

Planning Statement

Grays Road, Uxbridge, UB10 0QX

Report date: 5th March 2026

Prepared for:
London Borough of Hillingdon

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1 Introduction

- 1.0. Vail Williams LLP have been instructed by London Borough of Hillingdon Capital Programme Works Service to prepare this planning statement for ‘full planning permission for the demolition of the existing buildings and the redevelopment of the site to provide 333 dwellings, together with associated access, parking, landscaping and other ancillary works’ on the site known as land at Grays Road, Uxbridge, UB10 0QX.
- 1.1. This planning statement sets out the details of the proposals for the site, planning history of the site, national and local policy context for the proposed development. It then goes on to consider the policy context and demonstrates the suitability of the proposed development from a planning perspective confirming that it accords with the development plan and that there are no material considerations to indicate that permission should be refused.
- 1.2. The planning permission sought is for:

‘Full planning permission for the demolition of the existing buildings and the redevelopment of the site to provide 333 dwellings, together with associated access, parking, landscaping and other ancillary works.’
- 1.3. The full list of technical documents accompanying this application is provided separately within the standalone Document List and should be referred to alongside this planning statement.
- 1.4. London Borough of Hillingdon (‘LBH’) acquired the 3.2 hectare / 7.95 acre site in July 2024, as a residential development opportunity. ‘LBH’ intends to use the site to provide a significant number of high-quality units to assist in meeting local needs, make significant progress in securing future affordable housing delivery, and bring back residential use into the long-standing unused site.
- 1.5. A red line boundary of the site is included below.

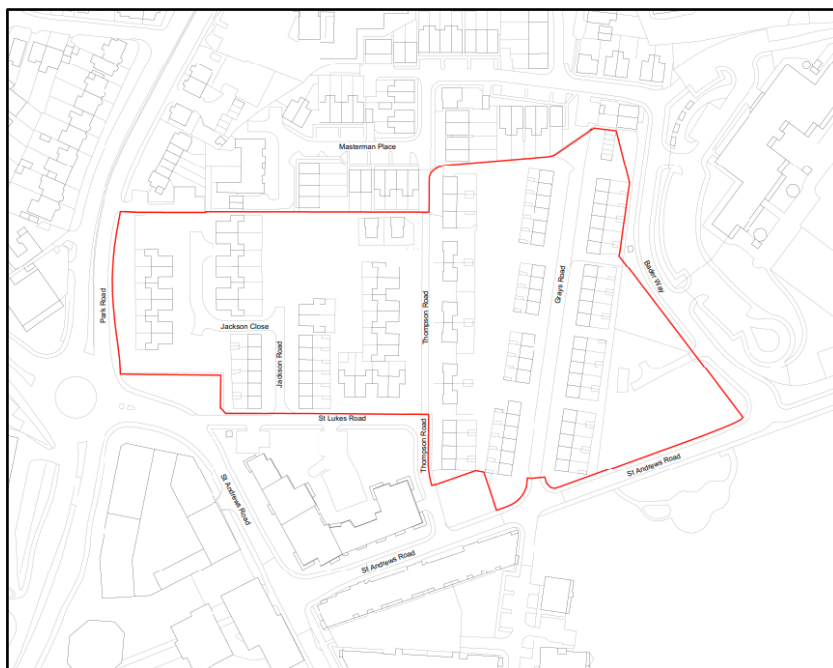


Figure 1: Site Red Line Boundary

2 Site and Surroundings

Existing Site

- 2.0. The Grays Road brownfield site, previously occupied by the Ministry of Defence, has been vacant since 1996 and forms part of the former Royal Air Force Uxbridge site. The remainder of the wider area, known as St Andrew’s Park development, is currently being redeveloped for circa 1,300 new homes, with a large number of dwellings completed and occupied.
- 2.1. The site contains 92 unoccupied residential houses in various states of disrepair. Taking into account the condition of existing properties, 'LBH' (as owner of the site) is seeking to demolish the existing properties on the site to facilitate new residential redevelopment. However, it is material to highlight that those properties benefit from a Certificate of Lawful Development granted in 2023.
- 2.2. As set out in the accompanying topographical survey, the topography of the site is sloped from west to southeast.
- 2.3. The site is allocated in the Hillingdon Local Plan (Policy SA 27: St Andrew’s Park – Annington Homes Site). A wider allocation (Policy SA 28: St Andrews Park) covers the surrounding areas to the north, east and south of the site as shown in the maps below. Text supporting allocation SA 27 explains that design of development should complement that of the surrounding St Andrew’s Park development.

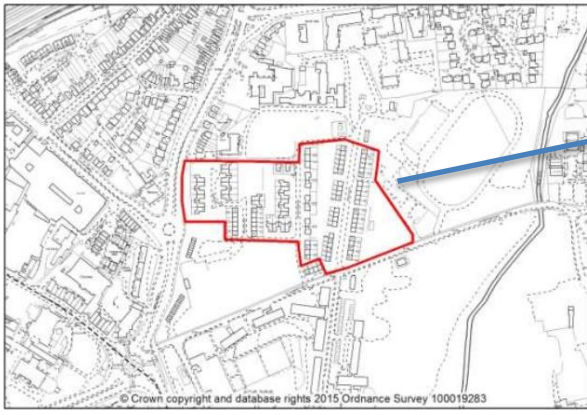

POLICY SA 27: St Andrew’s Park – Annington Homes Site	POLICY SA 28: St Andrews Park, Uxbridge
 <p>© Crown copyright and database rights 2015 Ordnance Survey 100019263</p>	 <p>© Crown copyright and database rights 2015 Ordnance Survey 100019263</p>
<p>The Council will support the following development on the site:</p> <ul style="list-style-type: none"> - 330 residential units; and - Associated landscaping, car parking and amenity space provision. 	<p>In accordance with the approved planning permission (Ref: 585/APP/2009/2752) the Council will support the following development on the site:</p> <ul style="list-style-type: none"> - 1,340 residential units; - 14,000sqm of office floorspace; - A 90 bedroom hotel; - Associated commercial uses; - Education Facilities; and - Associated landscaping, car parking and amenity space provision.

Table 1: Extract from Policies SA 27 and SA 28 of Hillingdon Local Plan Part 2 Site Allocations and Designation

- 2.4. Of the 1,340 residential units allocated under Policy SA 28, around 1,000 dwellings have been completed to date, with a final phase of up to 356 homes approved (subject to s106) in May 2025.

- 2.5. The proposal relates to Site Allocation SA27 and will contribute towards the delivery of the remaining homes within this strategic allocation. With St Andrew’s Park (SA28) now largely completed, comprising around 1,000 of the c.1,300 homes planned, the wider area is nearing full build-out. This application therefore represents one of the final components required to realise the Local Plan’s planned growth for this part of the Borough.

Site Location

- 2.6. The 3.2 hectare brownfield site is located on Grays Road, Uxbridge. Grays Road takes access from St Andrews Road which runs along the south of the site. The site is bordered by Badger Way to the east which connects to Masterman Place; a private cul-de-sac road comprising residential properties to the north of the site. The western edge of the site is bordered by Park Road. The nearest strategic road is the A4020, which is located approximately 300m southwest of the site and provides connections to the M40 (Junction 1) and further connections to the M25 and Heathrow Airport.
- 2.7. The site is just outside of the town centre and is approximately 500m (approx. 10-minute walk) west of Uxbridge Underground Station (zone 6), which serves the Metropolitan and Piccadilly lines providing direct connections to other parts of London, travel time to Central London is approximately 35-40 minutes.

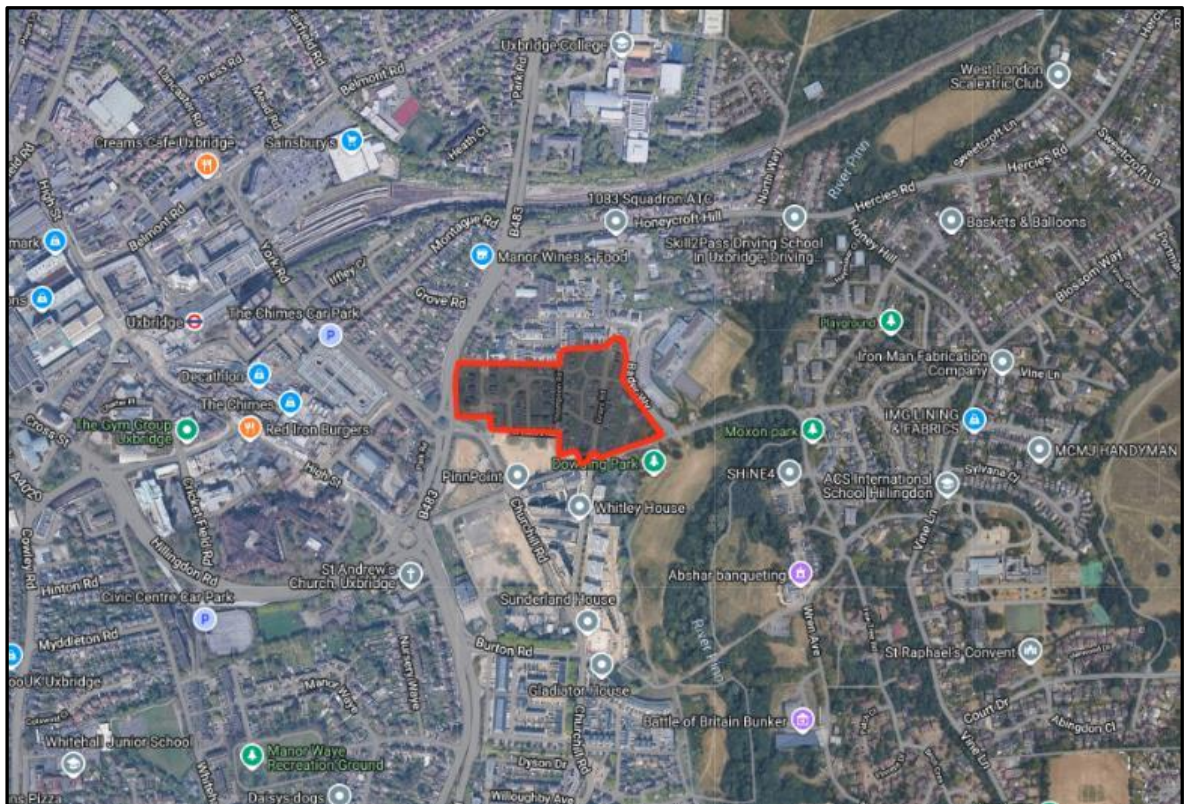


Figure 2: Site and Surroundings (Google Satellite Image)

- 2.8. ‘LBH’ forms part of outer London and West London, being the western most London borough. The Borough includes most of Heathrow Airport and Brunel University and is the second largest of the 32 London boroughs by area.
- 2.9. The main towns in the Borough include Hayes, Ruislip, Northwood, West Drayton and Uxbridge. Hillingdon is the second least densely populated of the London boroughs, due to a combination of rural land in the north, RAF Northolt Aerodrome, and Heathrow Airport.

2.10. The site's location within the wider West London setting is shown below.

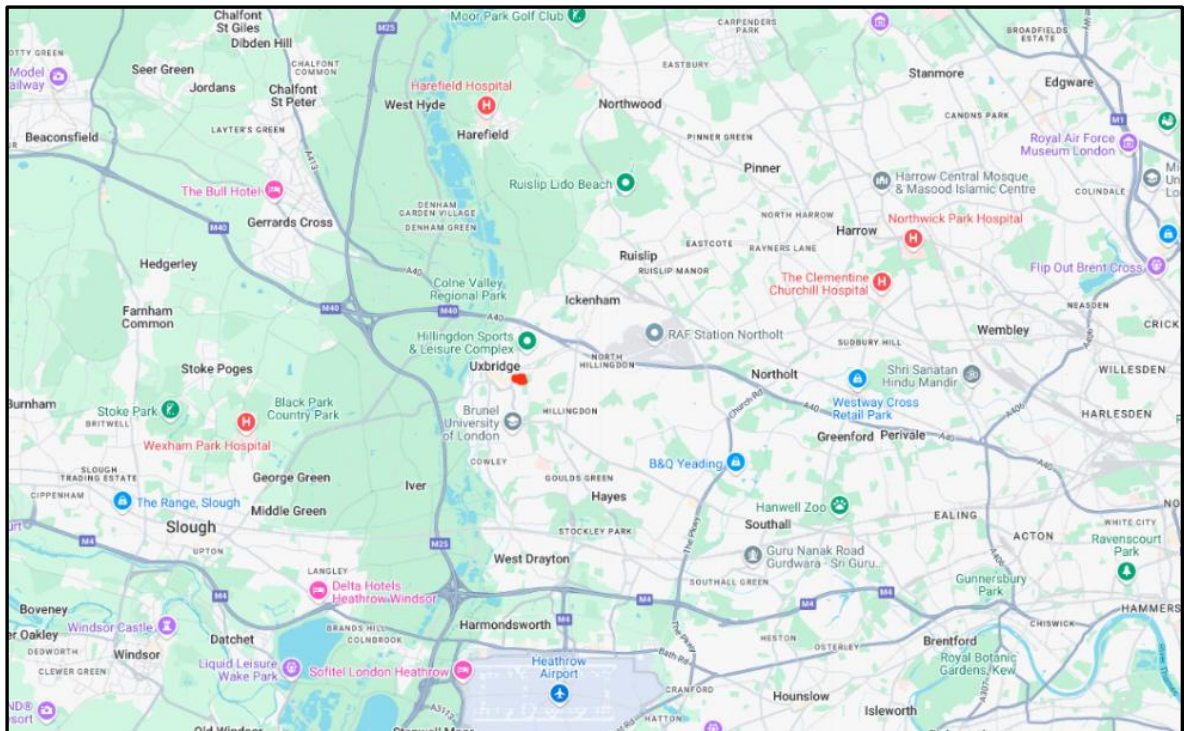


Figure 3: Site and Wider Area Map

Designations and Allocations

2.11. As per Hillingdon's Local Plan Policies map (included below) the following applies (amongst other development control policies locally and nationally covered elsewhere in this statement):

- The site is allocated for residential development under policy SA 27 of Hillingdon's Local Plan Part 2.
- The site is within an Air Quality Management Area.
- The site is adjacent to allocation SA 28, the town centre, a hotel and office growth location, a green chain link area and the green belt.

