies (2020) states, amongst other things, that: all development, including extensions, alterations and new buildings 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;

Policy DMHB 12 of the Hillingdon Local Plan: Part 2 - Development Management Policies (2020) states that development should be well integrated with the surrounding area and accessible. It should: i) improve legibility and promote routes and wayfinding between the development and local amenities; and ii) ensure public realm design takes account of the established townscape character and quality of the surrounding area.

As discussed within other sections of this report, the proposed development is a partial re-submission of the expired consent under reference 21682/APP/2020/3608 dated 10-09-21. The development would involve the demolition of the existing pair of two storey semi-detached properties No/s 13 and 15 Lancaster Road and the erection of a new two storey building to provide 4no. flats. The development is essentially identical in scale, siting and appearance to that under the

previously approved application apart from the inclusion of solar panels on the side and rear roof slopes of the building.

Within the previous approved application, the planning officer stated:

"The siting, design and scale of the proposed two storey flatted building would present a similar bulk to other properties in the vicinity, including that at Penfold Court on the opposite side of the access and thus not be out of keeping or otherwise detract from the visual amenities of the street scene. Whilst the Conservation Officer has raised some concern about the impact of the loss of Numbers 13 and 15 Lancaster Road, and its replacement with the 4 x flats on the character and appearance of the Conservation Area, it is considered that this element would not result in sufficient harm to justify a refusal of planning permission. The Council has previously supported a similar development adjacent to the application site and the applicant has submitted revised plans to improve its visual appearance, to include the removal of the timber cladding, inclusion of bay windows and glazing bars which are considered to better respect the character and appearance of the ASLC."

Whilst the Conservation Officer's comments regarding the preference to retain the existing buildings is noted, it is debatable whether the same level of housing provision could be secured by extending the existing buildings. Extensions to the existing buildings would be subject to assessment in accordance with the Householder Extensions policy DMHD1, requiring them to be subordinate to the existing dwellings which are already modestly scaled. As such the extension and reuse of the buildings may not only be unviable to bring additional housing forward but could result in less net housing compromising the benefits of the scheme and also contrary to the London Plan which advocates for the optimisation of brownfield sites to deliver new housing stock.

As noted above the design is a mirror image of that agreed to be admissible in the determination of the extant permission on the site. This should be afforded significant weight in the determination of this application and a refusal on design/street scene impact would leave the Council open to a potential cost claim should an appeal be lodged on the grounds of inconsistent decision making.

Whilst the above points are relevant in the assessment and are afforded weight, Officers consider the design of the new building to have a neutral impact upon the character and appearance of the area and wider ASLC.

There has been no notable change to the local plan since the time of the previous approval nor has there been a significant change to the character of the surrounding area. The inclusion of solar panels on the side and rear roof slopes of the building are not considered to cause substantial harm to the surrounding area. As such the development is considered to have an acceptable impact on the character and appearance of the surrounding area and Area of Special Local Character in compliance with policies DMHB B, DMHB 11 and DMHB 12 of the Hillingdon Local Plan: Part 2 - Development Management Policies (2020).

7.3 Traffic Impact/Pedestrian Safety

Policy DMT 2: Highways Impacts states:

Development proposals must ensure that:

- i) safe and efficient vehicular access to the highway network is provided to the Council's standards;
- ii) they do not contribute to the deterioration of air quality, noise or local amenity or safety of all road users and residents;
- iii) safe, secure and convenient access and facilities for cyclists and pedestrian are satisfactorily accommodated in the design of highway and traffic management schemes;

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
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.

Policy DMT 6: Vehicle Parking states:

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) the variance would not lead to a deleterious impact on street parking provision, congestion or local amenity; and/or
 - ii) a transport appraisal and travel plan has been approved and parking provision is in accordance with its recommendations.
- 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.

