

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 Option

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

REFUSAL RECOMMENDED: GENERAL

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

RESIDENTIAL DEVELOPMENT

- | | |
|--|--------------------------|
| 10. Single dwelling or less than 10 dwelling units and/or a site of less than 0.5 ha | ☐ |
| 11. Householder application in the Green Belt | ☐ |

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 | ☐ |
| 13. Refusal of change of use from retail class A1 to any other use | ☐ |
| 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. | ☐ |

CERTIFICATE OF LAWFULNESS

- | | |
|---|--------------------------|
| 15. Certificate of Lawfulness (for proposed use or Development) | ☐ |
| 16. Certificate of Lawfulness (for existing use or Development) | ☐ |
| 17. Certificate of Appropriate Alternative Development | ☐ |

CERTIFICATE OF LAWFULNESS

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

The delegation powers schedule has been checked. Director of Residents Services can determine this application.

Case Officer

Signature:

Date:

A delegated decision is appropriate and the recommendation, conditions/reasons for refusal and informatives 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 DATES SHOULD BE USED IN THE PS2 RETURNS TO THE ODPM

Item No. **Report of the Head of Planning, Building Control, Sport & Green Spaces**

Address 31 DERBY ROAD UXBRIDGE MIDDLESEX

Development: Conversion of existing 5-bed dwelling to create 1 x 1-bed flat and 1 x 3 bed maisonette with associated parking and amenity space.

LBH Ref Nos: **56755/APP/2015/3842**

Drawing Nos: HPL 226/21
 HPL 226/22
 HPL 226/23
 HPL 226/24
 HPL 226/25
 HPL 226/26
 HPL 226/27
 HPL 226/28
 HPL 226/01A

Date Plans received : 27/11/2015

Date(s) of Amendment(s):

Date Application Valid: 27/11/2015

1. **SUMMARY**

The application seeks planning permission for the conversion of existing 5-bed dwelling to create 1 x 1-bed flat and 1 x 3 (4 person) bed maisonette with associated parking and amenity space.

In principle the proposed change of use is acceptable and there would be minimal external changes to the appearance of the building or the character of the surrounding residential area.

The proposed internal layout and accommodation would provide an adequate standard of amenities for the future occupants of the flats. Private individual amenity space of above the minimum standard would be provided for each flat and there are suitable locations for independent secure cycle storage and refuse bin collection within the site. Furthermore the proposal is considered to be acceptable in highway and pedestrian safety terms and would not result in an increased demand for on street parking in the locality.

2. **RECOMMENDATION**

APPROVAL subject to the following:

1 RES3 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 RES4 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:-

HPL 226/25
HPL 226/26
HPL 226/27 and
HPL 226/28

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

REASON

To ensure the development complies with the provisions of the Hillingdon Local Plan: Part Two Saved UDP Policies (November 2012) and the London Plan (2015).

3 B20 Noise (Conversions to Flats)

The development shall not commence until a scheme which specifies the provisions to be made for the control of noise and vibration travelling between flats and from the door and stairwell to the first floor flat has been submitted to and approved in writing by the Local Planning Authority. The scheme shall include such combination of measures as may be approved by the LPA. Thereafter the scheme shall be implemented and maintained in full compliance with the approved measures.

REASON

To ensure that the amenity of the occupiers of the existing and proposed dwellings/flats is not adversely affected by noise.

4 RES9 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
- 2.g Other structures (such as play equipment and furniture)

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 BE13, BE38 and AM14 Hillingdon Local Plan: Part Two Saved UDP Policies (November 2012) and Policies 5.11 (living walls and roofs) and 5.17 (refuse storage) of the London Plan (2015).

5 H7 Parking Arrangements (Residential)

The parking areas including the marking out of parking spaces shown on the approved

plans, shall be constructed, designated and allocated for the sole use of the occupants prior to the occupation of the development and thereafter be permanently retained and used for no other purpose.

REASON

To ensure that an appropriate level of car parking provision is provided on site in accordance with Policy AM14 of the adopted Hillingdon Unitary Development Plan Saved Policies (September 2007) and Chapter 6 of the London Plan (2015).

INFORMATIVES

1 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).