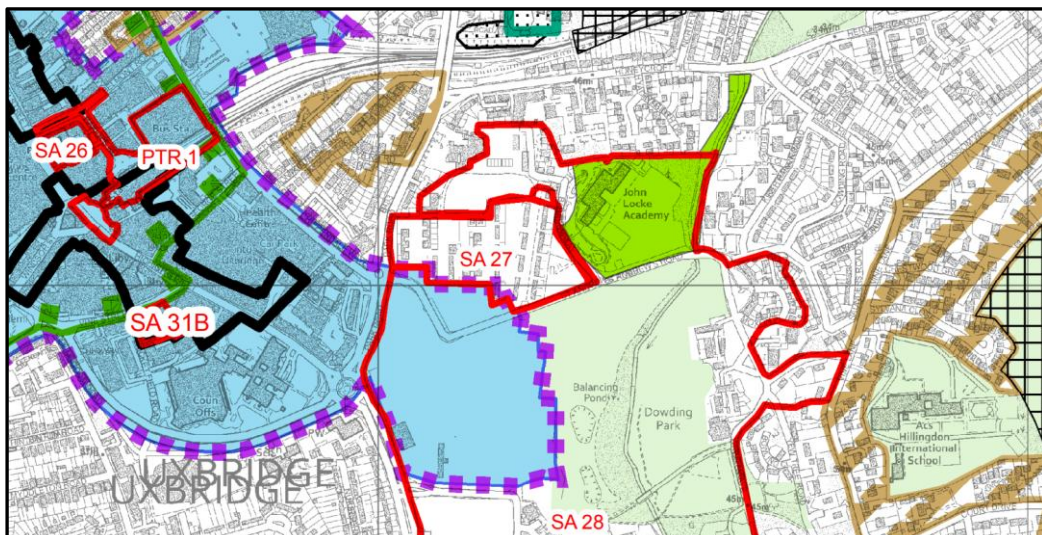




Figure 4: Hillingdon Local Plan Part 2 -Policies Map

2.12. There are no listed buildings on the site, and it is not within a Conservation Area. The nearest Conservation Area (shown in the policy map) is located approximately 150m west and nearby listed buildings are shown on the map below. The scheme is sufficiently located such that the heritage team have concluded no harm will occur as a result of the proposals.

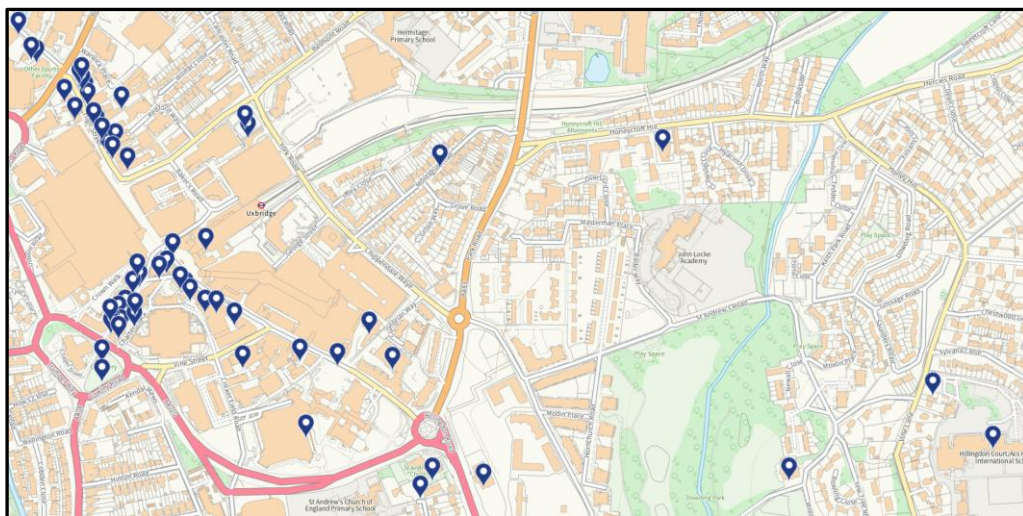


Figure 5: Listed Buildings (Historic England)

2.13. The site is located within Flood Zone 1.

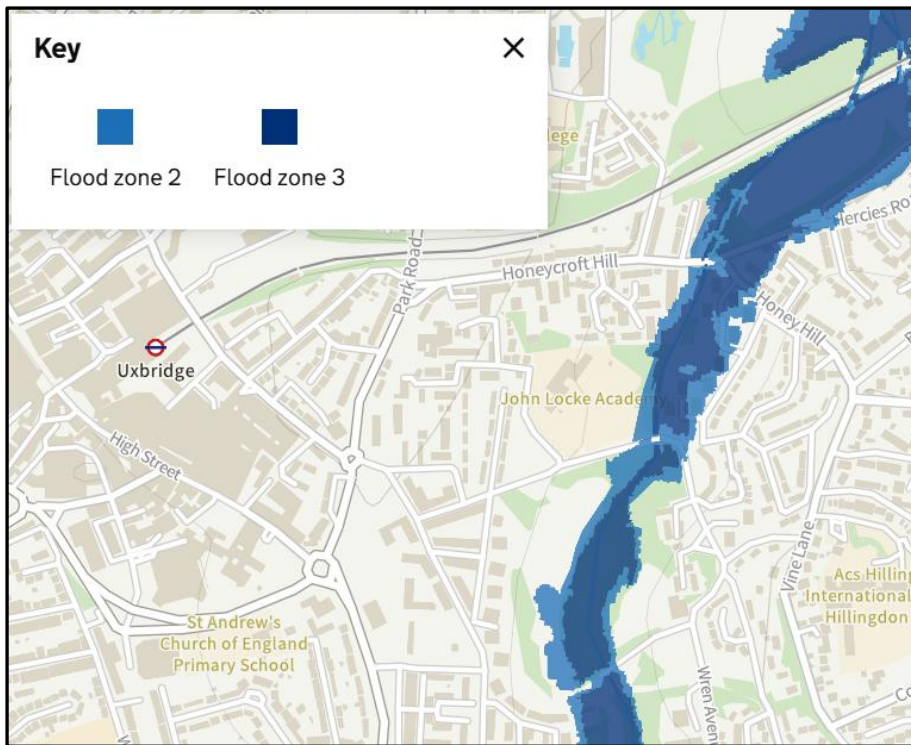


Figure 6: Gov Flood Map for Planning

2.14. The site is covered by a blanket TPO.

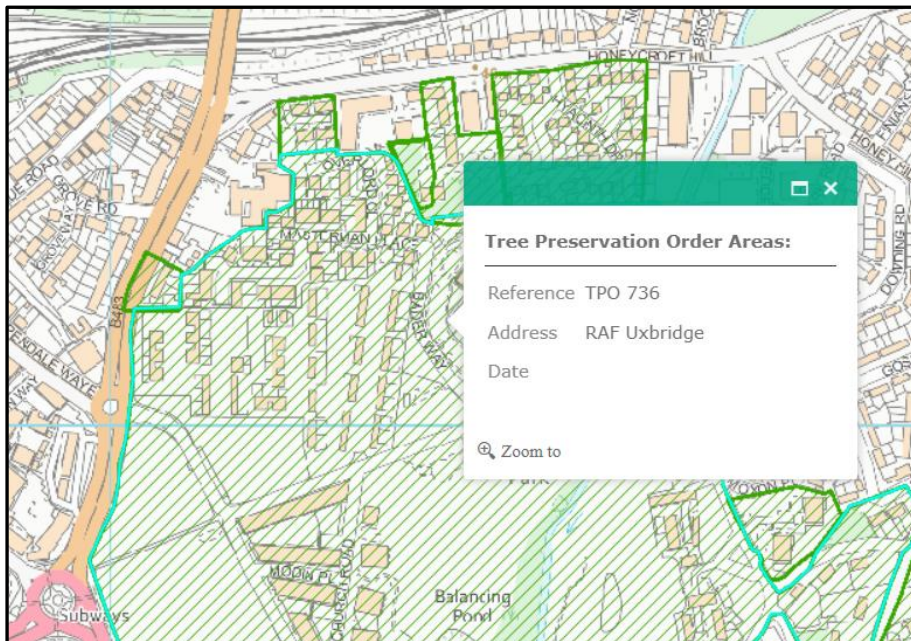


Figure 7: Hillingdon Protected Trees Map

3 Planning History

Application History

The Site

- 3.0. An EIA Screening Opinion request was submitted prior to submission of this Full Application ref. 74962/APP/2025/1832. The EIA Screening response from 'LBH' dated 30th July 2025 confirmed that a development of the scale, mix and character proposed does **not** constitute EIA development.
- 3.1. 'LBH' Land and Property previously applied for a Certificate of Lawful Development to refurbish 89 of the existing homes under application 585/APP/2023/1548. Having undertaken a more detailed review of the site, and in order to align with the Local Plan allocation for much-needed residential development, it is considered that the site's redevelopment would make more efficient use of this previously developed urban land, contributing positively to meeting the housing needs of both LBH and London more widely in line with LBH's 2025 Strategic Housing Market Assessment.

Reference	Type	Description	Decision
74962/APP/2025/1832	Request for EIA Screening Opinion	Redevelopment of the site for residential, following demolition of the existing structures.	Not EIA development 30-07-25
585/APP/2023/1548	Application for a Certificate of Lawful Development for a Proposed Development	Refurbishment of 89 existing houses to bring them back to a habitable state, including like-for-like repair of walls and roofs, and repair and replacement of windows and doors (Application for a Certificate of Lawful Development for a Proposed Development).	Approved 12-07-23
585/APP/2023/1547	Application for a Certificate of Lawful Development for a Proposed Development	Erection of single storey extensions to the rear of four properties (Application for a Certificate of Lawful Development for a Proposed Development).	Approved 10-08-2023
585/DS/2013/13	Building Control	Derelict house suffered fire damage	No Further Action 21-08-2013

Table 2: Site Planning Application History

Surrounding sites

- 3.2. There are three parcels which neighbour the site that remain undeveloped. Appendix A of the Design and Access Statement considers the proposed development’s relationship with these parcels.
- 3.3. One of which was refused permission for a singular dwelling under application 78988/APP/2024/2228. One of the reasons for refusal was that the development would prejudice the development of Annington Homes / Grays Road site and thus not comply with the RAF Uxbridge allocations SA27 and SA28. The design team consider that development of this parcel would result in a poor relationship with the application site and would lead to overshadowing of the proposed gardens.



Figure 8: Location of Neighbouring Refusal

Reference	Description	Decision	Reasons
78988/APP/2024/2228	Erection of a two storey 3-bedroom house	Refused 14-11-24	Non-compliance with BNG, building regulations and allocation requirements.

Table 3: Planning Summary of Neighbouring Refusal

- 3.4. The two land parcels to the south of the site are owned by VSM Estates and fall within Site Allocation Policy SA 28 (St Andrew’s Park / RAF Uxbridge). These parcels were originally identified as Parcels 1.14 and 1.2 within Phase 3 of the outline planning permission Ref: 585/APP/2009/2752, which was approved on 18 January 2012. At that time, both parcels were proposed to accommodate residential buildings of three storeys, with typical parameters of 9–11m in height, 20–35m in width, and 9–15m in length.



Figure 9: Location of parcels with lapsed permission (shown in yellow)

- 3.5. Subsequently, a Non-Material Amendment application (Ref: 585/APP/2014/4023, approved on 9 January 2015) revised the phasing plan, reclassifying these parcels as part of Phase 5 (as shown in the 13/11/2014 Phasing Plan).
- 3.6. Later, through the access planning application Ref: 585/APP/2018/3640 (approved 13 February 2019), the parcels were further designated as Phases 5b and 5c, with the centrally located site—now owned and developed by Anchor – identified as Phase 5a. This breakdown was as follows:
- Phase 5a – 72-unit Assisted Living Accommodation (Anchor)
 - Phase 5b – Apartment block (12 units)
 - Phase 5c – Apartment block (10 units)
- 3.7. The associated Design and Access Statement noted: “The future development of the three Phases making up Phase 5 will be subject to separate planning applications.”
- 3.8. The middle parcel (Phase 5a), owned by Anchor, has since been developed in line with the masterplan. The planning statement submitted with their application (Ref: 585/APP/2019/829, approved 21 August 2019) clarified that:
- “A number of land parcels covered by the outline permission have come forward, however, any remaining elements of the outline planning permission not yet implemented, or subject of extant reserved matters expired on 18th January 2017... On this basis, the previous outline planning permission for that land parcel has lapsed and a new full planning application is required.”*
- 3.9. Consequently, it appears that the outline planning permission for VSM’s two parcels (phases 5b and 5c) has also expired. While the Anchor site has been delivered, the current status and future plans for the adjacent parcels remain uncertain. Based on recent pre-application discussions with the Council, it is understood that there are no live proposals currently being brought forward for these two parcels, and no updated timeline or design parameters have been confirmed. These parcels comprise previously developed land within the urban area and may make a meaningful contribution to future housing delivery. The scheme has therefore been designed with these sites in mind, with proposed facades positioned at least 9 metres from the shared boundaries to ensure that the future development potential of these parcels is not prejudiced.

Pre-application engagement and consultations

- 3.10. The proposal has been the subject of a Planning Performance Agreement between the applicant and the Council. This has led to proactive interactions, which raised prudent matters that have been documented within the PRP Design and Access Statement together with Statement of Community Involvement). The pre-application meetings with various organisations are outlined below:
- 3.11. 'LBH' Planning team (with some consultees depending on the meeting agenda listed below) on the 20th March, 2nd May, 16th June, 24th July 21st October, 9th December 2025, 19th January, 27th February 2026. Attendees from 'LBH' Planning included Mike Kemp, Noel Kelly, Ed Loughton, Roz Johnson and Todor Kuznetsov.
- 3.12. A highways workshop took place online on the 7th of May 2025 with 'LBH' Highways/Development Control team.
- 3.13. Public consultation on the proposals took place via an in-person event on the 11th of June 2025 at the Uxbridge Library. Leaflets were issued to residents prior to the event. An overview of the event and the proposals were also uploaded onto 'LBH's' website.
- 3.14. The proposal has also undergone a pre-application with the GLA on the 20th of June 2025 through a virtual meeting. A written response was received from the GLA on the 17th of July 2025.
- 3.15. A Design Review Panel was undertaken with Design South East on 1st July 2025 in person at the Battle of Britain Bunker. The associated report was issued on the 15th of July 2025.
- 3.16. A Designing out Crime virtual meeting was held on 12th September 2025 with officer Robert Palin.
- 3.17. A site visit / walkaround took place on 16th September 2025 with attendance from Vail Williams, 'LBH' Planning and the applicant team.
- 3.18. The MOD Safeguarding team were consulted via email in December 2025 with a formal written response issued on the 17th of December 2025. Their initial assessment, based on a maximum building height of 25 m AGL, confirmed that the proposals would not interfere with radar performance or infringe the Obstacle Limitation Surface. While they noted standard considerations relating to crane use, drainage design, landscaping and aviation noise, no fundamental safeguarding objections were raised. Subject to appropriate conditions at application stage, the MOD indicated they were not significantly concerned about the proposed development. They also confirmed that, given the scale of the development and the proposed building heights, an Aviation Safeguarding Assessment is not required as part of the application.
- 3.19. Following on from the GLA pre-app in which TFL attended, a standalone TFL pre-app took place on the 8th of January 2026. The associated written response was received on the 5th of February 2026.