The proposal is on a corner site located at the junction of Lancaster Road/Press Road, Uxbridge which is situated within a predominantly residential catchment just north of Uxbridge Town Centre and is physically accessed from Lancaster Road. It is positioned directly adjacent to 'Penfield' industrial estate with which vehicular/pedestrian access would be shared via a generously proportioned private 'unadopted' access road that spurs off Lancaster Road.

The surrounding publicly adopted roadways including the address are encompassed within a controlled parking zone (CPZ) operating from 9am to 5pm - Monday to Saturday and the location exhibits a public transport accessibility level (PTAL) rating of 5 which is considered as high and is therefore likely to encourage a higher dependency on public transport and other sustainable means of transport in lieu of the private motor vehicle.

The two semi-detached properties (No's 13 & 15 devoid of on-plot parking) subject of this proposal are to be demolished and replaced with a single detached block incorporating 4x1 bedroom flats with 5 on-plot parking spaces (inclusive of a single disabled compliant space) located to the rear of the new block with access taken from the aforementioned private access road. Three longitudinally arranged parking bays located within the private access road would require removal to facilitate access to the said 5 spaces.

It is noted that an application (21682/APP/2020/3608) involving a larger site envelope incorporating the current proposal site together with adjacent No.17 Lancaster Road & the industrial estate was approved in 2021. The quantum of proposal (4 flats) replacing No's 13 & 15 together with the layout incorporating 5 on-plot spaces is now mirrored within this new application. Hence in essence, the current application can be considered as a partial renewal of an expired permission.

Parking Provision:

London Plan (2021): Policy T6.1 (Residential Parking) requires that new residential development should not exceed the maximum parking standards as set out in table 10.3.

The regional standard suggests that given the high PTAL score, a 'car-free' scheme would be appropriate, however 5 spaces are proposed. There would therefore appear to be an element of

conflict with the 2020 application where a 'mirrored' scheme including a 5-space parking provision was approved. However, it should be noted that determination was undertaken under a prior iteration of the regional plan prevailing at the time that did not recommend a 'car-free' development at this location.

Therefore, under normal circumstances, the proposed level of parking associated this current application would be considered as an overprovision and therefore unacceptable. However, in fairness to the applicant, as the same quantum of development and level of on-plot parking provision received consent in 2021 thereby setting a form of precedent, it would now be considered unreasonable to now pursue a 'car-free' development simply on the grounds of a prevailing parking standard. All told, if a refusal reason based on parking overprovision were now to be pursued in this case and appealed thereafter, it is considered unlikely that the planning inspectorate would uphold such reasoning. This view is supported and reflected within paragraph 116 of the NPPF 2024 which directs refusal on transport/highway grounds only if anticipated/cumulative impacts of a development are likely to be 'severe' which the Highway Authority (HA) believe is not the case here. Accordingly, a transport/highway related refusal reason would not be recommended leading to the conclusion that, for all the above reasoning, the proposal as presented is acceptable. However a parking allocation plan has been secured via condition to secure the appropriate level of provision per flat.

Electric Vehicle Charging Points (EVCP's):

In line with the London Plan (2021), within the final parking quantum there is a requirement for a minimum 20% 'active' EVCP provision with all remaining spaces being designated as 'passive' provisions. In this case, the applicant has confirmed that all 5 spaces would be designated as 'active' provisions to future proof for anticipated demand which demonstrates conformity to the requirement.

Cycle Parking:

In terms of cycle parking, there would be a requirement to provide in the region of 4 secure and accessible spaces for the 4 units. This quantum has been confirmed suitably located within a communal cycle store positioned to the rear of the build.

Vehicular Trip Generation:

The proposal is likely to increase potential traffic generation as compared to the existing residential dwellings. However additional peak period traffic movement into and out of the site would not be expected to rise above one to two vehicle movements during the most crucial and sensitive peak morning and late afternoon/early evening traffic periods. Such potential uplift is considered marginal in generation terms and therefore can be absorbed within the local road network without notable detriment to traffic congestion and road safety.