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 I53 Compulsory Informative (2)

The decision to GRANT planning permission has been taken having regard to the policies and proposals in the Hillingdon Unitary Development Plan Saved Policies (September 2007) as incorporated into the Hillingdon Local Plan (2012) set out below, including Supplementary Planning Guidance, and to all relevant material considerations, including the London Plan (2015) and national guidance.

BE13 New development must harmonise with the existing street scene.

BE15 Alterations and extensions to existing buildings

BE19 New development must improve or complement the character of the area.

BE20 Daylight and sunlight considerations.

BE21 Siting, bulk and proximity of new buildings/extensions.

BE23 Requires the provision of adequate amenity space.

BE24 Requires new development to ensure adequate levels of privacy to neighbours.

AM7 Consideration of traffic generated by proposed developments.

AM13 AM13 Increasing the ease of movement for frail and elderly people and people with disabilities in development schemes through (where appropriate): -
(i) Dial-a-ride and mobility bus services

	(ii) Shopmobility schemes
	(iii) Convenient parking spaces
	(iv) Design of road, footway, parking and pedestrian and street furniture schemes
AM14	New development and car parking standards.
H4	Mix of housing units
H7	Conversion of residential properties into a number of units
HDAS-EXT	Residential Extensions, Hillingdon Design & Access Statement, Supplementary Planning Document, adopted December 2008
HDAS-LAY	Residential Layouts, Hillingdon Design & Access Statement, Supplementary Planning Document, adopted July 2006
LDF-AH	Accessible Hillingdon , Local Development Framework, Supplementary Planning Document, adopted January 2010
CACPS	Council's Adopted Car Parking Standards (Annex 1, HUDP, Saved Policies, September 2007)
LPP 3.4	(2011) Optimising housing potential
LPP 3.5	(2011) Quality and design of housing developments
LPP 3.8	(2011) Housing Choice
NPPF	National Planning Policy Framework

4 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 saved policies (referred to as policies from the Hillingdon Unitary Development Plan - Saved Policies September 2007), then London Plan Policies (2015). On the 8th November 2012 Hillingdon's Full Council agreed the adoption of the Councils Local Plan: Part 1 - Strategic Policies. Appendix 5 of this explains which saved policies from the old Unitary Development (which was subject to a direction from Secretary of State in September 2007 agreeing that the policies were 'saved') still apply for development control decisions.

5

In dealing with the application the Council has implemented the requirement in the National Planning Policy Framework to work with the applicant in a positive and proactive way. We have made available detailed advice in the form of our statutory policies from the 'Saved' UDP 2007, Local Plan Part 1, Supplementary Planning Documents, Planning Briefs and other informal written guidance, as well as offering a full pre-application advice service, in order to ensure that the applicant has been given every opportunity to submit an application which is likely to be considered favourably.

3. CONSIDERATIONS

3.1 Site and Locality

The application site is located on the west side of the short return leg of Derby Road towards its junction with Walford Road near Uxbridge town centre and comprises of a vacant bungalow with garden.

No. 31 Derby Road is an original single storey dwelling that has until recently been occupied as rented accommodation for students with five bedrooms available, including two in the converted roof space. The property also comprises a lounge, kitchen, three

bathrooms/WCs and a study. The adjacent chalet bungalow to the north, No. 31a, was constructed ten years ago following an appeal and to the south the site is adjoined by the gardens of properties in Walford Road.

There is a mix of converted bungalows and two-storey houses at this end of Derby Road, a residential street that forms part of the Developed Area of the Borough as identified in the Hillingdon Local Plan.

3.2 Proposed Scheme

The application seeks planning permission for the conversion of existing 5-bed dwelling to create 1 x 1-bed flat and 1 x 3 bed flat with associated parking and amenity space. The original submission was for three flats. However concerns were raised in respect of the headroom to the first floor flat not complying with the London Plan Housing Standards Transition Statement and the scheme has been amended to two dwellings to address the concerns.

The flats would each have the following internal floor areas:

Flat 2 (1 bed two person) - 61.7m²

Flat 3 (4 person maisonette) - 85.5m²

One parking space is provided on site and one dwelling would be eligible for a parking permit.