4 Proposal

- 4.0. The proposals include the demolition of the existing buildings and residential redevelopment to provide 333 homes, including 94 no. 3 & 4 bedroom houses and 239 1-3 bedroom flats.
- 4.1. The development currently proposes a total of 124 parking spaces, including a 1:1 parking ratio for houses through a combination of on-plot and on-street provision, and 0.2 spaces per dwelling for the flats, with 3% of all spaces will be designated as accessible.
- 4.2. Vehicular access will be from St Andrew's Road into Grays Road, with turning heads incorporated to facilitate servicing. Possible additional pedestrian and emergency accesses are being explored.
- 4.3. A strong east-west pedestrian route links the site with the town centre, station, and Dowding Park, with future pedestrian connections to the north and towards the school also being explored, subject to agreements.
- 4.4. The scheme retains approximately 88% of existing trees on-site, with 29 of the 33 trees retained and four proposed for removal. A total of 258 new trees are proposed as part of the landscape strategy.
- 4.5. Private entrances and window frontages are carefully positioned to activate streets and ensure passive surveillance, while back-to-back gardens provide clear separation between public and private spaces and integrate with the surrounding urban grain. The retention of trees along Bader Way preserves the existing green buffer and maintains privacy for the adjacent school.



Figure 10: Proposed Plan

- 4.6. The proposed development has been designed to create a permeable and well-connected place that integrates the site with its wider surroundings. The layout prioritises new pedestrian connections through the site, improving links between the development and the adjacent park to the southeast, and enhancing access to local assets within the surrounding area. Opportunities

have also been considered to improve wider connectivity, including potential links towards the town centre, Masterman Way and the nearby school.

- 4.7. A key element of the proposal is the creation of a strong east–west pedestrian route, conceived as a landscaped ‘green spine’, which forms the primary organising feature of the site. This green spine provides a direct and attractive pedestrian connection to the park and encourages movement through the site. Along the southeastern edge, the landscape strategy is designed to soften the boundary and create a more seamless transition between the development and the park, with enhanced planting and tree coverage reinforcing this relationship.
- 4.8. The proposed massing strategy adopts a transitional approach in response to the varied built form of the surrounding area. Building heights range from three to six storeys, stepping down towards the northern boundary where the site adjoins the predominantly two-storey residential properties at Masterman Place. Lower-rise housing is concentrated along this edge to ensure an appropriate relationship with neighbouring dwellings, while taller elements, including flatted blocks, are primarily located towards the southern part of the site, reflecting the scale of adjacent development.
- 4.9. Landscape and public realm proposals place a strong emphasis on soft landscaping, with planting and tree-lined edges helping to integrate the site within its context. The south-east corner of the site is intended to have a more naturalistic character, reinforcing its relationship with the adjacent park and enhancing biodiversity.
- 4.10. The public realm strategy seeks to create a connected, high-quality environment through a series of shared spaces, including the green spine and smaller urban squares. Private gardens are provided for houses, ensuring a clear distinction between public and private space. The landscape vision also recognises the historical context of the area, with opportunities to incorporate heritage references within the public realm.

5 Pre-Application Engagement

- 5.0. In accordance with paragraphs 40 to 43 of the NPPF, the applicant has undertaken proactive pre-application engagement with both the local planning authority (LPA) and the Greater London Authority (GLA). As recognised in paragraph 40, early engagement can significantly improve the efficiency and effectiveness of the planning process, and the applicant has sought to front-load discussions in order to collaboratively address key planning considerations from the outset.
- 5.1. In line with paragraph 41, the applicant has engaged in multiple rounds of pre-application discussions with the LPA and GLA, helping to inform the design development and ensure the proposal responds positively to the site's opportunities and constraints. The applicant also undertook public consultation, including a community drop-in event and the launch of a dedicated consultation website, to provide local residents and stakeholders with an opportunity to comment on the emerging proposals. Feedback from these activities has helped shape the scheme and address local concerns.
- 5.2. Paragraph 42 of the NPPF emphasises the benefits of resolving key matters – such as infrastructure delivery and affordable housing – at an early stage to avoid delays later in the process. These issues have been discussed in detail through the pre-application process. Overall, the proposals have been informed by robust early engagement with planning authorities and the public, ensuring that the application is well-founded, deliverable, and aligned with local and national planning objectives.
- 5.3. A Statement of Community Engagement has been prepared by the London Borough of Hillingdon in support of this application, summarising the programme of public and stakeholder engagement undertaken to date and the key themes raised through that process. In addition, the Design and Access Statement, prepared by PRP, sets out in more detail how the pre-application engagement has informed and influenced the evolution of the design, ensuring the proposals respond positively to stakeholder feedback and site-specific considerations.

6 National Planning Policy

- 6.0. Section 38(6) of the Planning and Compulsory Purchase Act 2004 requires that, 'or the purpose of any determination to be made under the planning Acts the determination must be made in accordance with the plan unless material considerations indicate otherwise.' In this context the National Planning Policy Framework (NPPF) is a 'material consideration' and relevant policies of the NPPF are considered in this section.
- 6.1. The NPPF was revised in response to the Government's proposed reforms following the election in July 2024 and were adopted on 12 December 2024. The revised NPPF sets out the government's planning policies for England and how these are expected to be applied. This version of the NPPF was slightly amended on 7th February 2025.
- 6.2. The Government has recently opened consultation on a proposed revised NPPF, with the consultation due to conclude in March 2026. This report assesses the currently adopted NPPF only, and it is recommended that the emerging revised policies are reconsidered and the planning position re-evaluated once the updated framework is published following the close of consultation.

Sustainable Development

- 6.3. Paragraph 8 of the NPPF details the three dimensions of sustainable development which are as follows: -
- **An economic objective** – to help build a strong, responsive and competitive economy, by ensuring that sufficient land of the right types is available in the right places and at the right time to support growth, innovation and improved productivity; and by identifying and coordinating the provision of infrastructure;
 - **A social objective** – to support strong, vibrant and healthy communities, by ensuring that a sufficient number and range of homes can be provided to meet the needs of present and future generations; and by fostering a well-designed and safe built environment, with accessible services and open spaces that reflect current and future needs and support communities' health, social and cultural well-being; and
 - **An environmental objective** – to contribute to protecting and enhancing our natural, built and historic environment; including making effective use of land, helping to improve biodiversity, using natural resources prudently, minimising waste and pollution, and mitigating and adapting to climate change, including moving to a low carbon economy.
- 6.4. Paragraph 10 states that at the heart of the NPPF is a presumption "*in favour of sustainable development*".

Delivering a Sufficient Supply of Homes (Paras 66 & 71)

- 6.5. The NPPF requires major residential developments to provide an appropriate mix of affordable housing that reflects identified local needs across a range of tenure types, including Social Rent, affordable rent, and affordable home ownership. It also supports mixed tenure developments, recognising that a blend of ownership and rental products can help create diverse and sustainable communities, assist delivery rates, and respond to different demographic needs.

Promoting Healthy and Safe Communities (Para 96)

- 6.6. Policies and decisions should facilitate the creation of healthy, inclusive, and safe places. This includes designing environments that promote social interaction, provide safe and accessible public spaces, reduce opportunities for crime, and support healthy lifestyles through access to green infrastructure, active travel routes, local services, and spaces that encourage physical activity.

Promoting Sustainable Transport (Paras 109, 116–117)

- 6.7. Transport considerations must be embedded from the earliest stages of design, ensuring that development supports well connected, sustainable, and attractive places. This includes integrating street layouts, parking, and movement patterns into the scheme design; maximising opportunities for walking, cycling, and public transport; and understanding development impacts on transport networks.
- 6.8. Development should only be refused on highway grounds where there would be an unacceptable impact on safety or severe residual cumulative impacts on the road network. Schemes should prioritise pedestrian and cycle movement, facilitate access to high-quality public transport, ensure inclusive access for all, minimise conflict between users, enable efficient servicing, and incorporate provision for electric vehicle charging.

Making Effective Use of Land (Paras 124, 125 & 129)

- 6.9. The NPPF encourages efficient use of land to meet housing and other needs, while ensuring safe and healthy living conditions and protecting the environment. This includes giving substantial weight to the redevelopment of suitable brownfield sites within settlements and supporting remediation of degraded or derelict land.
- 6.10. Efficient land use should reflect identified housing needs, market conditions, infrastructure capacity, opportunities to promote sustainable travel, local character, and the creation of well designed, attractive and healthy places.

Achieving Well Designed Places (Paras 131 & 135)

- 6.11. Good design is central to sustainable development. Policies expect development to create high quality, beautiful, and enduring places supported by clear design expectations and effective engagement.
- 6.12. Schemes should function well over their lifetime, be visually attractive, respond sensitively to local character and landscape, reinforce a strong sense of place, optimise site potential, and provide safe, inclusive environments with high levels of amenity. Developments must also avoid crime and the fear of crime undermining quality of life or community cohesion

Brownfield / Previously Developed Land (NPPF Glossary Definition)

- 6.13. Previously developed land includes land occupied by permanent structures and associated fixed infrastructure, including their curtilage. It excludes agricultural buildings, land restored after minerals or landfill operations, residential gardens, parks, and land where former structures have blended back into the landscape.

7 London Plan

- 7.0. The London Plan is the Mayor of London’s strategic spatial development plan that shapes how London will develop over the long term. The **current London Plan was adopted in March 2021** and provides the overarching policy framework for borough plans and planning decisions across the capital. A **London Plan review is underway**, The GLA published “*Towards a new London Plan*” in May 2025, setting out its strategic vision. This high-level consultation paves the way for a full draft to be released in spring 2026. After an examination in public during 2026–27, adoption is expected in 2027. The new plan will prioritise housing delivery, optimise brownfield land use, streamline policy, and reconsider Green Belt designations.

Design

- 7.1. Policy D3 of the London Plan promotes a design-led approach to optimise site capacity, ensuring that development delivers the most appropriate form and land use for the site, taking into account its context, capacity for growth, and supporting infrastructure. Higher density development is encouraged in areas with good public transport and access to services, while elsewhere, careful incremental densification should be pursued. Proposals should also respond positively to local character, promote active travel, and deliver high standards of safety, amenity, sustainability, and urban greening.
- 7.2. Policy D4 of the London Plan highlights the importance of early and robust design review processes to secure high-quality development. For schemes referable to the Mayor, the policy requires that at least one independent design review is undertaken prior to the submission of a planning application. These reviews should be used proactively to inform, assess, and refine design proposals from the outset.
- 7.3. Policy D5 of the London Plan sets out the requirement for all development proposals to achieve the highest standards of accessible and inclusive design. Developments should respond to the needs of London’s diverse population by creating welcoming, people-focused spaces that promote social interaction and inclusion. Proposals must avoid disabling barriers, ensure independent and dignified access for all users, and incorporate safe emergency evacuation measures, including the provision of at least one fire evacuation lift per core where lifts are installed.
- 7.4. Policy D6 Housing Quality and Standards requires housing developments to deliver high-quality design with functional layouts, adequate room sizes and no differentiation between tenures, while maximising dual-aspect dwellings and only allowing single-aspect homes where they remain well-ventilated, well-daylit, private and avoid overheating. The policy requires sufficient daylight and sunlight for new and existing homes, adequate internal storage to support recycling and waste separation, and compliance with minimum internal and private outdoor space standards, including prescribed room widths, floor areas and ceiling heights set out in the London Plan. Private outside space must also meet minimum size and usability standards, and overall design quality must address the wider qualitative considerations.
- 7.5. Policy D7 Accessible Housing requires residential development to provide inclusive and adaptable homes, with at least 10% of dwellings designed to meet M4(3) wheelchair-user standards and all remaining dwellings meeting M4(2) accessible and adaptable requirements. [Cross ref the DAS](#)
- 7.6. Policy D8 Public Realm requires development plans and proposals to create high-quality, safe, inclusive and well-connected public realm that responds to local character, supports active travel and encourages vibrant, sociable places. The policy emphasises good-quality materials, well-designed lighting, green infrastructure, climate-responsive design, microclimate considerations such as shade and wind, and a balance between the movement and place functions of streets.

Proposals must also remove street clutter, provide seating, drinking water, cycle parking, safe crossings, natural surveillance, and opportunities for informal and formal play, while ensuring on-street parking is not visually dominant and does not obstruct pedestrian routes.

- 7.7. Policy D11 Safety, Security and Resilience to Emergency requires development to incorporate measures that reduce risks from fire, flooding, extreme weather, terrorism and other hazards, with design and planning undertaken in consultation with relevant safety bodies such as the Metropolitan Police 'Design Out Crime' officers and the London Fire Commissioner. Developments should embed resilience at an early stage through fire-safe design, weather-resistant construction, and crime-prevention features aligned with guidance such as Secured by Design, ensuring these measures are integrated sensitively into the built environment.
- 7.8. Policy D12 Fire Safety requires all development proposals to meet the highest standards of fire safety, including providing clear and unobstructed space for fire appliances, suitable evacuation assembly points, features that reduce the risk to life, safe means of escape for all building users, and construction methods that minimise fire spread. Major developments must be supported by a third-party-prepared Fire Statement detailing construction methods, evacuation strategies, fire service access, safety systems and how future modifications will maintain fire protection measures.
- 7.9. Policy D13 Agent of Change places responsibility on new noise-sensitive developments to mitigate the impacts of existing noise- or nuisance-generating uses, ensuring such established activities remain viable without unreasonable restrictions. Developments must incorporate early-stage design measures such as separation, screening, insulation, orientation and layout to minimise noise impacts, and boroughs should refuse proposals that do not demonstrate effective mitigation. The policy also applies in reverse, requiring new noise-generating uses near sensitive receptors to mitigate their own impacts.
- 7.10. Policy D14 requires developments to avoid significant adverse noise effects, applying the Agent of Change principle, and ensuring noise impacts are minimised both within and around new development, including from major noise sources. Proposals must use good acoustic design to improve the sound environment, separate sensitive uses from noise where feasible, and, where separation is not possible, rely on effective mitigation.

Housing

- 7.11. Policy H1 of the London Plan sets out the strategic objective to significantly boost housing supply across London, particularly by optimising the use of brownfield land, public sector sites, and locations with good transport accessibility. It requires boroughs to plan proactively for housing delivery, allocate appropriate sites in their Development Plans, and support intensification in suitable locations, especially those with PTAL ratings of 3–6 or within 800m of a station or town centre.
- 7.12. Policy H4 sets out the Mayor's strategic aim for 50% of all new homes across London to be genuinely affordable. To achieve this, developments on public sector land are required to deliver at least 50% affordable housing. Another measure to meet this aim is the use of grant funding to allow more affordable housing to be provided. Affordable housing should be provided on-site unless exceptional circumstances justify an alternative approach.
- 7.13. Policy H5 Threshold Approach to Applications sets out how major residential schemes must approach affordable housing delivery, establishing initial threshold levels of 35%, or 50% on

public-sector or qualifying industrial land, to access the Fast Track Route. To be fast-tracked, schemes must meet the threshold on-site without subsidy, align with tenure requirements in Policy H6, satisfy other policy obligations, and demonstrate consideration of the strategic 50% target and use of grant funding. Schemes delivering 75% or more affordable housing may also be fast-tracked. Fast Track schemes avoid submitting viability assessments but are subject to early-stage review if progress is not made within two years. Proposals not meeting Fast Track criteria must follow the Viability Tested Route, providing detailed viability evidence and being subject to early, mid-term (for phased schemes), and late-stage viability reviews. All viability assessments must follow the Mayor's SPG and be fully transparent.

