



Trout Road

Planning Statement

October 2025

DP9 Ltd

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Contents

| | | |
|----|--|----|
| 1. | Introduction..... | 3 |
| 2. | The Site | 6 |
| 3. | The Proposed Development..... | 8 |
| 4. | Pre-Application Consultation | 16 |
| 5. | Planning Policy Context | 18 |
| 6. | Planning Policy Assessment..... | 19 |
| 7. | Community Infrastructure Levy and S106 Obligations | 31 |
| 8. | Conclusions..... | 32 |



1. Introduction

1.1 This Planning Statement has been prepared by DP9 Limited on behalf of the Applicant, Troutbourne LLP, to accompany a planning application for the phased redevelopment Rainbow and Kirby Industrial Estates, Trout Road, Yiewsley, UB7 7XT ('the Site') to provide a mix of residential and commercial uses and associated works ('the Proposed Development').

The Site

1.2 The Site comprises the Rainbow and Kirby Industrial Estates, measuring approximately 2.3 hectares within the London Borough of Hillingdon ('LBH'). The Site fronts the south side of Trout Road, the western side of Yiewsley High Street, and the northwest side of St Stephen's Road, with the entire southwest boundary bordered by the Grand Union Canal. The Site includes a range of single-storey and two-storey industrial buildings to the south and towards the centre of the Site, whilst the northern part of the Site is used for open storage purposes.

1.3 The surrounding area comprises a mix of industrial uses, commercial uses and residential properties, with building heights ranging from two to five storeys. Both the former church immediately opposite the Site's High Street frontage and the George and Dragon Public House to the north are locally listed buildings. The Site is not located within a conservation area, nor does it contain any statutory or locally listed buildings.

1.4 The Site is allocated in the LBH Local Plan Part 2 Site Allocations and Designations, adopted in 2020, for a mixed-use development which is to be brought forward "*in accordance with the broad parameters of the approved scheme, subject to site-specific constraints (Ref: 38058/APP/2013/1756)*'. The site allocation is made up of three separate sites, Sites A, B and C. Site A comprises the largest of the three development parcels, and is the subject of this planning application. Sites B and C are outside of the Site and will be subject to separate planning application(s).

The Proposed Development

1.5 This application seeks planning permission for the phased redevelopment of the Site to provide a mix of residential and commercial uses and associated works. Specifically, planning permission is sought for:

"Demolition of existing structures and phased re-development of the site to provide nine plots ranging between three and 11 storeys in height (including ground level) to include residential uses (Use Class C3), flexible retail/caf  /restaurant floorspace (Class E (a,b,c)), light industrial floorspace (Class E (g)(iii), associated hard and soft landscaping, car parking, cycling parking, servicing, refuse and plant areas, public realm improvements, highways works and other works associated with the development".



Scope of Application

1.6 This full planning application comprises a suite of plans, drawings and documents which have been prepared to aid the assessment of the Proposed Development. A full list of supporting documentation is provided in Table 1, and should be read alongside the accompanying drawings prepared by Patel Taylor.

Table 1: Supporting reports and documentation:

| Document | Prepared by |
|---|---------------------|
| Planning application form | DP9 |
| CIL additional information form | DP9 |
| Cover letter | DP9 |
| Planning Statement | DP9 |
| Affordable Housing Statement | DP9 |
| Air Quality Assessment | XCO2 |
| Archaeological Desk Based Assessment | MOLA |
| Aviation Safeguarding Assessment | KL Grant Consulting |
| Daylight, Sunlight and Overshadowing Assessment | GIA |
| Delivery and Servicing Management Plan | Velocity |
| Design and Access Statement | Patel Taylor |
| Ecological Appraisal | Trium |
| Energy Statement | XCO2 |
| Fire Statement Form | Semper |
| Flood Risk Assessment and Drainage Strategy | Odyssey |
| Framework Travel Plan | Velocity |
| Internal Daylight and Sunlight Report | GIA |
| Noise Assessment | XCO2 |
| Operational Waste Management Strategy | Velocity |
| Phase 1 Land Contamination Assessment Report | RMA Environmental |
| Planning Fire Statement | Semper |
| Statement of Community Involvement | Connect |
| Sustainability Statement | XCO2 |
| Townscape Visual Impact Assessment | UBU Design |
| Transport Assessment | Velocity |
| Tree Schedule | TMA |
| Tree Survey | TMA |
| Utilities Statement | XCO2 |
| Ventilation and Extraction Strategy | XCO2 |



| | |
|-------------------------------------|------|
| Whole Life Carbon Assessment | XCO2 |
| Wind Microclimate Assessment Report | GIA |

This Planning Statement

1.7 This document is structured as follows:

- Section 2 describes the Site and explains its context;
- Section 3 sets out the Proposed Development;
- Section 4 summarises the consultation which has informed the final scheme;
- Section 5 sets out the planning policy context;
- Section 6 provides an assessment of the proposals against the relevant planning policy context;
- Section 7 sets out the Community Infrastructure Levy and S106 planning obligations; and
- Section 8 provides a comprehensive conclusion.



2. The Site

Introduction

2.1 This section of the Planning Statement focuses on the Site and surrounding context. It describes the Site in its current form, explains its location within the wider context, and provides an overview of the relevant planning history.

The Site

2.2 The Site measures approximately 2.3ha and comprises an industrial estate within the established built-up area of Yiewsley. It largely accommodates a range of single-storey industrial buildings, many of which are in a poor state of repair, particularly those fronting Trout Road. The northern part of the Site comprises open storage.

2.3 The Site is bounded:

- to the **north** by Sites B and C of the site allocation, Trout Road, and residential uses beyond;
- to the **east** by Aldi supermarket and Yiewsley High Street;
- to the **south** by St Stephen's Road, a predominantly residential street; and
- to the **west** by Grand Union Canal, a Nature Conservation Sites of Metropolitan or Borough Grade I Importance.

2.4 As introduced in Section 1, the Site is allocated in the LBH Local Plan Part 2 Site Allocations and Designations for a mix of uses. It forms part of a larger allocation set out at Policy SA39 which includes three sites, Sites A, B and C identified as having a cumulative capacity of 217 new dwellings. Site A is the largest development parcel and is the subject of this planning application.

Site Context

2.5 In terms of wider context, the Site is located to the north west of West Drayton. It is conveniently and sustainably located in proximity to the Yiewsley town centre. The town centre designation overlaps the small, cleared portion of the Site to the east, and wraps around the eastern and southern boundaries of the Site.

2.6 It is well connected with public transport options in close proximity to the Site, scoring a PTAL score of 2/3. The bus network surrounding the Site is excellent, with several bus stops located on High Street, Falling Lane and Horton Road, the closest of which is approximately 90m to the northeast of the Site. The Site also benefits from rail and tube travel options, with West Drayton Station being a 10-minute walk from the Site and providing Elizabeth Line services.



The underground network can be accessed at Uxbridge station, which is accessible in approximately 23 minutes via other public travel routes.