3.3 Relevant Planning History

56755/APP/2014/3810 31 Derby Road Uxbridge Middlesex

Conversion of detached dwelling into 2 x 1-bed, self-contained flats and 1 x studio flat with associated amenity space involving installation of 1 rear dormer and 1 side dormer

Decision: 05-01-2015 Refused

Comment on Planning History

56755/APP/2014/3810 - Conversion of detached dwelling into 2 x 1-bed, self-contained flats and 1 x studio flat with associated amenity space involving installation of 1 rear dormer and 1 side dormer was refused for the following reason:-

The proposed development fails to demonstrate that sufficient off street parking provision which meets the Council's approved parking standards to service the proposed dwellings will be provided. In the absence of a legal agreement restricting the allocation of resident parking permit(s) to future occupants, the development would be likely to lead to additional on street parking, in an area where such parking is at a premium, to the detriment of public and highway safety and is therefore contrary to Policy AM14 of the Hillingdon Local Plan: Part Two - Unitary Development Plan Saved Policies (November 2012), the Council's adopted car parking standards and the adopted Supplementary Planning Document HDAS: Residential Layouts.

4. Advertisement and Site Notice

4.1 Advertisement Expiry Date:- Not applicable

4.2 Site Notice Expiry Date:- 30th December 2015

5. Comments on Public Consult

Highways Officer -

- a. The site has poor public transport accessibility (PTAL=2).
- b. The proposal includes provision for two car park bays. This is considered acceptable, given that the existing property would have been eligible for a parking permit in the CPZ. Parking bays should be allocated to specific flats.
- c. Pedestrian visibility splays measuring 1.5x x 1.5m should be provided (at the back of footway) to the vehicular access.
- d. The proposed widened crossover should be centralised across the 5m space for the two car park bays. This may require the lamp column to be relocated or the widening of the crossover to be reduced. Please see attachment for form of LBH standard residential vehicular crossover. The applicant will be responsible for all the costs of the crossover.
- d. Subject to the satisfactory resolution of the above comments, there are no highway objections.

Officer note: Revised plans were submitted to address the highway officer comments. The scheme has since been amended to reduce the number of proposed dwellings to two with the crossover and parking remaining as existing.

EPU -

No objection subject to a condition to secure details of noise control between flats.

6. UDP / LDF Designation and London Plan

The following UDP Policies are considered relevant to the application:-

Part 1 Policies:

PT1.BE1 (2012) Built Environment

Part 2 Policies:

- BE13 New development must harmonise with the existing street scene.
- BE15 Alterations and extensions to existing buildings
- BE19 New development must improve or complement the character of the area.
- BE20 Daylight and sunlight considerations.
- BE21 Siting, bulk and proximity of new buildings/extensions.
- BE23 Requires the provision of adequate amenity space.
- BE24 Requires new development to ensure adequate levels of privacy to neighbours.
- AM7 Consideration of traffic generated by proposed developments.
- AM13 AM13 Increasing the ease of movement for frail and elderly people and people with disabilities in development schemes through (where appropriate): -
 - (i) Dial-a-ride and mobility bus services
 - (ii) Shopmobility schemes
 - (iii) Convenient parking spaces
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LPP 3.5	(2011) Quality and design of housing developments
LPP 3.8	(2011) Housing Choice
NPPF	National Planning Policy Framework

In addition:

7. MAIN PLANNING ISSUES

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

Policy BE20 of the Hillingdon Local Plan requires new buildings to provide adequate daylight and sunlight to be able to penetrate into and between them and the amenities of the existing houses to be safeguarded.

Policy BE21 of the Hillingdon Local Plan states that planning permission will not be granted for new buildings which by reason of their siting, bulk and proximity would result in a significant loss of residential amenity.

The Council's adopted Supplementary Planning Document, the Hillingdon Design and Accessibility Statement: Residential Layouts (July 2006) [HDAS] provides guidance on the acceptable layout, design and forms of new residential development. Paragraph 4.9 of HDAS sets down a minimum of 15 metres separation distance between adjoining dwellings. In this instance as the proposal is for conversion of an existing dwelling and is not a new building, this requirement does not strictly apply. Nonetheless, distances of approx. 21m and 24.5m are retained to the facing dwellings of Nos. 38 and 40 Walford Road.