- 7.14. Policy H6 Affordable Housing Tenure requires residential schemes to provide a defined mix of affordable housing products: at least 30% low-cost rented homes at London Affordable Rent or Social Rent; at least 30% intermediate homes such as London Living Rent or shared ownership; and the remaining 40% allocated according to local need. To qualify for the Fast Track Route, at least 35% of homes must comply with this mix, although schemes may substitute intermediate units with low-cost rent where the overall threshold is still met. Any affordable provision above 35% has flexible tenure requirements provided it remains genuinely affordable and reflects the need to maximise affordable delivery.
- 7.15. Policy H10 Housing Size Mix requires schemes to provide an appropriate range of unit sizes, informed by robust local evidence of need or, if unavailable, the London Strategic Housing Market Assessment. Decision-makers must consider the need for mixed and inclusive neighbourhoods, the delivery of varied price points, the scheme's tenure mix, surrounding uses, and the site's location, with higher proportions of smaller units often suitable in areas with strong transport links or town centre proximity. The policy also seeks to optimise site capacity, reduce pressure on conversions and subdivisions, and ensure continued provision of family housing, with boroughs expected to provide guidance on affordable unit size needs based on local data, housing register patterns, and the cost and funding implications of delivering larger homes.

Social Infrastructure

- 7.16. Policy S4 (Play and Informal Recreation) requires development proposals likely to be used by children and young people to provide high-quality, accessible opportunities for play and informal recreation. For residential schemes, this includes delivering at least 10sqm of dedicated play space per child, designed to offer stimulating, safe and independently accessible environments that are well-overlooked and integrated into the wider neighbourhood without segregation by tenure. Proposals must also ensure safe and convenient routes to existing play areas, schools and youth facilities, supporting independent mobility for children and young people. Large public realm schemes should incorporate incidental play features, and developments should not result in a net loss of play provision unless no current or future need can be demonstrated.

Heritage

- 7.17. Policy HC1 (Heritage Conservation and Growth) requires development affecting heritage assets or their settings to conserve and, where possible, enhance their significance. Proposals must be sympathetic to the character, appearance and context of the asset, and should manage the cumulative effects of development to avoid incremental harm over time. The policy emphasises the importance of integrating heritage considerations early in the design process, enabling opportunities for enhancement to be identified and ensuring that the asset's significance is respected and maintained throughout the evolution of the scheme.

Green Infrastructure

- 7.18. Policy G5 (Urban Greening) sets out an expectation that major developments incorporate urban greening as a fundamental component of site and building design. This includes delivering high-quality landscaping, tree planting, green roofs and walls, and nature-based sustainable drainage systems. Retained green cover should contribute towards meeting the London Plan's urban greening target score of 0.4 for residential development, with the overall objective of enhancing visual quality, ecological value, climate resilience and urban cooling across new development.
- 7.19. Policy G6 (Biodiversity and Access to Nature) requires development to protect biodiversity and aim for net biodiversity gain. Proposals should be informed by appropriate ecological assessment from the outset and designed to avoid, mitigate or compensate for ecological impacts. The policy encourages schemes that improve access to nature, particularly in areas with identified deficiencies, and supports development that enhances ecological networks and habitat connectivity.
- 7.20. Policy G7 (Trees and Woodlands) emphasises the retention of existing trees of value wherever possible. Where tree removal is unavoidable, replacement planting must reflect the value of the trees lost, using recognised valuation methodologies such as CAVAT or i-Tree. New development should generally include additional tree planting, particularly large-canopied species which deliver the greatest environmental benefits due to their larger leaf area and contribution to cooling, shading, biodiversity and air quality improvement.

Sustainable Infrastructure

- 7.21. Policy SI1 (Air Quality) requires development proposals to avoid worsening existing poor air quality, to prevent the creation of new areas that exceed legal limits, and to ensure that occupants are not exposed to harmful pollution levels. Proposals must, as a minimum, achieve "Air Quality Neutral" performance and should incorporate design-led measures to minimise exposure to pollutants, rather than relying on mitigation added later in the process. Major developments must be supported by an Air Quality Assessment that demonstrates compliance with policy requirements, particularly where sites fall within Air Quality Focus Areas or are likely to be used by vulnerable groups such as children or older people. The policy also requires schemes to reduce emissions during construction and demolition by complying with the Non-Road Mobile Machinery Low Emission Zone and following best-practice guidance. Where emission reductions cannot be fully achieved on-site, off-site measures may be considered acceptable only where they deliver equivalent local air quality benefits.
- 7.22. Policy SI2 (Minimising Greenhouse Gas Emissions) requires all major developments to be net-zero carbon, following London's established energy hierarchy: be lean, be clean, be green, and be seen. Proposals must reduce energy demand through efficiency measures, utilise clean and efficient energy sources, and maximise on-site renewable energy generation. A detailed energy strategy is required to demonstrate how these targets will be met, including achieving at least a 35% reduction in regulated carbon emissions beyond Building Regulations standards, of which a proportion must be delivered through energy efficiency alone. Any residual shortfall must be addressed either through a carbon offset contribution or through agreed off-site measures. Developments should also calculate and minimise unregulated emissions from equipment not captured by Building Regulations, and major schemes referred to the Mayor must submit a Whole Life-Cycle Carbon Assessment to show how emissions have been reduced across the development's lifespan.

- 7.23. Policy SI4 (Managing Heat Risk) requires development to minimise contributions to the urban heat island effect and to reduce the risk of overheating within buildings. Proposals must use design-led approaches, including orientation, shading, appropriate materials and the integration of green infrastructure, to limit heat gain. Major developments must demonstrate in their energy strategy how they reduce reliance on mechanical cooling by following the London Plan cooling hierarchy: limiting heat entering the building, minimising internal heat generation, using passive design measures such as thermal mass and natural ventilation, and only relying on mechanical systems where unavoidable. This ensures buildings are resilient to rising temperatures and climate change.
- 7.24. Policy SI5 (Water Infrastructure) seeks to ensure that developments minimise mains water consumption and safeguard water resources. Residential schemes must meet the optional Building Regulations requirement of 105 litres per person per day, achieved through planning conditions, while commercial development should meet at least BREEAM Excellent performance for water efficiency. Proposals are expected to incorporate smart metering, water-saving technologies, and recycling measures such as greywater or rainwater systems to future-proof supply. The policy also expects local planning frameworks to support timely and sustainable upgrades to water supply infrastructure.
- 7.25. Policy SI6 (Digital Connectivity) requires development to be future-proofed for high-quality digital infrastructure. Proposals must provide sufficient ducting space for full fibre connectivity to all end users, unless an affordable gigabit-capable alternative is made available. Developments must meet expected demand for mobile connectivity generated by occupants and must not negatively impact existing mobile coverage; where interference is unavoidable, mitigation is required.
- 7.26. Policy SI7 (Circular Economy and Waste Reduction) requires referable applications to adopt circular economy principles and aim for net zero-waste outcomes. A Circular Economy Statement must be submitted setting out how demolition and remediation materials will be re-used or recycled, how the design enables materials and components to be disassembled and re-used in the future, and how waste will be minimised through the construction and operational phases. Developments must provide adequate and accessible storage for recycling and re-use and must quantify and plan for the responsible management of any waste generated, in line with the waste hierarchy. Proposals must also explain how performance will be monitored and reported.
- 7.27. Policy SI12 (Flood Risk Management) requires development to minimise and mitigate flood risk, addressing both existing and residual risks. Proposals should, wherever possible, incorporate space for water within site layouts and avoid building too close to watercourses. Development plans and applications must also support delivery of the Thames Estuary 2100 Plan, which sets out long-term flood risk management measures for the region. The policy ensures new development does not increase flood vulnerability and contributes positively to strategic flood resilience.
- 7.28. Policy SI13 (Sustainable Drainage) requires development to manage surface water as close to its source as possible and to aim for greenfield run-off rates. Proposals must prioritise green over grey drainage features, following the London Plan drainage hierarchy, which ranges from rainwater re-use and infiltration to controlled discharge to sewers. Impermeable surfacing should be avoided unless unavoidable—and only where mitigation is demonstrated. Drainage design should deliver multiple benefits, including improved water quality, biodiversity enhancements, urban cooling, recreational value and overall amenity improvements.

Transport

- 7.29. Policy T1 (Strategic Approach to Transport) requires development to support the Mayor's objective for 80% of journeys in London to be made by walking, cycling or public transport by 2041. Proposals should make the most effective use of land by responding to a site's existing and future connectivity, ensuring layouts promote sustainable travel and mitigate any impacts on the transport network.
- 7.30. Policy T2 (Healthy Streets) promotes the Mayor's Healthy Streets Approach, requiring development to prioritise active travel, reduce car dominance, improve safety and minimise environmental impacts. Proposals should enhance the quality and usability of streets and public realm, support shorter and more active trips, and deliver layouts and infrastructure consistent with the ten Healthy Streets Indicators. The overarching aim is to create places where people feel safe, comfortable and encouraged to walk, cycle and use public transport.
- 7.31. Policy T3 (Transport Capacity and Connectivity) requires development to support improvements to the bus network and help ensure it operates efficiently within and around sites. Proposals must safeguard transport infrastructure where required and promote enhancements that increase capacity and connectivity. This includes giving priority to buses and associated infrastructure where it supports the functioning of the wider public transport network.
- 7.32. Policy T4 (Transport Impacts) requires development proposals to reflect and integrate with existing and planned transport capacity and connectivity. Where necessary, Transport Assessments must accompany applications to fully evaluate impacts across pedestrian, cycle, local and strategic transport networks, and should embed Healthy Streets principles. Developments must provide appropriate mitigation – whether through infrastructure upgrades, travel planning, or financial contributions – to address identified impacts. Where increased demand cannot be accommodated through active travel or available public transport capacity, planning permission will only be granted if the necessary infrastructure can be delivered. Proposals must also avoid increasing road danger and should consider cumulative impacts on public transport, road networks and public health.
- 7.33. Policy T5 (Cycling) requires development to remove barriers to cycling and support the creation of a healthy environment that encourages cycling as a convenient everyday mode of transport. This includes contributing to a London-wide network of cycle routes and providing secure, well-located cycle parking in accordance with minimum London Plan standards. Cycle parking must meet London Cycling Design Standards and should accommodate a range of cycle types, including larger and adapted cycles used by disabled people. These measures ensure cycling is accessible, safe and integrated into development design.
- 7.34. Policy T6 (Car Parking) sets out that car parking provision should reflect and support sustainable transport objectives, with levels restricted according to public transport accessibility. In highly accessible locations, car-free development should be the default approach, while elsewhere schemes should adopt a 'car-lite' strategy, providing only the minimum necessary parking. The absence of on-street parking controls is not considered a justification for additional on-site parking, and boroughs are encouraged to introduce such controls where needed to protect local amenity and maintain safe operation of streets. All schemes must still provide appropriate disabled persons parking in accordance with policy requirements.
- 7.35. Policy T6.1 (Residential Parking) sets maximum parking standards for new housing to reduce reliance on private vehicles and support modal shift. Where a site falls within more than one PTAL

category, the lowest parking allowance must be applied. Residential parking should be provided on a leased basis rather than sold outright, and all spaces must include electric vehicle charging infrastructure, with at least 20% of spaces equipped with active charging and the remainder benefiting from passive provision. Car club spaces are encouraged and may substitute private parking where appropriate. Developments must also deliver accessible parking, with 3% of dwellings having disabled bays from the outset and capacity to provide a further 7% as demand arises, with all bays aligned to BS8300 standards and located on accessible routes.

Supplementary Planning Documents

- 7.36. Whilst not part of the development plan, the following documents are also relevant to the consideration of the development proposals:
- 7.37. The London Plan's design-related guidance comprises several London Plan Guidance (LPG) documents that together provide detailed direction on delivering high-quality, context-responsive and well-designed development. The Characterisation and Growth Strategy LPG sets out how boroughs and applicants should undertake character analysis and identify appropriate levels of change across different areas, supporting the implementation of Policies D1 and D9 by ensuring new development responds sensitively to local distinctiveness and townscape context. The Optimising Site Capacity: A Design-Led Approach LPG expands on Policy D3 by requiring applicants to use a design-led approach to determine the optimum development capacity of a site, balancing character, accessibility, residential quality, massing, daylight/sunlight and amenity considerations, and emphasising that optimisation should not be confused with maximisation. The Housing Design Standards LPG provides prescriptive requirements and best-practice expectations for implementing Policy D6, including standards for dual aspect, internal layouts, daylight, private outdoor space, accessibility and overall housing quality across all tenures. Alongside these, the Public London Charter LPG sets principles for ensuring that publicly accessible spaces delivered through development are inclusive, safe, welcoming and well-governed throughout their lifecycle, supporting Policy D8 and reinforcing expectations for high-quality public realm. Finally, the Fire Safety LPG (draft) supports Policy D12 by setting out detailed requirements for the early integration of fire-safe design, including Fire Statements, evacuation strategies, firefighting access and third-party verification, ensuring that fire safety is embedded from the outset of design rather than treated as a technical add-on.
- 7.38. The Housing guidance supports delivery of London's housing objectives, including the implementation of Policies H1–H10. It expands on design standards, tenure requirements, and expectations for delivering high-quality homes across all tenures. The Affordable Housing and Viability Supplementary Planning Guidance (SPG) 2017 covers the GLA's rationale and approach to affordable housing and outlines the threshold approach to viability assessments as well as providing detailed guidance on viability assessments.
- 7.39. Guidance on Social Infrastructure provides clarity on supporting facilities and services needed for growth in line with London Plan Chapters 5 and 6. It encourages integrated approaches to health, education, play and community facilities and supports plan-making and development management in ensuring that infrastructure is delivered alongside new homes.
- 7.40. The Green Infrastructure and Natural Environment guidance supports the implementation of Policies G1–G9 by setting out approaches to urban greening, biodiversity net gain, tree retention, green roofs/walls, and access to nature. It emphasises the use of the Urban Greening Factor, SuDS integration, and ecological enhancements to ensure development contributes positively to London's climate resilience and natural environment.

- 7.41. The Sustainable Infrastructure guidance provides detailed direction for energy, heat risk, water, drainage, waste and circular economy requirements. This includes implementing net-zero-carbon obligations under Policy SI2, preparing Whole Life-Cycle Carbon Assessments, managing overheating risk in line with the cooling hierarchy (SI4), minimising water consumption (SI5), and using SuDS to achieve run-off rates that mimic greenfield conditions (SI13). In addition, the Dust and Emissions SPG offers detailed requirements for managing air quality impacts during construction.
- 7.42. The Transport guidance expands on London Plan transport policies in Chapter 10 and supports implementation of the Healthy Streets Approach. It outlines expectations for walking, cycling and public transport prioritisation, as well as maximum parking standards, EV charging provision and requirements for disabled parking. It also aligns with the London Cycling Design Standards for the design and layout of cycle parking and routes.

8 Hillingdon Local Plan

- 8.0. The Hillingdon Local Plan sets out the planning framework for development across the London Borough of Hillingdon. It currently comprises the Local Plan: Part 1 – Strategic Policies (2012) and the Local Plan: Part 2 – Development Management Policies and Site Allocations (2020). Together, these documents guide decisions on housing, infrastructure, employment, and the environment up to 2026.
- 8.1. The Council is in the process of reviewing and updating the Local Plan, with the Regulation 18 “Call for Views” consultation completed in June 2024 and further consultations expected in 2025–2026. The draft plan consultation is anticipated in October–November 2025. A Proposed Submission (Reg 19) consultation is scheduled for April–May 2026, with the formal submission to the Secretary of State set for August 2026. An Examination is likely between November 2026 and June 2027, with adoption anticipated in June–July 2027. The revised plan will incorporate emerging policy priorities including sustainability, biodiversity, and infrastructure provision aligned with borough needs and London-wide policy direction.
- 8.2. As per Hillingdon’s Local Plan Policies map
- The site is allocated for residential development under policy SA 27 of Hillingdon’s Local Plan Part 2.
 - The site is within an Air Quality Management Area.
 - The site is located within Flood Zone 1.
 - The site is adjacent to allocation SA 28, the town centre, a hotel and office growth location, a green chain link area and the green belt.

Local Plan Part 1: Strategic Policies (November 2012)

- 8.3. Policy H1 establishes the borough’s requirement to meet and exceed its minimum strategic housing target, identifying the need for 6,375 dwellings to be delivered by 2026 through appropriately allocated sites. It emphasises that housing growth should be planned in accordance with other Local Plan policies, with site allocations in Part 2 of the Local Plan guiding where this delivery should occur.
- 8.4. Policy H2 seeks to maximise affordable housing delivery across the borough and requires that developments of 10 or more homes provide an affordable housing mix that reflects local needs, including a strong emphasis on larger family units. It identifies an indicative borough-wide target of 35% affordable housing, with a notional split of 70% social rent and 30% intermediate homes, while recognising the need for flexibility based on viability and local market variation. The policy also confirms that tenure expectations will be agreed in line with the London Plan and in consultation with the Mayor.
- 8.5. Policy BE1 requires all development to contribute positively to the built environment by achieving high-quality design that strengthens local distinctiveness, respects townscape and landscape character, and safeguards the amenity of surrounding properties. Development should create safe, accessible and coherent neighbourhoods with clear, legible routes, high-quality public realm, and spaces that promote biodiversity, physical activity and social interaction. The policy also requires development to incorporate sustainable design measures such as energy efficiency, water management, SuDS, and resource-efficient construction, helping reduce carbon emissions and support long-term environmental resilience.
- 8.6. Policy EM1 sets out a comprehensive approach to climate change mitigation and adaptation, seeking higher-density development in sustainable, well-connected locations and encouraging a

modal shift away from car dependency. The policy promotes the use of decentralised energy, low-carbon design, improved air quality, sustainable remediation techniques such as bioremediation, and full consideration of the water cycle, including flood risk, drainage and water consumption. It also prioritises development on previously developed land and requires measures such as living roofs, sustainable drainage and passive design to reduce overheating and support climate resilience.

- 8.7. Policy EM4 seeks to protect existing trees and landscape features and enhance open spaces through additional planting and improved green infrastructure. It places importance on linking fragmented habitats, supporting biodiversity, and promoting healthier lifestyles through access to well-designed green space, helping contribute to climate mitigation and ecological resilience.
- 8.8. Policy EM6 requires development to be directed away from areas at higher risk of flooding and mandates the use of sustainable drainage systems (SuDS) for all new schemes unless demonstrated to be unviable.
- 8.9. Policy EM8 sets expectations that development must safeguard water quality, maintain air quality—particularly within the borough’s Air Quality Management Area—and ensure noise impacts are appropriately controlled. It encourages measures such as EV charging infrastructure, increased planting and living roofs to improve air quality, and requires contamination risks to be addressed through sustainable remediation strategies. All new development must also incorporate water-efficiency measures, ensuring residential schemes achieve consumption below 105 litres per person per day and, where appropriate, include water recycling systems.
- 8.10. Policy T1 directs development to the most accessible locations in order to minimise pressure on the transport network and requires schemes to prioritise sustainable modes of travel. Development should facilitate walking and cycling, ensure high-quality access by non-car modes, and promote connectivity to local services, helping to reduce reliance on private vehicles and support healthier, more sustainable communities.

Local Plan Part 2: Development Managements Policies (January 2020)

- 8.11. Policy DMH 2 requires residential development to provide an appropriate mix of unit sizes that reflects the borough’s most up-to-date evidence of housing needs.
- 8.12. Policy DMH 7 requires developments of 10 or more homes to maximise on-site affordable housing delivery and sets an expectation that at least 35% of new dwellings should be affordable, subject to viability. The policy applies a tenure split of 70% Social or Affordable Rent and 30% Intermediate homes and requires affordable units to be delivered to the same standards and amenity levels as private homes.
- 8.13. Policy DMHB 1 seeks to ensure that development proposals protect and enhance heritage assets, requiring schemes to sustain or improve their significance, avoid harm unless outweighed by public benefits, and respond positively to local character through appropriate siting, scale, design and materials. The policy also requires that development within the curtilage or setting of heritage assets does not compromise their value, and that opportunities are taken to better reveal significance.
- 8.14. Policy DMHB 2 expects proposals affecting listed buildings to be accompanied by a Heritage Statement demonstrating a clear understanding of the building’s significance and the impacts of development. Permission will not be granted where proposals would harm the setting or significance of a listed building.
- 8.15. Policy DMHB 11 requires all development to achieve the highest standards of design, responding sensitively to local context including scale, massing, plot patterns, streetscape rhythm, topography and views. Proposals must use high-quality materials, maximise internal sustainability,

and protect features of value including heritage assets. Development must safeguard the amenity, daylight and sunlight of neighbouring properties, ensure future redevelopment of adjoining sites is not prejudiced, and provide suitable internal and external waste storage. Landscaping should enhance biodiversity and green infrastructure.

- 8.16. Policy DMHB 12 requires development to integrate well with the surrounding area through accessible, legible, and inclusive public realm design. Schemes should promote clear routes and wayfinding, incorporate high-quality landscaping, facilitate pedestrian and cycle movement, and use robust materials. Public art may be appropriate. Public realm improvements will be sought where development is close to transport hubs or community facilities.
- 8.17. Policy DMHB 14 requires developments to retain or enhance existing trees, landscaping and biodiversity, and provide landscape schemes appropriate to local character. Where ground-level planting is limited, living walls and roofs are encouraged. Applications affecting trees must include accurate surveys and details of protection measures, and any necessary removal must be offset through on-site replanting or contributions to off-site provision.
- 8.18. Policy DMHB 15 requires development to create safe, secure and inclusive environments through the application of Secured by Design principles. Entrances should be visible and accessible, natural surveillance should be maximised, defensible space should be incorporated, clear boundaries between public and private areas should be established, and appropriate lighting and CCTV should be provided where relevant.
- 8.19. Policy DMHB 16 requires all new housing development and residential conversions to provide adequate internal space that meets or exceeds the latest national space standards, ensuring a suitable living environment. Major developments must also include at least 10% of homes that are accessible or easily adaptable for wheelchair users, supporting inclusive design and meeting the needs of residents with mobility impairments.
- 8.20. Policy DMHB 17 requires new residential development to follow the Residential Density Matrix. Schemes must also meet habitable room standards.

Residential Density Matrix:

Location	PTAL	Setting	Dwelling Type		
			Detached and linked houses	Terraced houses and flats	Mostly Flats
			Ave. 3.5 hr/unit	Ave. 3.3 hr/unit	Ave. 3 hr/unit
Uxbridge Town Centre	4 - 6	Central	175 - 385 hr/ha	170 - 792 hr/ha	495 - 1,100 hr/ha
			50 - 110 u/ha	55 - 240 u/ha	165 - 405 u/ha
West Drayton/Hayes Town Centres	3 - 6	Urban	175 - 385 hr/ha	170 - 660 hr/ha	450 - 750 hr/ha
			50 - 110 u/ha	55 - 200 u/ha	150 - 250 u/ha
Other town centres	2 - 3	Suburban /urban	140 - 200 hr/ha	155 - 396 hr/ha	200 - 510 hr/ha
			35 - 65 u/ha	50 - 120 u/ha	80 - 170 u/ha
Residential areas with suburban character within 800m of a town centre*	2 - 3	Suburban /urban	105 - 175 hr/ha	108 - 264 hr/ha	150 - 330 hr/ha
			35 - 50 u/ha	35 - 80 u/ha	50 - 110 u/ha
Other non town centre areas	0 - 2	Suburban /semi rural	105 - 150 hr/ha	105 - 231 hr/ha	105 - 300 hr/ha
			35 - 50 u/ha	35 - 70 u/ha	35 - 100 u/ha

- 8.21. Policy DMHB 18 requires all new residential development and conversions to provide good-quality, usable private outdoor amenity space in line with established standards. Balconies must meet minimum size requirements (a depth of not less than 1.5 metres and a width of not less than 2 metres), and ground-floor non-street-facing units must include defensible space (not less than 3 metres in depth in front of any window to a bedroom or habitable room). Boundary treatments must also be designed to harmonise with the surrounding area.

Private Outdoor Amenity Space Standards:

Dwelling type	No of bedrooms	Minimum amenity space provision (sqm)
Houses	1 bedroom	40
	2 and 3 bedrooms	60
	4 + bedrooms	100
Flats	Studio and 1 bedroom	20
	2 bedrooms	25
	3 + bedrooms	30

- 8.22. Policy DMHB 19 requires major residential developments that will accommodate ten or more children to provide onsite play space for children and young people or otherwise contribute financially to improving local play facilities.
- 8.23. Policy DMEI 1 requires major developments to incorporate living roofs and/or living walls unless robust justification is provided. Where a site falls within an Air Quality Management Area, living roofs/walls must be delivered on-site, with an off-site contribution only accepted where on-site provision is demonstrably inappropriate.
- 8.24. Policy DMEI 2 requires all developments to minimise carbon dioxide emissions in line with London Plan targets, with major schemes needing to submit an energy assessment explaining how reductions will be achieved. Developments that do not take reasonable steps to meet the required carbon savings will be resisted, although where on-site compliance is not possible the Council may accept an off-site financial contribution to address any shortfall.
- 8.25. POLICY DMEI 3 requires major developments to be designed to connect to a Decentralised Energy Network (DEN), with mandatory connection for major schemes within 500 metres of an existing network, unless a feasibility assessment demonstrates this is not viable. Sites located near planned DENs likely to be operational within three years must safeguard future connection and contribute financially.
- 8.26. Policy DMEI 6 requires proposals adjacent to the Green Belt, Metropolitan Open Land, Green Chains, Sites of Importance for Nature Conservation, Nature Reserves, countryside, green spaces or the Blue Ribbon Network to incorporate extensive boundary landscaping so that development is visually integrated and softened within its surrounding natural context.
- 8.27. Policy DMEI 7 requires new development to retain and enhance existing biodiversity features, replacing them on-site with equivalent value where loss is unavoidable, or providing off-site contributions where on-site enhancement is constrained. Proposals affecting ecologically valuable areas must be supported by surveys and ensure a positive contribution to biodiversity. Any proposal causing significant harm that cannot be avoided, mitigated or compensated will normally be refused.
- 8.28. Policy DMEI 10 requires new build developments to include a drainage assessment and incorporate sustainable drainage systems in accordance with the London Plan hierarchy, with major schemes required to achieve greenfield run-off rates for a 1:100-year storm plus climate change allowance. Long-term SuDS maintenance must be secured, and developments must avoid water pollution and, for major schemes, adopt a treatment-train approach. Water efficiency measures, including rainwater and greywater reuse, are required, with new homes limited to 105 litres per person per day, and developments must demonstrate sufficient water and wastewater infrastructure capacity or provide appropriate strategies where constraints exist

- 8.29. Policy DMEI 12 requires proposals on potentially contaminated sites to provide an initial contamination study and demonstrate that the site can be safely remediated for the proposed use. Conditions will secure necessary remediation before development starts, and where harmful contamination is indicated, detailed intrusive investigations and remediation plans are expected prior to approval, with Section 106 obligations used where ongoing or off-site remedial measures are required.
- 8.30. Policy DMEI 14 requires developments to demonstrate reductions in emissions to help meet EU limit values and national air quality objectives, achieving at least “air quality neutral” performance, protecting sensitive receptors from unacceptable pollution impacts, and contributing positively to local air quality improvements, particularly within the Air Quality Management Area.
- 8.31. Policy DMCI 3 requires that development near public open spaces does not harm their amenity, ecological value or functional use, with any potential impacts fully mitigated through the scheme’s design to ensure the continued quality and usability of the open space.
- 8.32. Policy DMCI 4 supports major residential schemes that provide new open space or improve existing open space to meet the needs of future occupants and address identified local deficiencies, having regard to Hillingdon’s recommended open space standards. New open spaces should integrate positively with the wider green network, and in town centres may take the form of civic space instead. Developments that fail to make suitable or appropriately located open space provision, or provide inadequate quality, will be resisted.
- 8.33. Policy DMCI 5 requires major developments to provide play space in accordance with Hillingdon’s child yield calculations and the London Plan SPG on play and recreation, which specifies 10sqm of play space per child and access to equipped playgrounds within 400 metres.
- 8.34. Policy DMCI 7 requires development to demonstrate that sufficient infrastructure will be in place to support it, with most needs addressed through CIL. Planning obligations will be secured to deliver affordable housing, address infrastructure requirements not covered by CIL, and mitigate site-specific impacts made necessary by the proposal. Applications that do not secure the necessary obligations will be refused.
- 8.35. Policy DMT 1 requires developments to meet their transport needs sustainably, ensuring good access by public transport, walking and cycling, safe and inclusive movement within and around the site, and appropriate servicing arrangements, while avoiding significant adverse transport, air quality or noise impacts. Major schemes must submit a Transport Statement and Travel Plan demonstrating how impacts will be mitigated.
- 8.36. Policy DMT 2 requires developments to provide safe and efficient vehicular access meeting Council standards, avoid worsening air quality, noise or safety for road users, and ensure high-quality pedestrian and cycle facilities. Through-traffic should be directed to the strategic road network to minimise local impacts, and suitable mitigation must be provided where developments would otherwise affect road capacity or junction performance.
- 8.37. Policy DMT 5 requires developments to secure safe, direct and inclusive connections for pedestrians and cyclists, including retaining or improving existing routes, delivering a high-quality public realm, providing well-signed and attractive routes separated from traffic where possible, and supplying cycle parking and facilities in line with standards.
- 8.38. Policy DMT 6 requires developments to comply with Hillingdon’s parking standards unless a justified variation demonstrates no harm to street parking, congestion or amenity, or is supported by an approved transport assessment and travel plan. All new car parks must include appropriately located disabled parking spaces in accordance with the Accessible Hillingdon SPD.

Parking Standards:

DWELLINGS WITH CURTILAGE	
2 spaces per dwelling	(a) 1 per 1 or 2 bed unit. (b) 2 per 3 or more bed unit
FLATS	
3 - 4 or more bedrooms - 2 spaces per unit	(a) 1 per studio, 1 or 2 bed unit. (b) 2 per 3 or more bed unit.
1 – 2 bedrooms - 1.5 - 1 spaces per unit	
Studio - 1 space per 2 units	
(a) Proposals must also accommodate visitor's car parking on-site additional to the above (b) Car parks must be allocated to dwellings.	

- 8.39. Policy DMAV 1 supports the continued safe operation of Heathrow Airport and RAF Northolt, with the Council consulting airport operators on proposals within safeguarded areas and refusing development that may pose risks to aircraft safety. The policy also protects Public Safety Zones from increased population and ensures sensitive uses such as housing, schools and hospitals are not located in areas significantly affected by aircraft noise unless suitable mitigation is provided.

Local Plan Part 2: Site Allocations and Designations (January 2020)

- 8.40. The application site is allocated in the Hillingdon Local Plan as Site Allocation SA 27: St Andrew's Park – Annington Homes Site, which supports the redevelopment of this 3.1-hectare parcel for 330 new residential units alongside associated landscaping, car parking, and amenity space provision. At the time of the Local Plan's preparation, the site was identified as a remnant part of the former RAF Uxbridge estate, then under private ownership, and was recognised as available and suitable for development during the plan period.
- 8.41. The supporting policy text highlights the Council's expectation that any development on the SA 27 site should complement the surrounding St Andrew's Park neighbourhood, which has already undergone extensive regeneration. The scheme is therefore expected to demonstrate high-quality design, deliver good connectivity to the surrounding community and Uxbridge town centre, and reflect the evolving urban character of the area.
- 8.42. The site sits within the context of the wider Strategic Allocation SA 28: St Andrew's Park, Uxbridge, which encompasses 46.6 hectares and was granted outline planning permission in 2013 (Ref: 585/APP/2009/2752). That broader allocation provides for a comprehensive mixed-use development comprising:
- 1,340 residential units,
 - 14,000 sqm of office space,
 - a 90-bedroom hotel,
 - education facilities, and
 - associated commercial uses, landscaping, car parking, and open space.
- 8.43. Development across the wider St Andrew's Park site is anticipated to create around 1,160 permanent jobs and function as a significant extension of Uxbridge Town Centre, aligning with Policy E4 of the Local Plan Part 1. Importantly, the wider area includes some heritage and flood risk constraints, but the SA 27 site itself lies within Flood Zone 1, with no relevant planning history

and minimal on-site constraints aside from the potential need for drainage infrastructure and land remediation due to historic use.

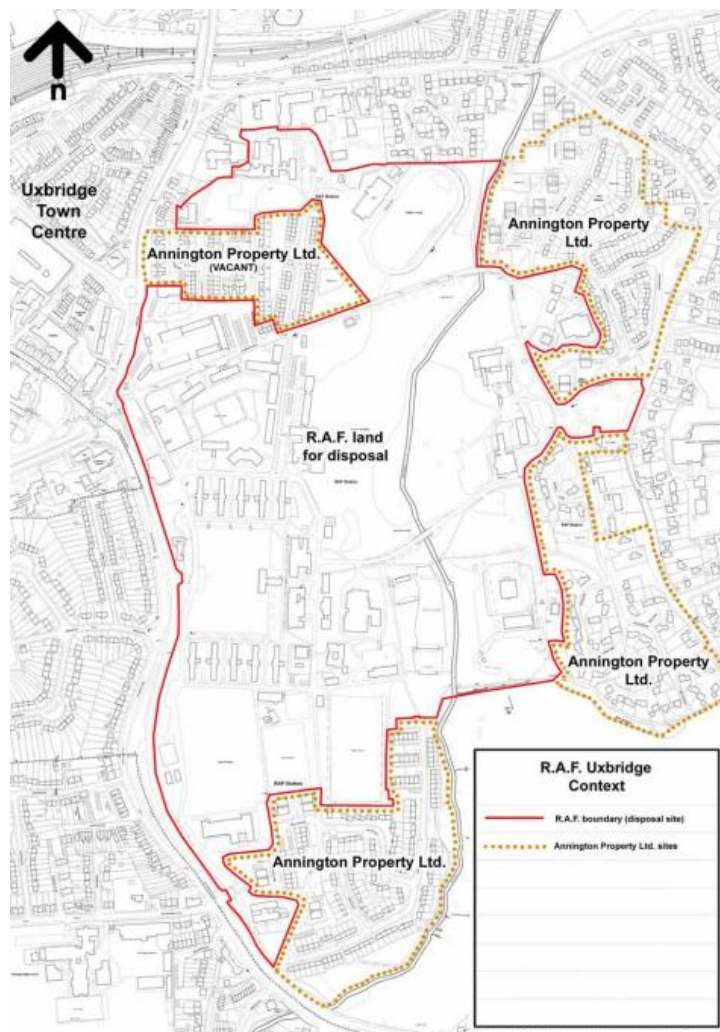
- 8.44. A substantial portion of the redevelopment associated with Policy SA 28 (St Andrew’s Park, Uxbridge) has already been delivered, including the majority of the 1,340 residential units, commercial uses, education facilities, and supporting infrastructure permitted under planning consent Ref: 585/APP/2009/2752. This includes the completed delivery of new homes, a primary school, landscaped public spaces, and elements of commercial and community infrastructure. The proposed development on the SA 27 site represents one of the final phases of the wider regeneration of the former RAF Uxbridge estate, complementing the established character of the surrounding St Andrew’s Park neighbourhood.

Supplementary Planning Documents

- 8.45. **Supplementary Planning Documents (SPDs)** are non-statutory planning documents produced by local planning authorities to add detail to the policies and proposals set out in their Local Plan. They are used to expand on how a specific policy will be implemented in practice or to provide guidance for a particular area or type of development. Whilst not part of the development plan, the following documents are also relevant to the consideration of the development proposals:
- Planning Obligations SPD (July 2014)
 - Accessible Hillingdon SPD (September 2017)
 - RAF Uxbridge SPD (January 2009)
- 8.46. The RAF Uxbridge Supplementary Planning Document (SPD), adopted by Hillingdon Council in January 2009, provides comprehensive guidance for the redevelopment of the former RAF Uxbridge site. It establishes a detailed development framework, calling for a mixed-use extension that honours the site’s military heritage—retaining listed buildings like Hillingdon House and the Battle of Britain Bunker—while introducing new housing (including affordable units), commercial space, arts/cultural venues, and improved green infrastructure. The SPD also specifies requirements for sustainable design (including Code for Sustainable Homes standards, renewable energy systems, and SuDS drainage), biodiversity enhancements, transport connectivity, and public amenities such as schools and community facilities. It is a material consideration in planning decisions and sets out clear urban design principles that align with regional policy and community consultation.
- 8.47. The subject site is referred to in the RAF Uxbridge Supplementary Planning Document (SPD) as the “north-west Annington Property site,” it lies outside the SPD’s red line boundary, as shown in the plan below. Nonetheless, the SPD clearly acknowledges that the land has strategic relevance to the comprehensive redevelopment of RAF Uxbridge and the reintegration of the area into the surrounding urban and suburban fabric.
- 8.48. The SPD identifies the north-west Annington site as a gateway location to Uxbridge Town Centre and recognises it as a potential future area of change. Accordingly, development proposals for RAF Uxbridge are expected to consider the opportunity for a coordinated and integrated approach, particularly with adjoining land owned by Annington Property Limited. The SPD encourages improvements to Annington-controlled land to support a more holistic redevelopment, while also recognising that the existing built form may present design and access constraints that require careful consideration.
- 8.49. The site is included within the Northern Quarter, a character area defined in the SPD as a high-quality, predominantly lower-density residential neighbourhood that reflects the area’s current Green Chain designation. However, due to the site’s proximity to Uxbridge Town Centre and strong public transport accessibility, the SPD notes that higher residential densities may be appropriate for the Annington Property land. A small number of town centre-related uses may

also be acceptable, especially where they support the site’s role as an interface between the town centre extension and residential areas to the north.

- 8.50. The SPD emphasises the importance of ensuring that any future proposals for the Annington site are compatible with the character, scale, and layout of surrounding development. The nature and scale of proposals should reflect the site’s transitional role and building heights should be consistent with nearby development. A key focus is on creating a seamless relationship between the Annington land and the wider RAF Uxbridge redevelopment, particularly in terms of layout, access, land use and public realm design.
- 8.51. The SPD also recognises the transport and movement implications of future development on the Annington land. It highlights the need to minimise impacts on the surrounding road network and to incorporate these considerations into both the site design and the Travel Plan Framework, as well as any future detailed travel plans. The provision of high-quality pedestrian and cycle connections between the Annington site and the wider RAF Uxbridge area is also a priority, ensuring that future residents have improved access to shops, services, and community facilities, and that the Annington land is fully integrated into the overall redevelopment.
- 8.52. In summary, the SPD makes clear that future proposals for the north-west Annington Property site should form part of a coordinated and integrated approach to the wider RAF Uxbridge masterplan. The site represents an important opportunity for residential-led growth but must be brought forward in a way that complements the town centre, supports sustainable movement patterns, and responds sensitively to its local context.



9 Key Considerations

Principle of Development

- 9.0. The principle of redevelopment is firmly supported, as the proposal aligns with the site's allocation for residential use, delivering a quantum of housing consistent with the indicative capacity and providing a unit mix that reflects identified local needs. In accordance with the National Planning Policy Framework, the scheme benefits from the presumption in favour of sustainable development, helping to meet housing demands in a highly accessible urban location. The site constitutes previously developed (brownfield) land and has accommodated long-disused residential dwellings which have stood vacant for decades; the proposal therefore represents an efficient and sustainable use of land, revitalising the site and returning it to active residential use in a manner that optimises its potential and contributes positively to the borough's housing needs.

Housing

- 9.1. The proposed development supports the objectives of London Plan Policy H1 by delivering 333 residential units on a brownfield, public sector site with strong connectivity to Uxbridge station and town centre. The site is allocated for residential-led redevelopment in the borough's Local Plan, and the quantum of housing proposed aligns with the indicative capacity set out in that allocation. Overall, the scheme directly contributes to the borough's housing targets and reflects the overarching goals of Policy H1 by making the best use of land, supporting sustainable transport objectives, and delivering much-needed new homes in a location identified for growth.
- 9.2. The site is public sector land and is therefore subject to the London Plan's requirement for at least 50% affordable housing. The proposed development will deliver 50% affordable housing, fully aligning with this requirement and supporting the Mayor's strategic target to increase the supply of genuinely affordable homes in London. Affordable housing will be provided on-site, consistent with Policy H4(B), which states that off-site or cash-in-lieu contributions should only be considered in exceptional circumstances. No such circumstances apply here.
- 9.3. The 2025 Strategic Housing Market Assessment identifies a substantial and ongoing need for both market and affordable housing in Hillingdon, including a clear unmet need for affordable homes across the Borough. This evidence has directly informed the proposed tenure split and unit mix, with the Affordable Housing Statement setting out in detail how the scheme responds to these identified needs. As outlined in both the Affordable Housing Statement and the Statement of Community Involvement, the tenure and mix have been carefully shaped to reflect local housing priorities. Of the minimum 50% affordable housing proposed, it is intended that around 70% will be delivered as social rent and 30% as intermediate accommodation, in line with Hillingdon's policy direction and the requirements of the London Plan.

Design

- 9.4. The proposed development has been guided by a design-led approach and proposes 333 residential units, which aligns with the site's allocation in the Local Plan. The scheme responds sensitively to its context, with transitional massing that reflects and steps down to match the varying building heights of the surrounding area. The layout incorporates a new east-west pedestrian link that improves connections to the town centre, park, and nearby school, supporting active travel. The development includes clearly defined public and private spaces, active frontages, and generous areas of greening – including a landscaped green spine and planting around car parking – to enhance amenity, biodiversity, and placemaking. High-quality architecture and durable materials are proposed, alongside sustainability features in line with

circular economy principles. Overall, the scheme optimises site capacity while respecting the site's character and meeting the objectives of London Plan Policy D3.

- 9.5. In accordance with London Plan Policy D4, an independent design review was carried out at an early stage. The feedback received was carefully considered and incorporated into the evolving design, which is reflected in the updates made to the scheme. As set out in the Design and Access Statement, the design review process had a significant and positive influence on shaping the final proposals.
- 9.6. The proposed development has been designed in accordance with London Plan Policy D5 principles. Inclusive design considerations have been embedded throughout the scheme, ensuring step-free access, legible and welcoming public spaces, and facilities that support equal use by all. The Design and Access Statement demonstrates how the scheme will enable safe, convenient, and dignified access and evacuation for all users, including the provision of suitably sized fire evacuation lifts.
- 9.7. In summary the scheme, as covered within the Design and Access Statement, complies with the National Design Code and relevant development plan policies.
- 9.8. Neaves Urbanism Prepared a Townscape and Visual Impact Appraisal which confirms that the proposals would sit comfortably within the townscape, with TCA2 (: Residential led 20th Century Mixed Use) assessed as low sensitivity and experiencing a medium magnitude of change resulting in a moderate-to-minor beneficial effect overall. The development's materials, massing and new pedestrian routes would improve permeability and visual interest, reinforcing the established character. Effects on surrounding areas – including LCA1 Dowding Park, TCA1 Early 21st Century Residential and TCA3 Uxbridge Town Centre – range from moderate beneficial to neutral, with no significant adverse townscape impacts. Visual impacts are similarly positive, with the majority of assessed viewpoints showing beneficial change, including major/moderate improvements along St Andrew's Road and further moderate or minor benefits across Dowding Park, Bader Way, Park Road and surrounding residential streets. Only one view – Park Road near The Gardeners Arms – experiences a minor adverse effect, and visibility changes do not undermine key townscape features such as views to St Andrew's Church spire. Overall, the assessment concludes that the proposals would integrate well within their visual context, delivering predominantly beneficial townscape and visual effects with no significant adverse impacts.

Heritage

- 9.9. Although the site does not contain designated heritage assets and lies outside a Conservation Area, nearby assets have been carefully considered. The development ensures that their significance and setting are preserved, with building heights and layout arranged to avoid harm and respect the established character of St Andrew's Park. The resulting scheme supports the broader heritage-informed regeneration of the former RAF Uxbridge area. The site's RAF heritage is incorporated into the design through the means of public realm features such as the proposed heritage trail and more architecturally through consistencies in the existing proposed gable roof lines, projecting bays and vertical slots.
- 9.10. A Historic Environment Desk-Based Assessment has been prepared by Stantec, and its findings confirm that the proposed development would not give rise to harm to the significance of any designated or locally listed heritage assets. The assessment demonstrates that, owing to the Site's topography, existing built context and limited intervisibility with nearby Grade II listed buildings and the Uxbridge Conservation Area, the proposals would not materially affect their settings. While the development would alter the character of the Site itself, this would result in no more than a limited wider setting change and would not diminish the ability to appreciate the identified heritage assets or their historic interrelationships. In relation to below-ground archaeology, the Site is considered to have low to moderate potential for surviving remains, which can be appropriately managed through a standard staged archaeological condition. Overall, the

assessment concludes that the historic environment has been fully considered through a conservation-led design process, and that any potential heritage effects can be satisfactorily mitigated, ensuring compliance with national (NPPF Chapter 16), London (Policy HC1) and local (Policy HE1 and Policy DMHB 1) requirements.

Transport, Parking and Servicing

- 9.11. Stantec have prepared a Transport Assessment which provides a comprehensive review of the existing transport conditions surrounding the site, including assessments of pedestrian and cycling networks, public transport accessibility, the local highway network, parking conditions and personal injury accident data. It also includes an Active Travel Zone and Healthy Streets Review, examining access to key services and the quality of local walking and cycling routes. A revised PTAL assessment and a detailed appraisal of the proposed parking provision are also presented, supported by trip generation and impact assessments to understand the likely transport effects of the development.
- 9.12. Stantec have prepared a Travel Plan which provides a long-term framework for managing travel to and from the site, setting out a coordinated package of measures aimed at promoting sustainable modes of transport and reducing reliance on single-occupancy car use. The report reviews the existing conditions in the vicinity of the site, including the local highway network and the accessibility of the development by walking, cycling and public transport. It sets out a range of measures and initiatives designed to encourage active and sustainable travel – such as walking, cycling, public transport use and car sharing – supported by an action plan detailing how these will be delivered. The Travel Plan also includes monitoring and review arrangements to ensure the strategy remains effective and responsive over time.
- 9.13. The proposed development supports London Plan Policy T2 by delivering a new pedestrian connections, improving access between the site, the town centre, the nearby school, and the park. The design prioritises the safest walking routes and integrates with surrounding pedestrian and cycle networks to enhance connectivity and encourage active travel. Greening has been incorporated throughout, particularly around car parking areas and along a central green spine that focuses around the park end of the site. These measures contribute to a safer, more attractive, and inclusive public realm that aligns with the Healthy Streets principles, as detailed in the Transport Assessment and Design and Access Statement.
- 9.14. The site lies within multiple PTAL areas, with a small portion reaching PTAL 5. In accordance with Table 10.3 of the London Plan, a PTAL 5 designation would typically require the development to be car-free. However, our highways consultant has confirmed that the PTAL 5 area represents only a very small part of the site and in practice functions as PTAL 4. Applying a car-free requirement to the entire development based on this limited area is therefore considered unreasonable.
- 9.15. Moreover, public consultation highlighted strong concerns from local residents about the impact of insufficient parking, with many calling for increased provision. In light of these factors, a car-free scheme is not considered appropriate. Instead, the proposed parking provision is consistent with the maximum standards for Outer London PTAL 4 sites as outlined in Table 10.3 of the London Plan. This approach is considered to strike a fair and balanced response – supporting sustainable travel while addressing site-specific constraints and local community needs.
- 9.16. The site will support 1 space per house units, up to 10% disabled allocation for flats, visitor and car club provision which results in 124 spaces on site, which based on 333 units equates to 0.37 spaces per unit across the site, in line with policy.
- 9.17. In line within London Plan Policy T6 103 parking spaces will be equipped with active electric vehicle charging infrastructure, with passive provision for the remainder. Car club spaces with charging facilities are also included. Disabled persons parking will be provided in line with policy

requirements, with 3% of dwellings having designated spaces from the outset and a further 7% capacity secured for future use.

- 9.18. Stantec have provided a Car Park Management Plan, which sets out the proposed parking management, control measures and monitoring regime for the site. The Plan establishes an appropriate framework to ensure parking is used in accordance with its intended purpose, reflecting anticipated car ownership and travel patterns. The CPMP will remain a “live” document, reviewed and updated by the appointed management company as necessary, with monitoring and enforcement undertaken periodically to address misuse and ensure efficient use of allocated, disabled, visitor and car-club spaces. Measures include vehicle registration checks, enforcement protocols, periodic occupancy surveys (particularly of disabled and EV spaces) and a formal review process during early occupation and at regular intervals thereafter. This flexible approach allows for localised adjustments in response to feedback from residents and stakeholders, ensuring the parking strategy remains effective and supports sustainable travel objectives.
- 9.19. Stantec have also provided a Delivery and Servicing Plan, which outlines the strategy for accommodating delivery and servicing vehicles associated with the development – including expected timings, frequency, vehicle types and operational arrangements – and will be implemented prior to occupation and reviewed regularly to ensure it remains effective. The strategy has been designed to ensure that goods, services, and waste collection can be managed safely, efficiently and in an environmentally responsible manner, thereby adequately addressing delivery and servicing requirements in accordance with Policy DMT 1.
- 9.20. In summary of the technical subject matter expert reports provide a robust basis for the scheme on transport, parking and accessibility grounds.

Energy and Sustainability

- 9.21. An Air Quality Assessment has been undertaken by Stantec which evaluated the effects of the Proposed Development on both human and ecological receptors, including an Air Quality Neutral (AQN) assessment. The key conclusions are:
- Construction Phase:
Dust impacts during construction can be effectively controlled through standard mitigation measures, secured via planning condition and a Construction Environmental Management Plan (CEMP). With these measures, effects are not significant.
 - Operational Phase (Traffic & Human Receptors):
Using robust assumptions, the assessment confirms that national air quality objectives are not exceeded at any human receptor. All operational air quality effects are classified as not significant.
 - Backup Generator:
The scheme includes a diesel backup generator for emergency use only, apart from minimal testing and maintenance. With the flue positioned at roof level of Block D, associated emissions are considered unlikely to lead to significant impacts.
 - Air Quality Neutral Status:
The assessment concludes that the development does not meet Air Quality Neutral (AQN) requirements under London Plan Policy SI1. As a result, additional mitigation is required, specifically to reduce vehicle trip generation and associated emissions.
- 9.22. Urban Green were instructed to carry out an Arboricultural Impact Assessment. The associated Arboricultural Survey confirms the site is covered by TPO 736. The development requires

removing a small number of mainly low value trees, with losses to be mitigated through replacement planting and a strong landscaping scheme. All trees must be checked for protected species prior to works. Protective fencing and ground protection will be required as shown on the Tree Protection Plan, with some supervised excavation and no dig construction needed near Root Protection Areas. An Arboricultural Method Statement will be prepared, and an Arboricultural Consultant will remain involved through design and construction to safeguard retained trees. Urban Green has also prepared a Tree Constraints Plan, Tree Removal Plan, Tree Works Schedule, Tree Protection Plan and Tree Protection Index are appended to the AIA to supplement the discussions within the report.

- 9.23. Mace undertook a Preliminary Ecological Appraisal in the Spring of 2025 which identified no significant ecological constraints but confirmed a series of considerations to be addressed through standard mitigation. The site lies within the Zone of Influence of nearby statutory nature conservation designations, for which consultation with the Local Planning Authority and Natural England is recommended. The appraisal found low risk to protected species: no evidence of badgers, hazel dormice, otters, water voles or great crested newts; moderate potential roosting features for bats requiring dusk emergence surveys; and suitable but limited nesting bird and reptile habitat requiring supervised, sensitive vegetation clearance. Hedgehogs may be present and require precautionary checks. Several invasive plant species were recorded, necessitating specialist removal and biosecurity measures. Recommendations include pre-works checks for reptiles, amphibians, hedgehogs and nesting birds, implementation of a Construction Environmental Management Plan, BS5837-compliant tree protection, specialist invasive-species management, and ecological enhancements such as native planting and bat and bird boxes. Subject to implementing these measures, the development is expected to give rise to no significant residual ecological impacts and can comply with relevant national and local biodiversity policy.
- 9.24. Mace have prepared a Biodiversity Net Gain Assessment which confirms that the proposed redevelopment would result in an overall net loss of -4.97% (-0.54 units) of biodiversity value due to the removal of medium-distinctiveness habitats, including scrub, modified grassland and several trees. While the scheme maximises on-site retention, enhancement and creation of habitats – such as new neutral grassland, mixed scrub, rain gardens, modified grassland and extensive tree planting – these measures are insufficient to offset losses within the constraints of the site. The assessment therefore recommends securing off-site biodiversity units to deliver the required uplift and achieve policy-compliant net gain. The report also emphasises the importance of long-term habitat management, noting that created and enhanced habitats must be maintained for 30 years in accordance with the metric to ensure their condition and biodiversity value are sustained. Mace have also completed the Statutory Biodiversity Metric.
- 9.25. A Circular Economy Statement (CES) has been prepared by Stantec, in accordance with the requirements of the London Plan (Policy SI7) and GLA guidance. The CES outlines how circular economy principles have been embedded into the design of the Development, documenting the design approaches adopted – Including the use of “building in layers” - and setting out commitments to reduce waste and support material re-use throughout the project lifecycle. A cross-disciplinary workshop held on 10 February 2026 informed the strategy, ensuring circular thinking was incorporated from the outset. The CES also confirms that a post-completion report will be produced to compare predicted and actual performance against numerical targets within the Bill of Materials and the Recycling and Waste Reporting form.
- 9.26. A Demolition and Construction Method Statement has been prepared by Stantec and will be implemented to minimise impacts on neighbouring properties and ensure safety throughout the construction period. Measures will include controlled storage and handling of materials, perimeter fencing for public safety, wheel washing and road cleaning to prevent mud on local roads, and dust control procedures to protect local amenity. Noise will be minimised through sensitive working practices and restricted construction and delivery hours. Runoff, silt and waste will be managed in accordance with best practice, alongside measures to safeguard site ecology, water quality, lighting and drainage. Supervision of equipment use, clear signage, onsite security

and appropriate parking arrangements will ensure the safety of workers, visitors and the local community.

- 9.27. PRP were commissioned to undertake a Daylight, Sunlight and Overshadowing Assessment in support of this application, which confirms that the proposed development would deliver good levels of daylight and sunlight to almost all habitable rooms and amenity areas, with 99% of rooms meeting or exceeding BRE daylight and sunlight criteria and only a very small number experiencing minor, canopy-related shortfalls. The overshadowing analysis similarly demonstrates strong compliance, with 95% of assessed amenity spaces receiving the required sunlight on 21 March and only one space falling marginally below the BRE benchmark due to existing proximity constraints. Overall, the assessment concludes that the scheme performs well against BRE guidance and would not give rise to any significant daylight, sunlight or overshadowing impacts. Importantly, the findings demonstrate full alignment with the requirements of the NPPF, London Plan (Policy D6), Hillingdon Local Plan (Policy DMHB 11) and the Hillingdon Planning Guidance SPD, all of which seek good design that secures appropriate levels of daylight, sunlight and residential amenity.
- 9.28. A Drainage Strategy has been developed by Stantec to establish a suitable surface and foul water drainage approach for the 3.2 ha site, confirming discharge at the greenfield rate of 15.6 l/s, a foul flow rate of 10.7 l/s (subject to detailed design), and a requirement for approximately 2,300 m³ of attenuation storage. The strategy incorporates a SuDS-led solution including filter drains, raingardens, underground tanks and porous paving, with gravity discharge assumed pending confirmation of Thames Water sewer locations and invert levels through a Utility Survey. Recommendations include ensuring proposed site levels manage surface water effectively, securing S106 approvals, and submitting details to the LLFA. The drainage design will be refined at detailed stage and will accord with national and local guidance, supported by clearly defined responsibilities for long-term maintenance and management to minimise flood risk and ensure system resilience.
- 9.29. Stantec have prepared an Energy and Sustainability Strategy which sets out a comprehensive approach to delivering a low carbon, climate resilient and environmentally responsible development. The strategy confirms that the scheme will be fully electric, aligning with London Plan Policy SI 2 (Minimising Greenhouse Gas Emissions) and the requirement for low-carbon heat networks under Policy SI 3 (Energy Infrastructure), through the use of heat pumps, fabric-first efficiency measures and renewable energy generation. These measures collectively provide a pathway to achieving a 13% Be Lean and 71% Be Green reduction in emissions, equating to a total 84% carbon reduction, supporting the carbon reduction objectives of Hillingdon Local Plan Part 2 Policy DMEI 2 (Reducing Carbon Emissions). The report also outlines measures to enhance climate change resilience, including improved thermal comfort, sustainable drainage systems and green infrastructure. Water efficiency is to be achieved through 105l/p/d consumption targets and low flow fittings, while overheating has been assessed through dynamic simulation modelling, with passive design measures incorporated and MVHR cooling provided where essential. The strategy also commits to delivering at least 10% biodiversity net gain across the site, as well as an Urban Green Factor of 0.39, alongside measures for responsible construction waste management and recycling. Finally, sustainable transport initiatives – including prioritisation of walking and cycling, good access to public transport, and high-quality cycle storage – will support low carbon travel behaviours and further enhance the overall sustainability of the scheme.
- 9.30. The Energy and Sustainability Strategy is also supported by a detailed Overheating Assessment (chapter 9 of the strategy document), undertaken in line with the London Plan cooling hierarchy. The assessment confirms that passive design measures – including orientation, shading, lower g-value glazing and secure night-time ventilation – significantly reduce overheating risk across the development, with ground-floor bedrooms seeing reductions of up to 74% and west-facing units benefiting from reductions of around 27%.

- 9.31. Chapter 17 of the Energy and Sustainability Strategy, titled 'Water Conservation and Sustainable Drainage', has been prepared in accordance with Hillingdon's local validation requirement for a Water Cycle Strategy.
- 9.32. Stantec have prepared a Fire Statement to satisfy the requirements of the London Plan Policy D12. The report sets out the fire strategy for the proposed development. The Statement details the means of escape for all users, setting out the internal layout, evacuation strategy, and the provisions for disabled occupants. It also identifies the active and passive fire safety measures incorporated into the scheme – such as alarm systems, smoke ventilation, emergency signage and lighting – alongside requirements for ongoing management and maintenance. The report describes the proposed arrangements to ensure safe and efficient access for Fire and Rescue Service personnel, including pumping appliances, fire mains, premises information box and wayfinding signage, and how these features will operate during an emergency. Finally, the Fire Statement demonstrates how the design accounts for potential future modifications to ensure these do not compromise the building's core fire safety provisions.
- 9.33. Stantec were commissioned to undertake a Flood Risk Assessment. The report confirms the site lies entirely within Flood Zone 1, indicating the lowest risk of flooding. The assessment demonstrates that the development is appropriate for the location and will be safe from all identified flood sources, including fluvial, tidal, groundwater, sewer and artificial sources, all of which present a low risk. Surface water risk will be mitigated through a site-wide drainage strategy, raised floor levels where necessary, and incorporation of flood-resilient design. The development will not increase flood risk elsewhere and includes measures to ensure surface water is effectively managed. Overall, the proposals are considered safe, suitable and compliant with national policy.
- 9.34. Stantec have undertaken a Phase 1 Desk Study Contamination Report, which provides a preliminary Ground Model and initial Conceptual Site Model identifying potential contaminant linkages, geotechnical risks and areas requiring further investigation. The assessment concludes that while the site is unlikely to be classified as Contaminated Land under Part 2A, the overall contamination risk for the proposed development is moderate due to previously recorded PAH exceedances and the presence of ACM. A number of geo-environmental and geotechnical risks – including variable Made Ground, potential aggressive ground conditions, clay shrink-swell behaviour, buried obstructions, and uncertainties arising from limited historic data – have been identified as requiring further investigation to confirm the site's risk profile and inform the detailed design and mitigation strategy.
- 9.35. Stantec have prepared a Noise Impact Assessment which evaluates the potential noise and vibration impacts associated with the proposed development. An environmental noise survey was undertaken across the site to establish prevailing noise levels at representative façade locations. The survey identified the dominant noise source to be road traffic on Park Road, with only sporadic contributions from St Andrews Road and Bader Way, alongside occasional passenger aircraft overflights. Based on the measured levels, a computer-aided noise model was developed to calculate noise exposure across the Proposed Development. The assessment confirms that measured vibration levels fall below the threshold for a low probability of adverse comment under BS 6472 and calculated ground borne noise levels are below recommended internal limits. External amenity spaces are also shown to remain within the BS 8233:2014 upper guideline value of 55 dB LAeq,16hr. Atmospheric plant noise emission limits have been set in accordance with recognised guidance and Local Authority expectations, with the assessment indicating a low likelihood of adverse impact. The report therefore provides a robust appraisal of the baseline noise environment, the predicted effects of the scheme and the acoustic mitigation measures necessary to protect future residential amenity.
- 9.36. A Refuse Management Plan has been undertaken by Lionsgate Construction to demonstrate that the proposal incorporates appropriate waste management and servicing arrangements. The report provides a detailed assessment of the waste storage and collection requirements to support this planning application and is specifically tailored to comply with the London Borough of

Hillingdon's Waste Management Guidelines. In line with these requirements, the strategy makes provision for the Council's three-stream collection system (Residual Waste, Dry Mixed Recycling and Food Waste) and ensures that all refuse stores and collection points are located within the maximum acceptable distances for both residents and collection vehicles. Waste and recycling capacities have been calculated in accordance with BS 5906:2005 and Hillingdon's local standards, based on a weekly collection frequency to provide a robust, hygienic and well-managed waste environment. Detailed spatial checks have been undertaken for each residential block to confirm that the proposed refuse stores can safely accommodate the necessary bin volumes while maintaining appropriate circulation and manoeuvrability for users and operatives. To ensure long-term operational efficiency, the plan also sets out the proposed collection strategy and management responsibilities.