- 2.7 In terms of heritage context, the Site does not contain, nor does it fall within, any designated heritage assets. This includes listed buildings, conservation areas, and historic parks or gardens.
- 2.8 The Environment Agency's Flood Map for Planning demonstrates that entirety of the Site falls within Flood Zone 1 and is therefore at low probability of fluvial and coastal flooding. There are small pockets of surface water flood risk located in the central portion and along the edges of the Site.
- 2.9 The Site does contain a number of existing trees/tree groups, the majority of which have been assessed as being at either low value or unsuitable for retention. Specifically, this includes five trees being found as unsuitable for retention (Category U), 17 trees being found as low value (Category C), and 17 trees being found as being of moderate value (Category B).

Planning History

- 2.10 The planning history associated with the Site is fairly extensive, but the most pertinent application to note is 38058/APP/2013/1756 which gained consent in 2014 for a mixed-use scheme.
- 2.11 Specifically, planning permission was granted for:

“Demolition of existing premises and erection of 99 residential units (C3), 50 unit extra care/dementia sheltered housing scheme (C3), 1,529.4sq.m light industrial floorspace comprising 17 business units (B1c) and 611.30sq.m of restaurant/cafe (A3) floorspace, associated open space, car parking and landscaping (Outline Application).”
- 2.12 The application was submitted on 7th August 2013 and subsequently approved on 23rd July 2014.



3. The Proposed Development

3.1 This section provides a description of the Proposed Development and sets out in greater detail the development which temporary planning permission is being sought.

Description of Development

3.2 This application seeks planning permission for the phased redevelopment of the Site to provide a mix of residential and commercial uses and associated works. Specifically, planning permission is sought for:

“Demolition of existing structures and phased re-development of the site to provide nine plots ranging between three and 11 storeys in height (including ground level) to include residential uses (Use Class C3), flexible retail/caf  /restaurant floorspace (Class E (a,b,c)), light industrial floorspace (Class E (g)(iii), associated hard and soft landscaping, car parking, cycling parking, servicing, refuse and plant areas, public realm improvements, highways works and other works associated with the development”.

Land Use Components

3.3 The Site is being developed for a mix of uses in response to the site allocation set out at Policy SA39 of LBH’s Local Plan. This includes a mix of uses including residential (Class C3), flexible retail/caf  /restaurant (Class E(a,b,c)), and light industrial (Class E(g)(iii)).

3.4 Table 1 below sets out the quantum of development for the Proposed Development. These do not form part of the description of development but have been included below for detailed information.

Table 1: Proposed quantum of development

| Proposed use | GIA (sqm) | GEA (sqm) |
|---|------------------|------------------|
| Residential (C3) | 36,858.24 | 40,514.99 |
| Flexible retail/caf  /restaurant (Class E(a,b,c)) | 286.30 | 324.20 |
| Light industrial (Class E(g)(iii)). | 2,005.50 | 2,257.10 |
| Ancillary (plant, cycle, refuse, energy centre) | 3,028.90 | 3,350.20 |
| TOTAL | 42,178.94 | 46,446.50 |

Housing

3.5 The principal component of the Proposed Development is new housing. This includes the provision of 433 new Class C3 dwellings which will be delivered in eight new building block clusters. The proposed masterplan prepared by Patel Taylor illustrates how these blocks will be laid out, illustrating residential land uses in Buildings A, B, C, D, E, F, G, and H.



Housing Mix

3.6 The housing mix responds to local market needs and has been designed to predominantly provide smaller unit sizes, with a small number of larger family units. The unit mix proposed is set out at Table 2.

Table 2: Proposed housing mix

| Unit size | Total | Percentage |
|----------------------|------------|-------------|
| One-bedroom | 224 | 52% |
| 1b1p | 41 | 9% |
| 1b2p | 183 | 42% |
| Two-bedroom | 182 | 42% |
| 2b3p | 50 | 12% |
| 2b4p | 132 | 30% |
| Three-bedroom | 27 | 6% |
| 3b3p | 10 | 2% |
| 3b4p | 17 | 4% |
| Total | 433 | 100% |

Percentages may not add due to rounding

Tenure

3.7 The affordable housing mix includes 35% affordable housing calculated by total habitable rooms.

3.8 A total of 128 affordable homes is proposed within the Proposed Development, which comprises 88 Social Rent homes and 40 Intermediate homes. This equates to a tenure split of 69% Social Rent, and 31% Intermediate. The proposed tenure is set out in Table 3.

Table 3: Proposed housing tenure

| Unit size | Private | Intermediate | Social Rent | Total |
|--------------|------------|--------------|-------------|------------|
| 1b1p | 41 | 0 | 0 | 41 |
| 1b2p | 145 | 12 | 26 | 183 |
| 2b3p | 44 | 5 | 1 | 50 |
| 2b4p | 69 | 21 | 42 | 132 |
| 3b4p | 0 | 2 | 8 | 10 |
| 3b6p | 6 | 0 | 11 | 17 |
| Total | 305 | 40 | 88 | 433 |

Accessibility

3.9 In regard to accessibility, 90% of proposed homes comply to Approved Document M M4(2) standards, and 10% are designed to M4(3) wheelchair adaptable home standards.



Design Quality

3.10 All new proposed dwellings have been designed to meet the Nationally Described Space Standards (2015).

Commercial

3.11 The Proposed Development also provides 286.3sqm (GIA) of commercial floorspace (Class E(a,b,c)), which is to be distributed towards the eastern and western edges of the Site in Buildings F, G, and J. This includes 81.7sqm of commercial space at the eastern edge of the Site in Building J fronting onto High Street, and 99.7sqm and 94.6sqm in Buildings F and G respectively to the west, along the canal.

3.12 Both locations serve as key destinations within the Site, marking the entrance to the Proposed Development when entering from both High Street and the canal footpath, therefore attracting high pedestrian footfall.

Industrial

3.13 There is currently 1,255sqm (GIA) of general industrial use (Class B2) on the Site. As part of the mixed-use scheme, the Proposed Development will see the industrial floorspace be re-provided to achieve a higher quantum of 2,005sqm (GIA) of light industrial floorspace (Class E(g)(iii)). This light industrial space will be provided in the form of creative workspace and makerspace, which will be located over three levels in Building J, close to High Street.

3.14 The provision includes 21 separate industrial units, the smallest being 26.8sqm and the largest being 49.3sqm. It also includes four meeting rooms, which range from 26.5sqm to 70sqm, a staff kitchen, and a canteen breakout space.

Cycle Parking

3.15 The Proposed Development provides a total of 745 long-stay cycle spaces, and 22 short-stay spaces. This includes provision for the residential, commercial, and industrial land uses.

3.16 The specific provision for each use is set out in Table 4.

Table 4: Proposed cycle provision

| Use | Short-stay | Long-stay |
|---|------------|------------|
| Residential (C3) | 12 | 734 |
| Flexible retail/café/restaurant (Class E(a,b,c)) | 8 | 2 |
| Light industrial (Class E(g)(iii)). | 2 | 9 |
| Total | 22 | 745 |

3.17 Cycle parking will be provided at ground floor level in external cycle stores, which will be both secured and sheltered, and will be accessible from the internal highway arrangement. The



cycle stores will be distributed throughout the Site with stores located within each block, providing covered and secure cycle storage within convenient access of dwellings.

Vehicle Parking

3.18 The Proposed Development would deliver 14 residential parking spaces, with an additional 43 spaces provided as accessible parking bay, with 10% being provided from the outset. The cumulative provision of 57 parking spaces follows the “car-lite” approach being adopted, all of which will be distributed throughout the Site and accessible at ground level from internal service roads.

3.19 Three short-stay accessible visitor spaces are also proposed for visitors. In addition to this, two short-stay accessible parking spaces are proposed to serve the commercial uses.

3.20 Car parking provision will have electric charging facilities, 20% of which will be provided from the outset.

Landscape

3.21 The Proposed Development has been designed to respond to different parts of the context, layout, and purposes of the Site. It includes six different character areas which are defined by landscape settings and building typologies, and are integral to the townscape setting by creating legible connections through the Site and providing public amenity. The character areas that define the Site include:

- Canal Walk SINC: Recent upgrades to the towpath have significantly enhanced the journeys along the Grand Union Canal. Consultation with the Canal and River Trust has identified the need to retain their existing trees where possible and add 10% Biodiversity Net Gain for the watercourse. Plans do this while also adding further planting to enhance the verdant setting.
- Civic Garden High Street: A formal gateway from the High Street with areas for sitting and tree planting frames a view towards the Canal. Spill out space for the work units activates the space to create a welcoming character.
- Central Canal Gardens: A green space widening out to provide amenity in the form of grass and play. A dry canal acts sustainably to hold rainwater and ties in visually with the aesthetic of a canal like environment.
- Central Hub: Next to the canal this hub of activity anchors the intersection of the Canal Walk and Central Gardens to welcome the surrounding community.
- Terraces: These functional spaces are intended for a variety of uses, including service areas and maintenance routes. Lined by homes with front gardens to ensure active safety.



- Arrival: Entrances from Trout Road and St Stephen's Road provide visual welcoming with quality streets and planting to usher permeability for the community.

3.22 The landscape strategy includes a mix of hardscape and softscape measures which respond to the character areas of the Proposed Development. The hardscape strategy considers useability of space throughout the Site and includes all vehicle routes through the Site being a shared surface to encourage pedestrian movements.

3.23 The softscape strategy includes planting proposals which respond to the overarching goals of the landscape masterplan. The strategy reinforces the character areas and creates an attractive and pleasant environment for residents and the wider public, whilst enhancing local ecology and biodiversity.

Public Realm

3.24 The Proposed Development seeks to enhance the public realm offering by creating a strong link between the canal and High Street. The landscape masterplan seeks to magnify the existing character of the canal by providing a simple, clear route to unlock the landscape and amenity potential of the Site, increasing access to the canal for both pedestrians and cyclists.

3.25 As illustrated within the Design and Access Statement ("DAS"), the open space strategy demonstrates how the scheme can achieve 5,661sqm of public open space, the majority of which falls within the Canal Walk SINC, Central Hub, Arrival, Canal Gardens, and Civic Gardens character areas.

3.26 In addition to this, the Proposed Development also includes 3,750sqm of semi-public open space.

Play Space

3.27 A mix of play spaces are included in the Proposed Development to accommodate a range of different age groups. The scheme achieves an overall quantum of 1,574sqm of play space, which specifically includes:

- 792sqm for ages 0 – 4;
- 532sqm for ages 5 – 11; and
- 250sqm for ages 12 – 17.



Amenity

3.28 The Proposed Development includes a total of 453sqm of private open space as illustrated in the DAS. The Proposed Development includes private amenity space being provided for all new homes, in the form of a protecting or recessed balconies, roof terraces, or ground level gardens

Pedestrian and Cycle Access

3.29 Pedestrian access is proposed throughout the Site with the aim of increasing permeability between High Street and the canal. There are four main points of pedestrian and cycle access, which include along Trout Road, High Street, St Stephen's Road, and the canal.

3.30 The existing shared pedestrian and cycle route will be widened and upgraded to improve upon the existing arrangement and provide a surface for greater levels of footfall.

Vehicular Access

3.31 The Proposed Development seeks to reduce the number of vehicular access points from three to two, limiting them to the north eastern access on Trout Road and the south western access on St Stephen's Road.

3.32 A no-through route for vehicles will be provided across the Site, with the exception of controlled access for emergency service vehicles, to avoid any potential 'rat-running'.

Emergency Access

3.33 Emergency access will be provided throughout the Proposed Development in line with the proposed refuse, delivery and servicing strategy outlined in the Transport Assessment, with access from both Trout Road and St Stephens Road to the internal streets.

Refuse, Delivery and Servicing

3.34 Deliveries, servicing and refuse collections for residential and non-residential uses will be achieved within the Site, which will be accessed from Trout Road and St Stephen's Road. Refuse stores will be distributed throughout the Site and located at ground floor level.

3.35 Full details of these arrangements can be read in the Operational Waste Management Strategy.

Biodiversity

3.36 The Proposed Development includes extensive planting which will provide a mix of habitat types, including semi-natural vegetation, tree and hedgerow planting, groundcover planting, and amenity grassland. The creation of new habitats and niches to attract local fauna will allow mobility and refuge. Bird and bat boxes will be positioned across the site in suitable locations.



- 3.37 Habitats have been indicatively designed with a 'landscape vision' of promoting biodiversity, encouraging the contribution of London Biodiversity Action Plans for the benefits of both people and wildlife. The principles of the ecology strategy are: Maximise native species to promote local ecology and enrich planting mixes by combining ornamental species and species that are perfect for pollinators to promote local biodiversity.
- 3.38 Biodiversity roof planting is also proposed to create relatively undisturbed habitats to broaden the ecological spectrum. Tree lining streets will also strengthen ecological corridors and encourage small animals to travel in management distances.
- 3.39 The Ecological Appraisal demonstrates that the Proposed Development will result in a significant biodiversity uplift of 416.57% for area habitat units.

Urban Greening Factor

- 3.40 Through a combination of semi-natural vegetation, existing trees, and planting, the Proposed Development achieves an urban greening factor of 0.419.

Drainage Systems

- 7.1 The Site is located within Flood Zone within Flood Zone 1 and is therefore at low probability of fluvial and coastal flooding. There are small pockets of surface water flood risk located in the central portion and along the edges of the Site and the Proposed Development has been designed to incorporate Sustainable Drainage Systems ("SuDS") to minimise any risk of surface water flooding.
- 7.2 The use of underground tanking has been minimised through the use of biodiverse roofs and podium gardens which can drain into SuDS gardens, with permeable paving along the tree pits in the public realm. Rain water run off to the main sewer will be mitigated by water storage capacity within these soft landscape areas. The strategy includes directing surface water to planted gardens, where lower levels and soil can hold water to regulate rain water flow into the drainage system.

Sustainability

- 3.41 The Proposed Development has been designed with sustainability in mind from the outset with a series of sustainable design and construction principles underpinning the proposals. The result is that the Proposed Development achieves a BREEAM score of Excellent for both the industrial and commercial land uses.

Plant

- 3.42 Heating and hot water for the Proposed Development will be sustainably supplied using Air Source Heat Pumps, which will be located on the rooftop of building B2. This will be screened from view by a brick façade which will also minimise any noise impacts



3.43 Building plant and ancillary areas are proposed to be located within the back of house areas. They include single storey plant stores with biodiverse roofs as shown in Figure 9.11 of the DAS. Access to these plant rooms is also illustrated in the DAS.

3.44 An energy centre is also shown to be located just north of the North Terrace and will be accessed via the internal road network.

Energy Strategy

3.45 The Energy Strategy for the Proposed Development has been prepared to follow the energy hierarchy of be lean, be clean, be green, and be seen. In regard to each:

- Be lean: The buildings have been thoughtfully designed to reduce energy demand through an enhanced building fabric, minimising heat loss through air infiltration, reducing reliance on artificial lighting, utilising low energy lighting and ensuring adequate levels of ventilation are maintained whilst reducing heat loss through the specification of Manual Ventilation with Heat Recovery (“MVHR”)
- Be clean: As discussed in detail in the Energy Statement, a site-wide heat network incorporating low carbon heat generation is proposed; the strategy will future proof the connection of the development to a district heating network when and if one becomes available. The energy centre will comprise communal ASHP systems and high efficiency VRF systems. Since a district heat network connection is not proposed, there are no savings at the Be Clean stage.
- Be green: A range of renewable technologies were considered for generating on-site renewable energy. Photovoltaic panels and air source heat pumps (“ASHP”) were considered suitable technologies for this development due to adequate flat roof space, easy installation process, and substantial CO₂ savings. The incorporation of these two technologies into this development would contribute a reduction of 65.3% resulting in a total offset of 80.7% of regulated CO₂ emissions over the baseline emissions.
- Be seen: Following the implementation of the three previous stages of the hierarchy, a monitoring strategy will be put in place to ensure that the actual energy performance of the development can be monitored and reported post-occupation. The relevant parties will also be made aware of their responsibilities at subsequent reporting stages.



4. Pre-Application Consultation

4.1 This section of the Planning Statement demonstrates the extensive engagement which has informed the final Proposed Development.

London Borough of Hillingdon

4.2 LBH have been closely involved in the design proposals since the inception of the project, helping to inform and shape the Proposed Development. Seven pre-application meetings and design workshops were held with LBH planning, design and transport officers over the course of nine months. The initial meeting was held in July 2024 and the final meeting took place in March 2025.

4.3 The first meetings focused on key topics such as land use, the development vision, the placemaking strategy, townscape, and circulation and movement. Discussions evolved as the design progressed to consider more detailed matters such as servicing and access, ground floor uses, built form and massing, parking, public realm, façade treatments, and materiality.

4.4 By the seventh meeting, officers were supportive of the commercial uses and had minor comments in relation to façade and landscape details, safety and security, inclusive access, parking, amenity space, commercial space, the canalside interface, and St Stephen's Road interface. A number of suggestions were made to improve the final scheme in this regard prior to submission and the DAS demonstrates how this feedback has been responded to.

Greater London Authority

4.5 GLA engagement has also informed the final Proposed Development, with a meeting being held with them in September 2025. A number of topics were covered in that meeting including in relation to land use principles, design principles, affordable housing, layout, landscape and public realm, height and massing, residential provision, transport and parking, and energy and sustainability.

4.6 The GLA were supportive of the scheme in land use terms, including the provision of 35% affordable housing, and the inclusion of the green link. They provided some useful feedback in relation to design and accessibility which can be read in the DAS.

Design Review Panel

4.7 Two Design Review Panels were held with the London Review Panel at early and later stages of the development process. The first meeting was held in October 2024 and included initial discussions on site context, layout, strategic principles, access and servicing, landscape and public realm, scale, height and massing, daylight and sunlight, and energy and sustainability. The second meeting was held in July 2025 and was also attended by the GLA.



4.8 The second DRP focused on the more detailed design of the Proposed Development, and the Chair was supportive of the overall approach to the masterplan layout and the visual and physical connection through the site. The Chair was also supportive of the general heights strategy and approach to lower building heights towards the High Street and the increasing height towards the canal. The meeting was generally positive and reflected the work which had informed the scheme presented at that time. Some feedback was received in relation to detailed design matters which can be read in the DAS.

Canal and Rivers Trust and Hillingdon Canal Partnership

4.9 Given the waterside location of the Site, the Canal and Rivers Trust and Hillingdon Canal Partnership have both been engaged with. Support was demonstrated for developing the site and there was recognition that the buildings currently occupying the site were suitable for redevelopment.

Community engagement

4.10 When forming the Proposed Development, the Applicant has sought to proactively engage with local residents and stakeholders. This has been achieved through two strands of engagement, involving meeting with relevant community stakeholders, and consulting with residents through a public consultation event to gather feedback.

4.11 The stakeholder engagement included meeting with Hillingdon Canals Partnership, and the former Chair of the Yiewsley and West Drayton Town Centre Action Group. Both stakeholders were supportive of the redevelopment of the Site and the provision of commercial uses in proximity to the canal.

4.12 Local residents were engaged with via a leaflet drop to some 3,800 households. A website was provided to host information for those who were unable to attend the consultation event and learn about the proposals, with similar information to the consultation boards provided. A feedback form was used to gather feedback from those who attended in person and those viewing the proposals online.

4.13 The consultation event was held on 5th December 2024 between 15:30 and 19:30. It was hosted at St Matthew's Church which is approximately 115m south of the Site entrance on High Street. It was attended by 24 people, with several residents welcoming the proposed enhancements to the Site. Concerns were raised in relation to building height, traffic impacts, and the lack of social infrastructure available.

4.14 Two political stakeholders attended the consultation event, Cllr Punja and Danny Beales MP, both of whom provided feedback on the Proposed Development. Cllr Punja spoke favourable of the proposals and the opportunity the Site presents for Yiewsley.



5. Planning Policy Context

5.1 This section of the statement sets out the nation and local planning policy context which the Proposed Development is assessed against.

5.2 In accordance with Section 38(6) of the Planning and Compulsory Purchase Act 2004, planning applications shall be determined in accordance with the development plan unless material considerations indicate otherwise. In this instance, the development plan for LBH comprises:

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

5.3 The Policies Map reveals that the Site:

- is allocated in the Local Plan Part 2 for a mixed-use development;
- overlaps a portion of the Yiewsley town centre, to the east; and
- is adjacent to the Grand Union Canal, a Nature Conservation Site of Metropolitan or Borough Grade I Importance.

5.4 Development proposals are also assessed against the National Planning Policy Framework (“NPPF”), which sets out the planning policies and aspirations set by national government for England and how they should be applied. It is a material consideration in the determination of planning applications and provides strategic direction on a number of planning matters.

5.5 The latest version of the NPPF is that published in December 2024, which has been subject to a number of substantial changes when compared to the previous version published in December 2023. The NPPF is a material consideration in the determination of a planning application and is supported by the accompanying National Planning Policy Guidance (“NPPG”) which provides further advice on how planning policies should be interpreted and applied



6. Planning Policy Assessment

6.1 This section of the statement provides an assessment of the Proposed Development against the planning policy context set out above.

Sustainable development

6.2 The Site subject of this planning application comprises an industrial site which contains a mix of low-quality industrial units and informal open storage. It therefore comprises brownfield land, development of which is supported by London Plan Policy GG2. The Site is also conveniently located at the edge of, and overlapping, the town centre designation, demonstrating that it is a well-connected site which should be treated as a location for sustainable development in accordance with Policy GG2.

Site Allocation

6.3 The allocation of the Site at Policy SA39 at Local Plan Part 2 Site Allocations and Designations requires the Proposed Development to be developed in accordance with the broad parameters of the scheme approved under 38058/APP/2013/1756, subject to site-specific constraints. There is no specific definition of the “broad parameters” referred to, so how the scheme aligns with the key components of that permission is considered below.

| Broad parameter | 38058/APP/2013/1756 scheme | The Proposed Development | Comparison of schemes |
|------------------------|---|--|---|
| Land use | A mixed-use proposal, including residential and commercial land uses. | A mixed-use proposal, including residential and commercial land uses. | The broad proposed land uses are similar. |
| Quantum of development | 149 residential units (mix) and 2,140sqm of commercial uses. | 433 residential units (mix) and 2296.3sqm of commercial uses. | The proposed quantum of commercial floorspace is similar, but the residential quantum has increased. |
| Residential provision | 99 private apartments, 42 extra care flats, and eight dementia bedsits. The specialist accommodation provides the affordable provision. | 305 private dwellings and 128 affordable dwellings | There is no longer any specialist care accommodation, and traditional affordable housing has been introduced. |
| Commercial provision | 1,529sqm of business use, and 611sqm of restaurant/café use. | 2,005.5sqm of light industrial use, and 286.3sqm of flexible retail/café/restaurant use. | The overall provision has increased, and light industrial introduced. |



| | | | |
|------------------|---|---|---|
| Building heights | Two to five storeys | Three to 11 storeys | The building height has increased. |
| Vehicle access | Three access points – St Stephen’s Road and two off Trout Road. | Two access points – St Stephen’s Road and Trout Road. | The two proposed access points are in broadly the same location, but there is one less vehicle access points. |
| Layout | Internal access roads centres around a central community park. | Internal access roads around a linear public realm space. | Internal routes have changed but the principle of a central public space remains. |

6.4 The Proposed Development has been informed by the approved development proposals, particularly in terms of aspirations to redevelop the Site for a mix of uses. The broad land uses remain the same, with some deviations noted in the commercial provision. The residential provision has also evolved to provide a greater quantum of housing, and whilst no longer providing any specialist accommodation, a greater affordable provision is proposed.

6.5 The arrangements of the Proposed Development include two of the same points of access, with an internal layout also centred around a central public realm space. The proposed building height is the main deviation in broad parameter turns, increasing to up to 11 storeys in height.

6.6 Broadly speaking it is considered that the Proposed Development generally responds to the broad parameters set by planning permission 38058/APP/2013/1756. Given the passage of time since consent was granted in 2014, there have been significant changes to planning policy, which the Proposed Development must also respond to. This includes in relation to maximising housing contributions and sustainable development principles, assessment of which is made further in this section of the statement.

Housing

6.7 The Proposed Development comprises a mixed-use scheme, which seeks to deliver 433 new residential homes. This equates to a little over a year’s supply of homes for Hillingdon, which is identified as being 425 dwellings per annum at Local Plan Part 1 Policy H1, supporting the delivery of homes Londoners need as per London Plan Policy GG4 and contributing to the wider London housing supply set out at London Plan Policy H1. The brownfield status of the Site lends itself particularly well to optimising the potential for housing delivery as per Policy H1, and therefore the increase in housing provision from the quantum approved in 2014 is considered a welcome and supported change which responds to the acute housing need.



Housing Mix

6.8 As demonstrated above, the Proposed Development includes a housing mix which predominantly comprises one and two bedroom units, with a small number of larger family units. Specifically this includes 52% one-bedroom units, 42% two-bedroom units, and 6% three-bedroom units. This responds to both the known local market needs as per Local Plan Part 2 Development Management Policy DMH2, and the site context. The brownfield nature of the Site and edge of town centre location provide an opportunity for higher density development which is well suited to smaller dwelling types.

Affordable Housing

6.9 Policy H5 sets out the Mayor's threshold approach to affordable housing, which applies to major development proposals which trigger affordable housing requirements. The Policy stipulates that the threshold level of affordable housing on gross residential development is initially set at a minimum of 35%, or 50% on Non-Designated Industrial Sites appropriate for residential uses where the scheme would result in a net loss of industrial capacity. Whilst the Site is considered to be a Non-Designated Industrial Site, it is proposed to deliver an uplift in employment floorspace, resulting in a net increase of industrial capacity. As such, the 50% threshold target does not apply in this instance, particularly owing to the Site's allocation in the adopted Local Plan for residential-led development, and the 35% affordable housing target has therefore been applied.

6.10 The provision of 128 affordable dwellings equates to an overall provision of 35% affordable housing when calculated by habitable rooms, thus according with Local Plan Part 1 Policy H2 and Local Plan Part 2 Development Management Policy DMH7. The 35% affordable provision also accords with the London Plan requirement for 35% affordable housing and therefore the Proposed Development qualifies to follow the fast-track planning application route, as set out in London Plan Policy H5.

6.11 In terms of tenure, the affordable provision includes 69% Social Rent, and 31% Intermediate housing. Whilst the Social Rent provision falls slightly short of the 70% requirement set out at Local Plan Part 2 Development Management Policy DMH7, it would be impossible for any scheme of 128 affordable dwellings to achieve a perfect 70:30 split. It does however meet the London Plan Policy H6 requirement for a minimum of 30% of affordable accommodation to be Low-Cost Rented, and a minimum of 30% to be an Intermediate product. As such, the 69:31 split is considered an acceptable quantum which responds to the aspirations of local policy and accords with London Plan requirements.

Accessible Housing

6.12 The provision of 10% of being designed to M4(3) wheelchair adaptable standards accords with Local Plan Part 2 Development Management Policy DHMB16, and London Plan Policy D7. The



remaining 90% of homes are proposed to meet M4(2) accessible and adaptable dwelling standards, further aligning with the requirements of Policy D7.

Commercial Development

6.13 Part of the Site overlaps with a small portion of the town centre designation, and the NPPF and London Plan both iterate the importance of commercial development and the economic benefits it provides, with London Plan Policy E4 stating that future demand for industrial and related functions should be planned for, including light and general industry.

6.14 The Proposed Development includes nearly 2,300sqm of Class E floorspace (GIA), and the combination of light industrial uses with flexible retail/café/restaurant uses seeks to respond to the town centre location and industrial context of the Site. The Proposed Development includes the reprovision an additional 750sqm of industrial floorspace, which comprises 2,005.5sqm of Class E floorspace versus the existing 1,255sqm of Class B2 floorspace in accordance with London Plan Policy E7.

6.15 It is of a scale which responds to the mixed-use aspirations of the Site, with the siting of specific uses being informed by current surrounding uses and historic site arrangements. These proposals complement the scale and function of the existing centre as per Local Plan Part 2 Development Management Policy DMTC1.

6.16 The town centre location of the Site lends itself to suitable commercial development. Responding to this designation, and the industrial context of the Site, the overall Class E provision includes over 2,000sqm of light industrial floorspace (GIA). As per London Plan Policy SD6, town centre locations should be promoted and enhanced through various means, including through mixed-use developments. London Plan Policy HC5 also specifically states that the growth and evolution of creative industries will be supported.

Height, Scale and Massing

6.17 The Site is located within an area described as “Urban Future” in the Hillingdon Townscape and Character Study 2023, where the tall building threshold is 27m or nine storeys. On the basis that some of the building blocks exceed this threshold, Local Plan Part 2 Development Management Policy DMHB10 and London Plan Policy D9 apply.

6.18 London Plan Policy D9 requires proposals for tall buildings to address visual, functional, environmental, and cumulative impacts. In regard to each, it is noted that:

- Visual impacts including long, mid and immediate views – the Townscape Visual Impact Assessment demonstrates how the Proposed Development has been designed to minimise adverse effects on visual amenity. This includes new landscape and tree planting to soften the built form in close range lower level views and mitigate the scale of taller buildings, particularly to help mitigate views from existing dwellings along St



Stephen's Road and Trout Road. Key views into, through, and within the Site have also been carefully considered, and the build form has been arranged to create and frame key views and vistas of mid and long views.

- Functional impacts – As is demonstrated throughout this Planning Statement and the accompanying planning application material, the Proposed Development has been designed to ensure that adequate safety, servicing, maintenance and management can be obtained and the access strategy has been informed with technical input from Velocity. The design of the scheme has been considered with how it can bring benefits to both the Site and the wider context. An Aviation Safeguarding Assessment has been prepared to assess impacts on aviation and navigation.
- Environmental impacts – The planning application is accompanied by a suite of documentation which demonstrates how the Proposed Development will comply with necessary standards in relation to wind, daylight, sunlight, air quality, and noise
- Cumulative impacts - The cumulative impacts of the Proposed Development in the context of surrounding schemes have been assessed across the suite of submission documents and considered for the reasons stated to be acceptable.

6.19 All new buildings are proposed to be high quality and will respond to principles of good design as per Local Plan Part 2 Development Management Policy DMHB11. This includes in regard to the height and massing of development, which has been designed to respond to the existing townscape of the Site and to aid wayfinding and legibility within the masterplan. The masterplan includes a variety of building typologies and landscape character areas, and the building height and massing has been designed to respond to these different settings. Building massing has been broken down to frame key views and vistas from within and through the Site.

6.20 Specifically, the Proposed Development includes the tallest buildings, of between seven and 11 storeys, being either at the centre of the Site or at the canal edge. Building heights reduce slightly in the northern and southern extents of the Site, with building blocks being between five and six storeys and supported by smaller ancillary buildings in these locations. The buildings shortest in height are those in proximity to High Street, which include the three-storey industrial units.

Design

6.21 The Proposed Development aims to achieve a high-quality development by defining strategies for the masterplan with consideration of building design and landscaping, around a central area of public realm space. Given the sustainability credentials of the Site, it has been arranged to optimise development capacity with the masterplan demonstrating how it can provide a well-considered and well-designed mixed-use development as per London Plan Policy D3.



6.22 The Proposed Development has also been designed to respond to Secured by Design principles as per Local Plan Part 2 Development Management Policy DMHB15.

Public Realm

6.23 The central public realm space utilises the connectivity of the Site, namely its connections to High Street and the Grand Union Canal, to encourage and explore opportunities for enhanced public access. It has been designed to provide a safe, accessible, inclusive, attractive and well-connected public space in accordance with London Plan Policy D8 so as to encourage both passing public members and future residents to utilise and enjoy the space. The public realm space is proposed to be car free to encourage walkers and cyclists to travel through the site and discourage car travel within the Proposed Development. These spaces are intended to be spaces of social interaction, and the levels and site arrangements mean that it is inclusive for all as per London Plan Policy D5.

6.24 The design response discussed above in relation to height, scale and massing all contribute to providing a legible scheme with clear wayfinding mechanisms. The various character areas and design approaches also demonstrate the different purposes and characters of area within the Site, which respond to surrounding site context and aspirations for the Site. This design strategy has been informed by Local Plan Part 2 Development Management Policy DMHB12 to ensure that the Proposed Development integrates well with the surrounding environs.

Daylight and Sunlight

6.25 As per Local Plan Part 2 Development Management Policy DMHB11, the Proposed Development will not adversely affect amenity, daylight and sunlight of adjacent properties and open space. The assessment work prepared by GIA confirms that daylight and sunlight impacts arising from the Proposed Development will not give rise to any adverse impacts upon daylight and sunlight amenity.

Open Space and Recreation

6.26 As noted above, the Proposed Development includes a large quantum of 5,661sqm of public open space, comprising the Canal Walk and central parts of the Site, as well as 3,750sqm of semi-public open space. The public open space seeks to meet the needs of occupiers of the new development whilst also being accessible to the public who will have an opportunity to access the Site and surrounding destinations, as per Local Plan Part 2 Development Management Policy DMC14.

Private Amenity Space

6.27 The Proposed Development includes private amenity space being provided for all new homes, in the form of a protecting or recessed balconies, roof terraces, or ground level gardens, in



accordance with London Plan Policy D6 and Local Plan Part 2 Development Management Policy DMHB18.

Play Space

6.28 Children's play space is proposed throughout the public realm space and includes 1,574sqm of play space being provided. This is calculated using the GLA population calculator which estimates that the Proposed Development will accommodate 155.2 children aged between 0 and 17 years. This provision is therefore in accordance with Local Plan Part 2 Development Management Policies DMHB15 and DMHB19, as well as London Plan Policy S4.

Drainage, Flood Risk and Water Efficiency

6.29 The Site is located within Flood Zone 1 and does not include any Flood Zone 2 or Flood Zone 3 land in accordance with Local Plan Part 1 Policy EM6.

6.30 The Proposed Development includes a SuDS strategy comprising planted gardens, permeable paving and biodiverse roofs, to minimise the use of underground tanking, and the accompanying Flood Risk Assessment ("FRA") demonstrates that adequate arrangements can be made for the management and maintenance of these features. The robust SuDS strategy accords with aspirations of Local Plan Part 2 Development Management Policy DMEI10 and London Plan Policies SI12 and SI13. The use of biodiverse roof also accords with Local Plan Part 2 Development Management Policy DMEI1.

6.31 The Sustainability Strategy also demonstrates that the Proposed Development aims to reduce water consumption to less than 105 litres per person, per day, as per Local Plan Part 2 Development Management Policy DMEI10 and London Plan Policy SI5.

6.32 The Utilities Statement sets out that infrastructure upgrades will be required to service the Site, and Affinity Water have confirmed the specific infrastructure that will be required. It is anticipated that foul water connections will be able to connect to the existing infrastructure, but this is to be confirmed with Thames Water. It is expected that this information will be subject to planning condition ensuring that the scheme meets the necessary infrastructure requirements in accordance with Local Plan Part 2 Development Management Policy DMEI10.

Biodiversity and Natural Environment

6.33 The Proposed Development includes extensive planting and a mix of strategies to encourage and enhance the ecological value of the site as per Local Plan Part 1 Policy EM7 and Local Plan Part 2 Development Management Policy DMEI7. This allows the Proposed Development to achieve a significant ecological enhancement achieving a BNG score of 416.57% for area habitat units, in accordance with London Plan Policy G6.



6.34 The location of the Site adjacent to the Grand Union Canal has resulted in additional biodiversity improvements being delivered, with the Site frontage along the waterway also being subject to a strong landscape strategy as per Local Plan Part 2 Development Management Policy DMEI7. The canal-side location of the site provides an opportunity to achieve multiple benefits, and the linear route proposed through the Site seeks to provide an enhanced and extended green route which extends from the canal, providing ecological benefits as well as recreational opportunities. The Proposed Development seeks to realise the multiple benefits that the existing green and blue infrastructure can provide in accordance with London Plan Policy G1.

6.35 The Proposed Development achieves an urban greening factor of 0.419 through a combination of proposed habitat features and landscape planting. The London Plan requirement of a 0.4 urban greening factor set at London Plan Policy G5 is therefore met.

Arboriculture

6.36 The Site includes this includes five Category U trees/tree groups, 17 Category C trees/tree groups, and 17 Category B trees/tree groups. The Proposed Development seeks to retain all those of moderate value as shown in the masterplan where possible, particularly those near the Site edges and in proximity to the canal and homes.

6.37 The Proposed Development includes the provision of approximately 150 new trees which is considered a great enhancement upon the existing Site arrangement, maximising the opportunity to improve green infrastructure benefits through the Site as per Local Plan Part 2 Development Management Policy DMHB14.

Waterways and Blue Ribbon Network

6.38 The Proposed Development has been designed to maximise opportunities associated with the canal, with regard to both environmental enhancements and public recreational benefits. The landscaping strategy will visually enhance the frontage along the canal whilst also improving the green connections to and from the canal corridor and assimilating it into the surrounding area, in accordance with Local Plan Part 1 Policy EM5 and Local Plan Part 2 Development Management Policy DMEI6.

6.39 As noted above, the landscape and public realm strategy for the Site will provide both environmental and social benefits by significantly improving the green infrastructure provision and designing it in a way which attracts people to the canal via the Site. These multifunctional benefits seek to respond to London Plan Policies S14 and S16, with the linear route through the Site providing greater opportunities for the public to access both the canal and High Street. With attractive destinations either side of the Site, the Proposed Development provides a genuine opportunity to improve connectivity and encourage pedestrian and cycle movements.



6.40 The character areas along the western boundary also respond to the canal-side location of the Site, with attractive arrival spaces which are heavily landscaped to maintain an element of openness between the Proposed Development and the waterway in accordance with London Plan Policy SI17. The buildings are set back a minimum of 8m from the canal edge to maximise existing verdant quality, and the high quality design seeks to respond to Local Plan Part 2 Development Management Policy DMEI8.

Landscape

6.41 The landscape strategy for the Proposed Development is focused around enhancing the existing character of the canal by creating a strong link between the waterway and High Street. The use of character areas allows different landscaping strategies to be adopted in different parts of the Site to ensure that they best respond to the various functions of the Site. The Proposed Development includes a combination of soft and hard landscaping strategies in accordance with Local Plan Part 2 Development Management Plan Policy DMHB14.

6.42 The design of the Proposed Development and use of these character areas allows principles of good design to be incorporated in a manner which responds to the Site context as per Local Plan Part 2 Development Management Policy DMHB11. For example, in closest proximity to the canal, the Canal Walk SINC character area includes tree retention and new tree and landscape planting, set amongst a network of pedestrian footpaths with buildings set back from the canal, to provide an active frontage and encourage the public to use the space. At the other end of the Site, the Civic Gardens character area includes the provision of a linear landscape route which includes new landscape and tree planting alongside SuDS features. The linear approach to the landscape strategy in this location seeks to make an entrance of the Site on High Street and direct pedestrians into the Site towards the public realm and the canal.

6.43 As noted above, tree retention is sought wherever possible with significant additional tree planting proposed as part of the landscape strategy also as per Policy DMHB14.

Transport and Accessibility

6.44 The Transport Assessment sets out that the residential travel demand has forecast a total of 187 two-way person trips during AM peak hours and 177 two-way person trips during PM peak hours. The workspace travel demand is expected to result in 29 two-way person trips in the morning peak and 28 two-way trips during the evening peak. The net change assessment suggests that overall, the Proposed Development will result in an increase in total person trips, with an increase of 199 two-way total person trips in the AM peak, 189 two-way total person trips in the PM peak.

6.45 The anticipated modal split of these journeys includes a high proportion of travellers using either by public transport or active travel methods. The result is that the Proposed Development is expected to result in a net increase of 7 and 6 two-way vehicle trips in each of the AM and PM peak hours, respectively. The Proposed Development is designed to be car-



lite and the Transport Assessment confirms that forecast vehicle trip generally will be lower than the existing Site, addressing any potential policy concerns at Local Plan Part 2 Development Management Policy DMT2.

- 6.46 The Proposed Development has been designed to address its transport impacts in a sustainable manner, and a Framework Travel Plan has also been prepared to demonstrate how the development enables and encourages the uptake of more sustainable travel behaviour, reiterating the car-lite nature of the proposal, in accordance with Local Plan Part 1 Policy T1 and London Plan Policy T4.
- 6.47 As part of the proposals, improvements to pedestrian and cycle accessibility and permeability will be achieved through the Site and on its periphery, particularly along the canal. The Proposed Development has been developed to respond to the Healthy Streets and Vision Zero principles, ensuring people feel safe when accessing and travelling through the Site, as per London Plan Policy T2, with the increased connectivity to multiple destinations aligning with aspirations of Local Plan Part 2 Development Management Policy DMT5.

Vehicle Parking

- 6.48 The Proposed Development includes 55 parking spaces, of which, 43 are for disabled users. Vehicle car parking standards are set out as maximum requirements in the London Plan, with car free development being the starting point for well-connected development proposals. The provision of 55 vehicle spaces, and quantum of accessible spaces proposed, is therefore in accordance with London Plan Policy T6. All car parking spaces will be equipped with electric car charging facilities, with 20% provided with this infrastructure from the outset.

Cycle Parking

- 6.49 As set out in the Transport Assessment, the Proposed Development generates a need for 734 long stay cycle spaces and 12 short stay spaces. The Proposed Development achieves 734 long stay spaces and slightly over provides short stay spaces with a total provision of 17 parking spaces, exceeding the requirements set out in Local Plan Part 2 Development Management Policy DMT6 and London Plan Policy T6.

Servicing

- 6.50 The Proposed Development will result in an increase of 43 servicing trips per day, and a Delivery and Servicing Management Plan has been provided to demonstrate how any potential impacts as a result of this will be mitigated, as per Local Plan Part 2 Development Management Policy DMT1.
- 6.51 Servicing will take place on service roads within the Site boundary and therefore off the public highway, and the Transport Assessment concludes that the Proposed Development will not



have a detrimental effect on the highway network local to the Site as per Local Plan Part 2 Development Management Policy DMT7 and London Plan Policy T7.

Energy and Sustainability

- 6.52 The Proposed Development has been designed to be climate change resilient with a series of sustainable design and construction principles underpinning the proposals, ensuring suitable mitigation is identified at every stage of the development process as per Local Plan Part 1 Policy EM1.
- 6.53 The commercial development is demonstrated to achieve a BREEAM score of excellent, according with the aspirations of London Plan Policy SI5.
- 6.54 The Proposed Development will achieve a cumulative site-wide saving of 80.7% against a Part L 2021 compliant scheme, according with Local Plan Part 2 Development Management Policy DMEI2.
- 6.55 The Energy Strategy demonstrates how the scheme has been designed to minimise carbon dioxide emissions in line with the be lean, be clean, be green, be seen energy strategy as per London Plan Policy SI2. The Proposed Development includes a site-wide heat network incorporating low carbon heat generation, future-proofing the connection of the Site to a district heating network if and when one becomes available. This includes the provision for potential future connection(s) in the base build of the scheme.
- 6.56 To address potential risk of overheating, passive and active design measures are proposed in the form of efficient lighting, appropriately sized windows to reduce solar heat, passive ventilation, and cooling coils within MVHR units. A VRF system with comfort cooling is proposed for non-domestic spaces. These interventions seek to mitigate the potential risk of overheating in accordance with London Plan Policy SI4.

Noise

- 6.57 The Environmental Noise Assessment prepared by XCO2 confirms that the mitigation measures can be implemented to address any noise and vibration impacts as a result of the construction and operational phases of the Proposed Development, in accordance with Local Plan Part 1 Policy EM8 and London Plan Policy D14.

Air Quality

- 6.58 The Air Quality Assessment prepared by XCO2 confirms that with the implementation of recommended mitigation measures, the Proposed Development does not present any constraints as per Local Plan Part 1 Policy EM8.



Wind and Microclimate

6.59 A Wind and Microclimate Assessment has been prepared and concludes that there are no wind safety risks at ground, terrace or balcony levels within either the Site or surrounding area. Wind comfort conditions are either suitable or consistent with the baseline for all throughfares, roadways, existing and proposed entrances, bus stops, parks and gardens, amenity spaces, and proposed terraces and balconies. It concludes that the Proposed Development will not have any adverse impacts on long term wind microclimate, as per Local Plan Part 2 Development Management Policy DMHB10.

Summary

6.60 As has been demonstrated, the Proposed Development presents a well-designed, sustainable and high-quality mixed-use development.

6.61 In accordance with the site allocation, consideration has been afforded to planning permission 38058/APP/2013/1756 as Policy SA39 requires that the Proposed Development generally responds to the broad parameters by that permission. As has been demonstrated, the intention to redevelop the site for a mixed-use scheme accords with the aspirations of the permission, as do the general site arrangements.

6.62 The Proposed Development does however demonstrate an evolved scheme which shows an increased quantum of development, and increased building height to accommodate the additional capacity. It is noted that given the age of the permission, the development plan has evolved significantly in the interim period, and there is therefore a need to make sure that the Proposed Development can meet these current policy requirements.

6.63 As such, whilst the Proposed Development has been informed by the parameters of planning permission 38058/APP/2013/1756, it has evolved to be brought up to acceptable standards in accordance with the current development plan. This includes in relation to the quantum of development, as there is now greater emphasis on the need to maximise capacity of suitable, sustainable sites, to increase local housing provision. This responds to the national policy position emphasised in the latest version of the NPPF, which demonstrated the Government's objective of increasing new home supply.

6.64 In summary, the Proposed Development generally accords with both local and national policy to the extent that they are relevant to this planning application, and the scheme delivers a host of public benefits that contribute to the achievement of both local planning policies and wider national aspirations for sustainable development



7. Community Infrastructure Levy and S106 Obligations

Community Infrastructure Levy

7.1 The Mayor of London's Community Infrastructure Levy 2 (MCIL2) is a tariff chargeable by the GLA on new applicable development. It came into effect on 1st April 2019 and replaces the Mayoral CIL Charging Schedule which was adopted in April 2012. For developments in Hillingdon, the Mayoral CIL2 rate is £60 per sqm plus indexation.

7.2 At the local level, the LBH CIL Charging Schedule was adopted in July 2019. An Annual CIL Rate Summary published for 2025 sets out the rate including indexation:

- Residential (Class C3): £156.73 per sqm;
- Offices (Class B1): £57.74 per sqm;
- Industrial (Class B8): £8.25 per sqm; and
- All other uses: £0.

Section 106 Obligations

7.3 A draft set of S106 Heads of Terms is provided below as part of this application. As per the Planning Obligations SPD (2014), these terms include in relation to:

- Affordable housing – provision of 35% affordable housing as set out in this Planning Statement and the accompanying Affordable Housing Statement.
- Travel plans – provision of a Travel Plan to ensure sustainable travel behaviours are embedded into the Proposed Development.
- Employment and training provision – to be agreed with LBH; and
- Open space and recreation – provision as set out in this Planning Statement.

7.4 These draft Heads of Terms are subject to detailed discussion with officers during the process of determination of the application.



8. Conclusions

- 8.1 Section 38(6) of the Planning and Compulsory Purchase Act 2004 requires proposals to be determined in accordance with the Development Plan unless material considerations indicate otherwise.
- 8.2 This Planning Statement assesses the Proposed Development against the Development Plan and other relevant national, regional and local planning policy. The principle of the development accords with adopted and emerging planning policy and guidance. The NPPF, London Plan, the Local Plan Part 1 Strategic Policies, and Local Plan Part 2 Development Management Polices all seek to ensure that development makes the most effective and efficient use of land - this is a key objective of the Proposed Development.
- 8.3 The proposals have been subject to a comprehensive consultation exercise involving regular pre-application meetings with officers from LBH, and key consultees such as the GLA, the Design Review Panel, the Canal and Rivers Trust, Hillingdon Canal Partnership and local residents. The issues raised by these stakeholders have been considered and incorporated into the development of the final proposals, where practicable.
- 8.4 At present, the Site is underutilised and of little environmental value. It is not within a Conservation Area nor is it subject to any designations which would restrict or limit its potential for redevelopment. The Proposed Development would deliver a scheme of exemplary architectural quality, designed by Patel Tylor, which would provide 433 high-quality residential units, of which, 35% would be affordable.
- 8.5 The scheme would also re-provide and increase the existing employment accommodation as light industrial floorspace which would meet the needs of a range of businesses, whilst also providing flexible commercial floorspace which would serve existing and future residents in the area. These uses would be delivered alongside extensive public realm improvements, including new green link connecting the Site to the canal, and enhanced pedestrian routes linking the Site to the surrounding area.
- 8.6 For the reasons outlined above, the Proposed Development accords with the development plan as a whole and is supported by other material considerations such as the national policy in the NPPF which promotes and encourages sustainable development. As such, it is considered that the Proposed Development is acceptable in planning policy terms and should, therefore, be granted planning permission.



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Approved by: David Shiels

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