Vehicular Access & Internal Roadway Arrangements:

As it is presented within the red-line boundary line of the site envelope, the Highway Authority have confirmed that there is no objection in principle to the utilisation of the existing private access road to access the proposed on-site parking spaces. The encapsulation of the access road within the boundary line therefore confirms that established rights of way over the said access way are in place to facilitate new vehicular access to the rear of the proposed block. There are no further observations.

Operational Refuse Requirements:

Refuse collection would continue to be conducted via Lancaster Road & the private rear access road. A bin storage area should be located in proximity of the public highway in order to conform to the council's 'waste collection' maximum distance parameter of 10m i.e. distance from a refuse vehicle to the point of collection. No specific bin storage details have been shown however this has been secured via condition.

Construction Management Plan (CMP):

Given the constraints and sensitivities of the site, a detailed Construction Management Plan will be a requirement which has been secured via condition.

Conclusion:

The application has been reviewed by the Highway Authority who are satisfied that the proposal would not discernibly exacerbate congestion or parking stress, and would not raise any measurable highway safety concerns, in accordance with Local Plan: Part 2 Development Management Plan (2020) - Policies DMT 1, DMT 2 & DMT 6 and Policies T4, T5 and T6 of the London Plan (2021).

7.4 Carparking & Layout

See above section.

7.5 Urban Design, Access and Security Considerations

INCLUSIVE DESIGN AND ACCESS:

Policy D7 of the London Plan (2021) states that at least 10 per cent of dwellings (which are created via works to which Part M volume 1 of the Building Regulations applies) must meet Building Regulation requirement M4(3) 'wheelchair user dwellings'. All other dwellings (which are created via works to which Part M volume 1 of the Building Regulations applies) must meet Building Regulation requirement M4(2) 'accessible and adaptable dwellings'.

During the process of the application, revised drawings were sought to ensure the new units provided step free access and the units meet the requirements of a M4(2) dwelling. The Council's access officer has been consulted on the revised drawings and has confirmed the revised drawings are acceptable from an accessibility perspective subject to a condition requiring step free access and compliance with M4(2) specifications.

INTERNAL LIVING STANDARDS:

Policy D6 of the London Plan (2021) sets out the minimum internal floor space standards required for residential developments in order to ensure that there is an adequate level of amenity for future occupants. It states:

- 1) Dwellings must provide at least the gross internal floor area and built-in storage area set out in Table 3.1.
- 2) A dwelling with two or more bedspaces must have at least one double (or twin) bedroom that is at least 2.75m wide. Every other additional double (or twin) bedroom must be at least 2.55m wide.
- 3) A one bedspace single bedroom must have a floor area of at least 7.5 sq.m. and be at least 2.15m wide.
- 4) A two bedspace double (or twin) bedroom must have a floor area of at least 11.5 sq.m..
- 5) Any area with a headroom of less than 1.5m is not counted within the Gross Internal Area unless used solely for storage (If the area under the stairs is to be used for storage, assume a general floor area of 1 sq.m. within the Gross Internal Area).

6) Any other area that is used solely for storage and has a headroom of 0.9-1.5m (such as under eaves) can only be counted up to 50 per cent of its floor area, and any area lower than 0.9m is not counted at all.

7) A built-in wardrobe counts towards the Gross Internal Area and bedroom floor area requirements, but should not reduce the effective width of the room below the minimum widths set out above. Any built-in area in excess of 0.72 sq.m. in a double bedroom and 0.36 sq.m. in a single bedroom counts towards the built-in storage requirement.

8) The minimum floor to ceiling height must be 2.5m for at least 75 per cent of the Gross Internal Area of each dwelling.

Policy DMHB 16 of the Hillingdon Local Plan: Part 2 - Development Management Policies (2020) states that all housing development should have an adequate provision of internal space in order to provide an appropriate living environment. The space standards set out in Table 5.1 of the Hillingdon Local Plan: Part 2 - Development Management Policies (2020) are the same as those found in Table 3.1 of the London Plan (2021).