Policy BE24 of the Hillingdon Local Plan: Part Two - Saved Policies Unitary Development Plan Policies (November 2012) requires the design of new buildings to protect the privacy of neighbouring dwellings. Paragraph 4.12 of HDAS thus sets down the requirement for 21 metres distance between the habitable room windows of the new and any existing properties that would face each other to ensure no loss of privacy would occur.

The revised scheme involves the infilling of two windows in the south elevation and the insertion of two windows in the west facing elevation facing the garden.

The adjacent bungalow, No. 31a Derby Road contains only side and front elevation windows on both floors and there are none in the rear elevation which faces the porch entrance to No. 31, which would serve Flat 2 across the fenced passageway. Whilst the proposal would result in more people coming and going therefore, the amenities of the

occupants of No. 31a should not be affected in terms of privacy.

In terms of the potential increase in noise, since there is only one off street parking space that is practicable within the site the number of vehicle trips generated by residents of the new flats and their visitors - most of which would take place on street - would be no different to how the dwelling is currently used. In the general context of these surroundings therefore, this is not likely to create an unacceptable or intrusive relationship with the neighbouring occupiers.

7.2 Impact on Street Scene

Policy BE1 of the Hillingdon Local Plan: Part One - Strategic Policies (November 2012) requires all new development to maintain the quality of the built environment including providing high quality urban design. Furthermore policies BE13 and BE15 of the Hillingdon Local Plan: Part Two - Saved UDP Policies (November 2012) resist any development which would fail to harmonise with the existing street scene or would fail to safeguard the design of existing and adjoining sites.

The proposals include minimal alterations to the elevations that would be visible from the street above the existing boundary fence in Derby Road and would not detract from the character and appearance of the host building or the locality in accordance with Policy BE1 of the Hillingdon Local Plan: Part One - Strategic Policies (November 2012) and Policies BE13, BE15 and BE19 of the Hillingdon Local Plan: Part Two - Saved Unitary Development Plan Policies (November 2012).

7.3 Traffic Impact/Pedestrian Safety

Policy AM7 of the Hillingdon Local Plan considers 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.

Policy AM14 states that new development will only be permitted where it is in accordance with the Council's adopted Car Parking Standards.

The previous application was refused on parking grounds. The number of units has been reduced to two. The existing crossover would be utilised to provide off street parking for flat 1 with the occupants of the maisonette being eligible to apply for a parking permit. The Highway Officer advised, in relation to the three bedroom scheme that it would be acceptable for one of the dwellings to utilise the parking permit that is currently allocated to this property. The proposal is therefore considered to be acceptable in highway and pedestrian safety terms and would not result in an increased demand for on street parking in the locality. AS such the proposal is considered acceptable in accordance with policies AM7 and AM14 of the Hillingdon Local Plan - Saved UDP Policies November 2012).

7.4 Carparking & Layout

See above.

7.5 Urban Design, Access and Security Considerations

On 25 March 2015, the Government introduced new technical housing standards in England, which comprise of new additional 'optional' Building Regulations on water and access, and a nationally described space standard (referred to as "the new national technical standards"). These new standards came into effect on 1 October 2015. The Mayor of London intends to adopt the new nation technical standards through a minor alteration to The London Plan. This alteration is in the form of the Housing Standards Policy Transition Statement and it sets out how the existing policies relating to Housing Standards in The London Plan should be applied from October 2015. Appendix 1 of the

Transition Statement sets out how the standards stemming from the policy specified in the 2012 Housing SPG should be interpreted in relation to the national standards.

The London Plan Transition Statement sets out the minimum internal floor spaces required for developments in order to ensure that there is an adequate level of amenity for existing and future occupants. The statement requires a 1 bedroom (2 person) flat to have a minimum internal floor area of 50m² and a three bedroom (4 person) two storey dwelling to have a minimum internal floor area of 84 square metres. There is also a requirement for the one bedroom flat to achieve 1m² of built in storage and for the three bedroom flat, 2.5m². Both flats comply with this London Plan standard. In addition the London Plan Transition Statement requires 75% of the accommodation to achieve a ceiling height of 2.5m. 100% of the ground floor accommodation has a ceiling height of 2.85m. The accommodation within the loft achieves a ceiling height of 2.4m and represents 21% of the floor area of flat 2 and therefore complies with this standard. The rooflights to the two first floor bedrooms would achieve an acceptable outlook. As such is considered acceptable in respect of Policy 3.5 of the London Plan and the London Plan Housing Transition Statement (2015).

Policy BE23 of the Hillingdon Local Plan: Part Two - Saved Policies Unitary Development Plan Policies (November 2012) states that new residential buildings or extensions should provide or maintain external amenity space which is sufficient to protect the amenity of the occupants of the proposed and surrounding buildings, and which is useable in terms of its shape and siting.

In this respect, the proposal provides for separate private amenity space for the occupiers of all of the flats to the rear and side of the existing building which is far in excess of the minimum requirement in this regard. The submitted plans also show a strip of communal space for secure bicycle storage and refuse storage behind the fence which could be conditioned accordingly.

7.6 Other Issues

PRINCIPLE

One of the Core Planning Principles of The National Planning Policy Framework (March 2012) is to "encourage the effective use of land by reusing land that has been previously developed (brownfield land)".

The London Plan (July 2011) aims to provide more homes within a range of tenures across the capital meeting a range of needs, of high design quality and supported by essential social infrastructure. In terms of new housing supply, the Borough of Hillingdon has been allocated a minimum target of 4,250 in the period from 2011-2021. The form of such housing should provide a mix of dwelling types in different locations with those at higher densities providing for smaller households focused on areas with good public transport accessibility.

London Plan Policy 3.5 Quality and design of housing developments states that "housing developments should be of the highest quality internally, externally and in relation to their context and to the wider environment, taking account of strategic policies in the Plan to protect and enhance London's residential environment and attractiveness as a place to live.

Policy BE1 of the Hillingdon Local Plan: Part One - Strategic Policies (November 2012) states that "new development should not result in the inappropriate development of

gardens and green spaces that erode the character and biodiversity of suburban areas and increase the risk of flooding through the loss of permeable area".

DENSITY

The density of development should be in accordance with Policy 3.4 of the London Plan (July 2011). For dwellings of 2.7 to 3 habitable rooms in suburban locations, a density of 150-250 habitable rooms/hectare (or 50-95 units/ha.) is sought. There are no corresponding figures for one and two habitable room dwellings but higher densities for such units, which are suitable for households without children, may be accepted within or close to town centres where parking and open space are generally less available.

The proposed development would comprise of six habitable rooms with a resultant density of 141-169 habitable rooms/hectare (approx.) or 85 units per hectare (approx.). These figures would thus comfortably fall within the density ranges for a site in a suburban location with a PTAL score of 2.

Policy H4 of the Hillingdon Local Plan: Part Two - Saved Unitary Development Plan Policies (November 2012) also seeks to ensure that in new housing developments, wherever practicable, a mix of housing units of different sizes should be provided in particular units of one and two bedrooms.

The proposal for two new residential units incorporates 1 x one-bedroom flats and 1 x 3 bedroom maisonette. This mix in an off centre location is considered acceptable. In this regard the proposal would be taken to conform with the general intention of Local Plan Policy H4 and with London Plan Policy 3.4 to provide for occupants with different needs in this location.

The flats would be required to be provided with a well screened storage area for refuse awaiting collection. Provision for this has been made within the site layout within 25 metres of the highway and subject to condition, a suitable form of enclosure can be provided in a position that does not impinge on the outlook from the ground floor window of Flat 1.

The incorporation of sustainable site drainage, additional security measures and safeguards against potential site contamination (part of the site has been identified as occupying land in a former commercial use) are not wholly applicable to this development for conversion. There are only minor changes to the elevations proposed to the existing building in terms of window openings at first floor level whilst there are no proposals to alter the existing hard surfacing or any record of local surface water flooding or drainage problems.

The Council's Environmental Protection Unit has recommended that a standard noise control condition be attached to any permission granted.

This development is CIL liable due to the creation of a new residential unit, however, as the development generates no new additional floorspace, the CIL charge will be calculated as such.

8. Reference Documents

Hillingdon Local Plan (November 2012);
The London Plan (July 2015);
National Planning Policy Framework;
Hillingdon Design and Accessibility Statement: Residential Layouts (July 2006);

Hillingdon Design and Accessibility Statement: Accessible Hillingdon (May 2013);
The London Plan Housing Policy Transition Statement (May 2015)

Contact Officer: Nicola Taplin

Telephone No: 01895 250230