- 9.37. Stantec have prepared a Whole Life-Cycle Carbon (WLC) Report, which summarises the full WLC analysis undertaken for Grays Road to demonstrate compliance with the Greater London Authority's planning requirements, specifically Policy SI 1. The assessment evaluates the embodied carbon performance of the development and incorporates the Part L operational energy outputs from the accompanying Energy and Sustainability Statement, also prepared by Stantec. The embodied carbon for the Grays Road development has been assessed using OneClick LCA (RICS Version 2). A summary of the results is presented within the WLC Report. The analysis considers the two main residential typologies – houses and apartment buildings. While both typologies share broadly similar material profiles, variations in scale and quantity lead to differences in embodied carbon contributions, which have been reported accordingly throughout the assessment.

10 Other Considerations

Community Infrastructure Levy (CIL)

- 10.0. The London Borough of Hillingdon adopted its CIL Charging Schedule on 10 July 2014, and it has applied to new developments in the borough since 1 August 2014. As per the 2014 Charging Schedule the rate for Residential Dwelling House (C3) is £95 per sq.m. All CIL payments are indexed from the year the relevant charging schedule was adopted to the year planning permission is granted. The 2026 indexed rate for C3 uses is £160.43 per sq.m.
- 10.1. The Mayoral Community Infrastructure Levy (MCIL1) was introduced in 2012. In February 2019 the Mayor adopted a new charging schedule (MCIL2). MCIL2 rates apply to all planning permissions granted from 1 April 2019. Hillingdon is in MCIL Zone 2 which is subject to the 2019 MCIL2 charging rate of £60 per sq.m. The 2026 indexed rate is £72.73 per sq.m.
- 10.2. The proposal will be providing affordable housing; accordingly, CIL Form 10 will be submitted prior to commencement of the development.

Vacant Building Credit

- 10.3. While the existing building would meet the national criteria for Vacant Building Credit, the applicant is not seeking to apply VBC. The scheme is being brought forward on public land with a commitment to maximise affordable housing delivery.

Fast Track Route

- 10.4. The proposed development will follow the Fast Track Route, as it delivers at least 50% affordable housing on public sector land, meeting the unconditional requirement set out in the London Plan and associated guidance. As the scheme is not dependent on public grant funding to achieve this 50% provision, viability information is not required. Any potential future grant would be used only to enhance or increase the level of affordable housing beyond the policy baseline, rather than to make the 50% offer viable. The application therefore qualifies for Fast Track status and does not trigger the Viability Tested Route.

11 Conclusion

- 11.0. The application proposes the comprehensive redevelopment of a long-disused brownfield site to deliver 333 new homes, in accordance with the site’s allocation in the Hillingdon Local Plan. The scheme provides at least 50% affordable housing, meeting policy requirements and responding directly to identified local needs. Housing delivery – particularly genuinely affordable homes – has been a key priority throughout the development of the proposals, ensuring the scheme makes a meaningful contribution to addressing housing pressures within the Borough.
- 11.1. The proposal carefully balances the provision of car parking, reflecting concerns raised by neighbouring residents during consultation, with a strong commitment to active and sustainable travel. The development incorporates cycle parking, EV charging infrastructure, and disabled parking in line with policy requirements, whilst encouraging sustainable modes given the site’s highly accessible location just outside the town centre boundary and approximately a 10-minute walk from Uxbridge Station, with Metropolitan and Piccadilly line services providing convenient links across London.
- 11.2. The design has evolved through extensive engagement, including multiple pre-application meetings with the Local Planning Authority, the Greater London Authority, Transport for London, the Designing Out Crime Officer, and MoD safeguarding representatives, alongside a Design Review Panel and public consultation event. Feedback received through this collaborative process has directly shaped the scheme now presented, ensuring it responds positively to stakeholder and community priorities.
- 11.3. Consideration has also been given to the neighbouring sites and the wider RAF Uxbridge context. The proposals have been informed by the surrounding built form, relevant planning history, and the site’s relationship with the ongoing regeneration of St Andrew’s Park. Elements of the site’s heritage and existing character have been sensitively reflected within the design, ensuring that the development integrates seamlessly into its setting while supporting the final phases of redevelopment within the wider area.
- 11.4. Overall, the proposals represent a well-considered, mostly policy-compliant, and deliverable scheme that optimises a sustainably located brownfield site, provides much-needed housing – including a significant proportion of affordable homes – and reflects a design approach shaped by comprehensive engagement and local context.
- 11.5. Whilst relevant policy has been outlined and referenced throughout this planning statement, the table below provides a summary of the key policies, their compliance status, and brief accompanying commentary.

Planning Consideration	Hillingdon Policy	London Policy
Location	Allocation SA 27 <ul style="list-style-type: none"> - Comply: The proposals align with the allocation of the site for circa 330 dwellings. Policy DMAV 1: Safe Operation of Airports <ul style="list-style-type: none"> - Comply: MOD Safeguarding were consulted and raised no concerns. 	
Principle of development	Policy H1: Housing Growth	Policy H1: Increasing housing supply

	<ul style="list-style-type: none"> - Comply: The proposal delivers housing closely aligning with the allocation as such contributing to housing growth. <p>Policy DMH 2: Housing Mix</p> <ul style="list-style-type: none"> - Comply: The unit mix is reflective of local housing need. 	<ul style="list-style-type: none"> - Comply: The proposals closely align with the site's allocation and such contribute to the borough's housing supply.
Affordable housing	<p>Policy H2: Affordable Housing, Policy DMH 7 Provision of Affordable Housing:</p> <ul style="list-style-type: none"> - Comply: The proposal delivers 50% affordable housing (with the potential for more, subject to viability) with a proposed 70% social and 30% intermediate split in line with the needs of the borough. 	<p>Policy H4: Delivering affordable housing, Policy H5: Threshold approach to applications, Policy H6: Affordable housing tenure</p> <ul style="list-style-type: none"> - Comply: The proposals will deliver at least 50% affordable housing in line with the requirement for public land. The proposed split of this affordable tenure will be 30% intermediate and 70% social in line with policy and local needs.
General design	<p>Policy BE1: Built Environment, Policy DMHB 11: Design of New Development, Policy DMHB 12: Streets and Public Realm, Policy DMHB 15: Planning for Safer Places</p> <ul style="list-style-type: none"> - Comply: the proposal has been designed to a high-quality standard with regard to local character, heritage, sustainability, public realm, accessibility and secure by design principles. <p>Policy DMHB 16: Housing Standards</p> <ul style="list-style-type: none"> - Comply: The proposals meet internal space standards and provide dwellings for wheelchair users. 	<p>Policy D3: Optimising Site Capacity Through the Design Led Approach</p> <ul style="list-style-type: none"> - Comply: The proposal closely aligns with the allocation for circa 330 dwellings. Its density is appropriate to its location close to the town centre. The design respects local character, sustainability standards, opportunities for greening, safety and security, accessibility and active travel. <p>Policy D6: Housing Quality and Standards</p> <ul style="list-style-type: none"> - Comply: Proposals meet space standards, consider daylight and sunlight, provide adequate storage. <p>Policy D5: Inclusive Design, Policy D7: Accessible Housing</p> <ul style="list-style-type: none"> - Comply: The proposals provide dwellings for wheelchair users and the associated lift facilities. The public realm provides

		<p>opportunities for social interaction.</p> <p>Policy D8: Public realm</p> <ul style="list-style-type: none"> - Comply: The proposals incorporate a high-quality public realm that is well-designed, safe, accessible and inclusive. The public realm provides opportunities for social activities and play. <p>Policy H10: Housing size mix</p> <ul style="list-style-type: none"> - Comply: The unit mix is in line with local needs. <p>Policy HC1: Heritage conservation and growth</p> <ul style="list-style-type: none"> - Comply: Whilst there are no heritage assets on site, the proposals pay homage to the site's RAF heritage. A Heritage report has been submitted alongside this application.
Climate	<p>Policy EM1: Climate Change Adaptation and Mitigation</p> <ul style="list-style-type: none"> - Comply: The proposal has been designed with climate change in mind. Energy, carbon and water considerations have been detailed in the relevant submission documents. <p>Policy EM8: Land, Water, Air and Noise, Policy DMEI 10: Water Management, Efficiency, and Quality</p> <ul style="list-style-type: none"> - Comply: Air quality, contamination and water have been considered and have been detailed in the relevant submission documents. 	-
Amenity	<p>Policy DMHB 18: Private Outdoor Amenity Space</p> <ul style="list-style-type: none"> - Comply: Balconies and gardens have been designed in line with the minimum space standards detailed within the policy. 	
Open space/ play / green	<p>Policy EM4: Open Space and Informal Recreation, Policy DMCI 4: Open Spaces in New Development</p>	<p>Policy S4: Play and informal recreation</p> <ul style="list-style-type: none"> - Comply: The proposals provide play space and areas

	<ul style="list-style-type: none"> - Comply: The site's design, layout and landscaping proposals provide open space and areas for informal recreation as well as being well connected to the adjacent park. <p>Policy DMHB 19: Play Space, Policy DMCI 5: Children's Play Areas</p> <ul style="list-style-type: none"> - Comply: The proposals provide areas for play. 	<p>for informal recreation and is well connected to the adjacent park.</p>
Trees / landscaping / ecology / biodiversity	<p>Policy EM7: Biodiversity and Geological Conservation</p> <ul style="list-style-type: none"> - Comply: The proposals have extensive landscaping proposals to contribute to biodiversity. Whilst it is not possible to achieve BNG net gain on site, the target will be met in a suitable off-site location. <p>Policy DMEI 1: Living Walls and Roofs and on-site Vegetation</p> <ul style="list-style-type: none"> - Part complies: The proposals have extensive landscaping plans with an abundance of on-site vegetation. Living walls and roofs were not considered appropriate. <p>Policy DMEI 6: Development in Green Edge Locations</p> <ul style="list-style-type: none"> - Comply: The landscaping design assimilates the proposals with the adjacent park and green belt. <p>Policy DMEI 7: Biodiversity Protection and Enhancement, Policy DMHB 14: Trees and Landscaping</p> <ul style="list-style-type: none"> - Comply: Efforts have been made to retain as much on-site habitat as possible. The landscape proposals include an abundance of vegetation. Whilst BNG cannot be gained on site, the target will be met at a suitable off-site location. 	<p>Policy G6: Biodiversity and access to nature</p> <ul style="list-style-type: none"> - Comply: Whilst it is not possible to achieve BNG net gain on site, the target will be met in a suitable off-site location. <p>Policy G7: Trees and Woodlands</p> <ul style="list-style-type: none"> - Part complies: Efforts have been made to retain as many on-site trees as possible. The landscape proposals include an abundance of vegetation.
Transport	<p>Policy DMT 1: Managing Transport Impacts, Policy DMT2: Highways Impacts, Policy DMT5: Pedestrians and Cyclists, Policy DMT6: Vehicle Parking</p>	<p>Policy T1: Strategic approach to transport</p> <ul style="list-style-type: none"> - Comply: The site is around a 10-minute walk to the station so it is well connected. The

	<ul style="list-style-type: none"> - Comply: Transport reports will be submitted as part of the main application submission. Alignment has been reached with LBH Planners and Highways Officer on vehicle parking in line with PTAL standards. Cycle and disable parking is also to be provided. Highways surveys have been undertaken. Streets, parking and pavement layout and design are considerate to the safety of drivers, cyclists and pedestrians. 	<p>proposals consider the needs of cyclists and pedestrians.</p> <p>Policy T5: Cycling</p> <ul style="list-style-type: none"> - Comply: Cycling parking is provided in line with standards. <p>Policy T6: Car Parking</p> <ul style="list-style-type: none"> - Part compliance: As per submitted highways reports, it is considered that the site is PTAL 4 as such it is not car free.
Air quality / emissions / carbon / energy	<p>Policy DMEI 2: Reducing Carbon Emissions</p> <ul style="list-style-type: none"> - Comply: The proposal has been designed with carbon in mind. A WLCA has been submitted as part of this application. <p>Policy DMEI 14: Air Quality</p> <ul style="list-style-type: none"> - Comply: The development is expected to be air quality neutral. Air quality will be addressed in detail in a separate submission document as part of the main application. 	<p>Policy SI1: Air Quality</p> <ul style="list-style-type: none"> - The development is expected to be air quality neutral. Air quality has been addressed as submission document as part of this application. <p>Policy SI 2: Minimising greenhouse gas emissions</p> <ul style="list-style-type: none"> - Comply: The proposal has been designed with emissions in mind. Relevant information has been submitted within the Energy and Sustainability report, Air Quality Assessment and WLCA. <p>Policy SI 4: Managing heat risk</p> <ul style="list-style-type: none"> - Comply: The proposal has been designed with overheating in mind. Relevant information has been submitted within the Energy and Sustainability report. <p>Policy SI 7: Reducing waste and supporting the circular economy</p> <ul style="list-style-type: none"> - Comply: The proposal has been designed with circular economy principles in mind. A Circular Economy Statement has been submitted as part of the main application.
Contamination	<p>Policy DMEI 12: Development of Land Affected by Contamination</p>	

	<ul style="list-style-type: none">- Comply: Site investigations are being undertaken. Phase 1 report has been submitted with this application.	
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