The proposed development would involve the erection of 4 x 1 bed 2 person flats. The London Plan requires dwellings of this size to have a minimum of 50sqm of GIA. The proposed development is as follows:

Flat 1: 54.5sqm

Flat 2: 54.5sqm

Flat 3: 53.2sqm

Flat 4: 53.2sqm

All of the proposed flats would exceed this minimum requirement and all habitable rooms would have an adequate source of light and outlook. The proposed section drawings show that each flat would have a floor to ceiling height of 2.4m which is under the requirement in the London Plan (2021). However on balance as this is a resubmission of an approved scheme, this is considered acceptable given the dwellings exceed the minimum floor space standards. It is not considered significantly harmful to the amenities of future occupiers.

On balance, the proposed development would comply with Policy DMHB 16 of the Hillingdon Local Plan: Part 2 - Development Management Policies (2020) and Policy D6 of the London Plan (2021).

EXTERNAL LIVING STANDARDS:

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

One bedroom flats are required to have a minimum of 20sqm private and useable external amenity space. There is a communal garden space proposed within the rear of the site with a patio area. Although no private amenity space is proposed for the first floor units, this arrangement was considered acceptable within the previously approved scheme and no significant changes to the policies have occurred to come to a different outcome. As such, on balance this is considered acceptable.

7.6 Other Issues

PRINCIPLE OF DEVELOPMENT

Policy DMH 4 of the Hillingdon Local Plan: Part 2 - Development Management Policies (2020) states that:

Residential conversions and the redevelopment of dwellings into new blocks of flats will only be permitted where:

- i) it is on a residential street where the proposal will not result in more than 10% of properties being redeveloped into flats;
- ii) On residential streets longer than 1km the proposed redevelopment site should be taken as the midpoint of a 1km length of road for assessment purposes;
- iii) the internal floor area of the original building to be converted is at least 120 sqm; and
- iv) units are limited to one unit per floor for residential conversions.

Policy H10 of the London Plan (2021) states that new development should consist of a range of unit sizes.

Policy DMH 2 of the Hillingdon Local Plan: Part 2 - Development Management Policies (2020) states that the Council will require the provision of a mix of housing units of different sizes in schemes of residential development to reflect the Council's latest information on housing need. The Council's current information on housing need indicates a substantial borough-wide requirement for larger affordable and private market units, particularly 3 bedroom plus properties, as identified in the Strategic Housing Market Assessment 2016.

In accordance with Policy DMH 2 of the Hillingdon Local Plan: Part 2 - Development Management Policies (2020), developments should demonstrate how the provision of family housing has been optimised, to address local needs.

The proposed development would involve the demolition of the existing semi-detached properties at the site and the erection of a new residential building to provide 4x 1 bed flats. From an initial assessment of the street it appears that less than 10% of the properties have been redeveloped into flats. Whilst it is noted that there would be more than one unit per floor and no 3-bed family sized dwellings have been provided it is important to note that the principle of development has been accepted within the previously approved application reference 21682/APP/2020/3608 dated 10-09-21 which was assessed against the same version of the Local Plan Part 2 (2020).

The London Plan has been updated since the previous approval, however, there has not been a significant shift in policy context for officers to recommend refusal. Both the Local and London Plan provide support for higher density developments within and on the edge of town centres where sustainability is high. This is an edge of town centre and an area subject to a PTAL rating of 5 which demonstrates a high level of sustainability. Whilst density is not normally applied to small sites such as this, it does directly relate to the unit mix (the higher the density, the more units are proposed and naturally this will result in a unit mix of mainly 1's and 2 beds) which in this case is solely 1 beds. Given the sites location on the edge of town centre and in a highly sustainable area, the provision of solely 1 bed units in an area where higher density development is focused, is considered to be an optimisation of the site. Furthermore the optimisation of this brownfield site is supported by the development plan.

It is considered that the scheme brings forward some benefits in the form of a net increase in dwellings on site where there is no net loss of family sized housing. Given the timing of the previous application consideration would have been given to DMH 4 and this has not changed since the determination of the previous application. As such the principle of development is already established through the extant consent.

DENSITY:

Policy D3 of the London Plan (2021) states that all development must make the best use of land by following a design-led approach that optimises the capacity of sites. Higher density developments should generally be promoted in locations that are well connected to jobs, services, infrastructure and amenities by public transport, walking and cycling. In other areas, incremental densification should be actively encouraged by Boroughs to achieve a change in densities in the most appropriate way. This should be interpreted in the context of Policy H2 of the London Plan (2021) which states that Boroughs should proactively support well-designed new homes on small sites below 0.25 hectares in size.

Numerical densities are considered to be more appropriate to larger sites and what is considered of greater significance to the determination of this application is the local contextual factors. The key consideration is therefore whether the development would acceptably integrate with the character and appearance of the area, and would respect residential amenity considerations, rather than the consideration of the numerical density of the proposal. These issues are discussed in detail at sections 07.1 and 07.2 of this report.

LANDSCAPING:

Policy DMHB 14: Trees and Landscaping requires:

- A) All developments will be expected to retain or enhance existing landscaping, trees, biodiversity or other natural features of merit.
- 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.
- 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.
- D) 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.

The existing site lies within the North Uxbridge Area of Special Local Character. There is little vegetation on the site and no protected or significant trees on the site. A detailed landscaping condition has been secured via condition to ensure the landscaping integrates with the surrounding area.

ARCHEOLOGY:

The application site lies within an Archaeology Priority Area. Historic England have been consulted on the application and have considered the proposals with reference to information held in the Greater London Historic Environment Record and/or made available in connection with this application. They have concluded that the proposal is unlikely to have a significant effect on heritage assets of archaeological interest. The planning application lies in an area of archaeological interest (Archaeological Priority Area) identified in the Local Plan: Area: Uxbridge. Although within an Archaeological Priority Area, the proposed development is too small-scale to be likely to cause harm in this location. As such, no further assessment or conditions are therefore necessary.

DRAINAGE:

Policy SI 12 of the London Plan (2021) states that development proposals should ensure that flood risk is minimised and mitigated, and that residual risk is addressed. Policy SI 13 of the London Plan (2021) states that development proposals should aim to achieve greenfield run-off rates and ensure that surface water run-off is managed as close to its source as possible.

Policy DMEI 9 of the Hillingdon Local Plan: Part 2 - Development Management Policies (2020) states that proposals that fail to make appropriate provision for flood risk mitigation, or which would increase the risk or consequences of flooding, will be refused.

Policy DMEI 10 of the Hillingdon Local Plan: Part 2 - Development Management Policies (2020) states that 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.

The application site lies within Flood Zone 1 of the Environment Agency's Flood Risk Map. This means the site is classified as being at low risk and defined as having a less than 1 in 1,000 annual probability of fluvial and tidal flooding. Notwithstanding this point, all development applications for residential development should actively demonstrate how water generated by the site shall be managed within the site boundary.

The applicant has provided a drainage strategy and soakage testing report. The submitted documents include measures to minimise and mitigate flood risk such as restricting surface water discharge to 1 l/s, which is a significant betterment over existing brownfield rates. Incorporating SuDS features (permeable paving, geocellular attenuation, flow control manholes) and addressing residual risk through exceedance flow routing and setting floor levels above access road levels. The strategy follows the drainage hierarchy and as such is considered acceptable. A compliance condition has been added.

SUSTAINABILITY:

The applicant has provided a climate change and sustainability statement in support of the application. The submitted document confirms that the development follows the GLA Energy Hierarchy: Be Lean, Be Clean, Be Green, and Be Seen. The development incorporates a number of sustainable technologies including solar panels, air source heat pumps and EV charging points. In addition to this the development would achieve a water efficiency usage rate of 105 litres per person per day. As such the development is considered acceptable.

BIODIVERSITY NET GAIN:

In England, Biodiversity Net Gain (BNG) is mandatory under Schedule 7A of the Town and Country Planning Act 1990 (as inserted by Schedule 14 of the Environment Act 2021). It became mandatory for major developments on 12 February 2024 and small sites on 2 April 2024. Developers must deliver a BNG of at least 10%. This means a development will result in more or better-quality natural habitat than there was before development. The land owner is legally responsible for creating or enhancing the habitat and managing that habitat for at least 30 years to achieve the target condition.

Policy 15 of the National Planning Policy Framework (2023) states that planning decisions should contribute to and enhance the natural and local environment by minimising impacts on and

providing net gains for biodiversity.

Paragraph 8.6.6 of Policy G6 of The London Plan (2021) states that biodiversity net gain is an approach to development that leaves biodiversity in a better state than before. Losses should be avoided, and biodiversity offsetting is the option of last resort.

Policy EM7 of Hillingdon Council's Local Plan Part One Strategic Policies (2012) states that Hillingdon's biodiversity and geological conservation will be preserved and enhanced, with particular attention given to improving biodiversity from all development.

Paragraph 6.28 of Policy DMEI 7 (Biodiversity Protection and Enhancement) of Hillingdon Council's Local Plan Part Two Development Management Policies (2020) states it is important that planning decisions are appropriately informed by the right level of survey and information on ecology features. The Council will apply Natural England's standing advice at the validation stage. Applications will only be validated if they have the appropriate information. Where initial assessments recommend further surveys, these will be expected to be provided as part of a planning submission. All ecological reports or information submitted should adhere to nationally accepted best practice survey standards and be consistent with the British Standard BS 42020: 2013 Biodiversity - Code of Practice for Planning and Development or an updated variation. Where appropriate, the Council will require the use of the approved DEFRA biodiversity impact calculator (as updated) to inform decisions on no net loss and net gain.

The applicant has provided a Biodiversity Net Gain Calculation Report. The calculation shows that there are 0.028 A-HUs before development (rounded to 0.03 in the metric headline results) and 0.027 A-HUs after development (also rounded to 0.03). This equates to a net loss of 0.001 A-HUs or 3.5% below the on-site A-HU baseline. The development therefore does not achieve the 10% net gain in A-HU that is required by law. The report states that it will not be feasible to achieve the 10% net gain in A-HU within the site as new trees, ponds and other habitats (within gardens) are considered part of the vegetated garden habitat and planting new hedgerows do not count towards A-HUs as L-HUs and A-HUs are not interchangeable. As such, in order to reach a 10% net gain 0.004 A-HUs would need to be purchased from an offset provider or alternatively if no such credits are available statutory biodiversity credits could be bought from the government. As such, a suitable planning condition has been secured for the requirement of purchase of these units.

ECOLOGY:

The application is also accompanied by a Preliminary Bat Roost Assessment. A desk top study and bat survey were conducted and it was concluded that no bats or signs of bats were found during the survey of 13 and 15 Lancaster Road, they have no features of potentially suitable for use by roosting bats and are assessed as having 'negligible' potential to host a bat roost. As such, the proposed works are very unlikely to have any adverse impact upon bats and as such no further information is required.

CONTAMINATION:

The application site lies on potentially contaminated land. The Council's contaminated land officer has been consulted on the application and has no objection to the proposed development subject to the implementation of a condition which has been added.

CIL:

The Council adopted its own Community Infrastructure Levy (CIL) on August 1st 2014 and the Hillingdon CIL charge for residential developments is £95 per square metre of additional floorspace. This is in addition to the Mayoral CIL charge of £60 per sq metre. The development consist of new residential units and as such would be CIL liable.

8. Reference Documents

Hillingdon Local Plan: Part One - Strategic Policies (November 2012)

Hillingdon Local Plan: Part Two - Development Management Policies (January 2020)

The London Plan (March 2021)

Technical Housing Standards - Nationally Described Space Standard (March 2015)

National Planning Policy Framework (2024)

Contact Officer:

Rhian Thomas

Telephone No: