

**DELEGATED DECISION**

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

**APPROVAL RECOMMENDED: GENERAL**

Select Option

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

**REFUSAL RECOMMENDED: GENERAL**

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

**RESIDENTIAL DEVELOPMENT**

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

**COMMERCIAL, INDUSTRIAL AND RETAIL DEVELOPMENT**

12. Change of use of retail units on site less than 1 ha or with less than 1000 sq m other than a change involving a loss of A1 uses
13. Refusal of change of use from retail class A1 to any other use
14. Change of use of industrial units on site less than 1 ha or with less than 1000sq.m. of floor space other than to a retail use.

**CERTIFICATE OF LAWFULNESS**

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

**CERTIFICATE OF LAWFULNESS**

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

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

Case Officer

Signature:

Date:

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

Team Manager:

Signature:

Date:

The decision notice for this application can be issued.

Director / Member of Senior Management Team:

Signature:

Date:

NONE OF THE ABOVE DATES SHOULD BE USED IN THE PS2 RETURNS TO THE ODPM

**Item No.**                    **Report of the Head of Planning, Transportation and Regeneration**

**Address**                    1 CHEDDAR WAYE HAYES

**Development:**            Erection of a new attached dwelling, single storey rear extension to both existing and new dwellings and creation of vehicular crossover

**LBH Ref Nos:**            **76544/APP/2022/1451**

**Drawing Nos:**            RA1490/REV A/02  
RA1490/REV A/01  
Location Plan  
Covering letter

**Date Plans received :**    20/05/2022

**Date(s) of Amendment(s):**

**Date Application Valid:** 20/05/2022

## 1. **SUMMARY**

The application seeks planning permission for the erection of a new attached dwelling, single storey rear extension to both existing and new dwellings and creation of vehicular crossover. The application is a revision to application reference 76544/APP/2021/2536. The application fails to satisfactorily address all of the refusal reasons.

## 2. **RECOMMENDATION**

### **REFUSAL for the following reasons:**

#### **1            NON2            Non Standard reason for refusal**

The proposed development, by reason of it siting in this open prominent position, size, scale and bulk, would result in the loss of a substantial proportion of an important gap, characteristic to the area, which would breach the return building line and would be detrimental to the character, appearance of the street scene and the surrounding area. As such the proposal would conflict with Policies DMHB 11, DMHB12 and DMHD 1 of the Hillingdon Local plan - Part Two (2020) Policies D4 and D8 of the London Plan (2021) and the NPPF (2021).

#### **2            NON2            Non Standard reason for refusal**

The applicant has failed to demonstrate a satisfactory policy-led approach to the car and cycle parking provision and layout for both the donor and new dwelling which could be prejudicial to all road users safety, contrary to policy DMT6 of the Hillingdon Local Plan - Part Two (2020) and Policy T5 and T6 London Plan (2021).

#### **3            NON2            Non Standard reason for refusal**

The proposal fails to provide outdoor amenity space of sufficient size and quality commensurate to the size and layout of the existing and proposed units. As such the proposal would provide a substandard form of accommodation for future residents contrary to Policies DMHB 11 and DMHB 18 of the Hillingdon Local Plan: Part Two - Development Management Policies (January 2020).

#### **4            NON2            Non Standard reason for refusal**

Due to the proposed siting of the off street parking bays and direct pedestrian access for the existing dwelling, it is considered this would result in a large area of hardstanding/parking on this frontage, and would not allow sufficient space to mitigate

this impact by way of soft landscaping. The proposal would therefore be detrimental to the visual amenities of the street scene and character and appearance of the wider area, contrary to Policy BE1 of the Hillingdon Local Plan (November 2012); Policies DMHB11, DMHB12 and DMHB14 of the Hillingdon Local Plan - Part Two (2020) and Policies D4 and D8 of the London Plan (2021).

## INFORMATIVES

### 1

In dealing with the application the Council has implemented the requirement in the National Planning Policy Framework to work with the applicant in a positive and proactive way. We have made available detailed advice in the form of our statutory policies, as well as offering a full pre-application advice service. This is a resubmission of a previously refused scheme, where the Officers Report identified issues to be addressed, which were reflected in the reasons for refusal, allowing the opportunity to address those issues within this submission.

## 3. CONSIDERATIONS

### 3.1 Site and Locality

The application property comprises a two storey end terraced dwelling on the corner of Cheddar Way and Bedford Avenue in Hayes. Vehicular access is currently from Bedford Avenue. The area is residential in character.

### 3.2 Proposed Scheme

The application seeks planning permission for the erection of a new attached dwelling, single storey rear extension to both existing and new dwellings and creation of vehicular crossover.

### 3.3 Relevant Planning History

76544/APP/2021/2536 1 Cheddar Way Hayes

Erection of new attached dwelling, single storey rear extensions to both the existing and new dwelling, creation of new vehicular crossover involving removal of existing single storey structure

**Decision:** 26-11-2021 Refused

#### Comment on Planning History

76544/APP/2021/2536 - Erection of new attached dwelling, single storey rear extensions to both the existing and new dwelling, creation of new vehicular crossover involving removal of existing single storey structure was refused for the following reasons:

1. The proposed development, by reason of it siting in this open prominent position, size, scale and bulk, would result in the loss of a substantial proportion of an important gap, characteristic to the area, which would breach the return building line and would be detrimental to the character, appearance of the street scene and the surrounding area. As such the proposal would conflict with Policies DMHB 11, DMHB12 and DMHD 1 of the Hillingdon Local plan - Part Two (2020) Policies D4 and D8 of the London Plan (2021) and the NPPF (2021).

2. The applicant has failed to demonstrate a satisfactory policy-led approach to the car and cycle parking provision and layout for both the donor and new dwelling which could be

prejudicial to all road users safety, contrary to policy DMT6 of the Hillingdon Local Plan - Part Two (2020) and Policy T5 and T6 London Plan (2021).

3.The proposal fails to provide amenity space of sufficient size and quality commensurate to the size and layout of the existing and proposed units. As such the proposal would provide a substandard form of accommodation for future residents contrary to Policies DMHB 11 and DMHB 18 of the Hillingdon Local Plan: Part Two - Development Management Policies (January 2020).

4.Due to the proposed siting of the off street parking bays and direct pedestrian access for the existing dwelling, it is considered this would result in a large area of hardstanding/parking on this frontage, and would not allow sufficient space to mitigate this impact by way of soft landscaping. The proposal would therefore be detrimental to the visual amenities of the street scene and character and appearance of the wider area, contrary to Policy BE1 of the Hillingdon Local Plan (November 2012); Policies DMHB11, DMHB12 and DMHB14 of the Hillingdon Local Plan - Part Two (2020) and Policies D4 and D8 of the London Plan (2021).

5.The proposed dwelling, by reason of its size, design and layout fails to provide a dwelling which meets the requirements of people with disabilities and would therefore give rise to a substandard form of living accommodation to the detriment of the amenity of future occupiers. The proposal is thus contrary to Policy D7 of the London Plan (2016).

6.The proposal fails to provide a single bedroom of sufficient size and would therefore give rise to a substandard form of living accommodation to the detriment of the amenity of future occupiers. The proposal is thus contrary to Policy DMHB 16 of the Hillingdon Local Plan: Part Two - Development Management Policies (2020), Policy D6 and Table 3.1 of the London Plan (2021), the Mayor of London's adopted Supplementary Planning Guidance - Housing (March 2016) and the Technical Housing Standards - Nationally Described Space Standard (March 2015).

#### **4. Advertisement and Site Notice**

**4.1** Advertisement Expiry Date:- Not applicable

**4.2** Site Notice Expiry Date:- Not applicable

#### **5. Comments on Public Consult**

Access -

This proposal which seeks to extend the existing dwelling house No 1, and construct an adjoining dwelling No 1 A has been assessed against London Plan policy D7. There is no requirement for the existing dwelling to comply with the above policy, however, any grant of planning permission should include the following conditions: Prior to the works progressing beyond the damp proof course of the dwelling sited at 1 A, details of step free access via the principal private entrance, and all the other points of entry and exit, shall be submitted to, and approved in writing, by the Local Planning Authority. Such provision shall remain in place for the life of the building. REASON To ensure that an appropriate standard of housing stock, in accordance with the 2021 London Plan policy D7 is achieved and maintained. The dwelling at 1A hereby approved shall accord with the requirements of Policy D7 of the London Plan, and shall not be occupied until certification of compliance with the technical specifications for an M4(2) dwelling, as set out in Approved Document M to the Building Regulations (2010) 2015, has been submitted to, and approved in

writing, by the Local Planning Authority. All such provisions must remain in place for the life of the building. REASON To not only allow the Building Control body to require the development to comply with the optional Building Regulations standards, but to also ensure the appropriate quantity and standard of accessible and adaptable housing is constructed and maintained in accordance with policy D7 of the London Plan.

Highways -

Planning permission is sought for the erection of a new attached two-bedroom dwelling, the application site has a PTAL ranking of 1b indicating access to public transport is poor compared to London as a whole. Planning law requires that applications for planning permission be determined in accordance with the development plan unless material considerations indicate otherwise. The published London Plan 2021 Policy T5 Cycling requires that this development provides 2no. cycle parking spaces. The Highway Authority have reviewed the application note that a cycle store would be provided in the rear garden of the host dwelling - as would refuse storage. However, access to this cycle store and refuse storage by the occupiers of the host dwelling cannot be always assured, now and in the future. This is because the gate to the rear garden opens onto the driveway of the new attached dwelling, collecting or returning a bicycle to the store or hauling refuse for collection on-street would involve crossing somebody else's driveway. Even if the driveway were under the ownership of the occupiers, it would still not be possible to collect/return bicycles or carry refuse because when there are cars parked, there is not enough room to walk past either pushing a bicycle or carrying refuse.

The Highway Authority objects to this proposal because it fails to provide any usable cycle parking for the occupiers of the host dwelling, the development is not therefore in accordance with the published London Plan 2021 Policy T5 Cycling.

## **6. Local Plan Designation and London Plan**

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

Part 1 Policies:

PT1.BE1 (2012) Built Environment

PT1.H1 (2012) Housing Growth

Part 2 Policies:

DMH 2 Housing Mix

DMHB 11 Design of New Development

DMHB 12 Streets and Public Realm

DMHB 14 Trees and Landscaping

DMHB 16 Housing Standards

DMHB 18 Private Outdoor Amenity Space

DMHD 1 Alterations and Extensions to Residential Dwellings

LPP GG2 (2021) Making the best use of land

LPP GG4 (2021) Delivering the homes Londoners needs

LPP H10 (2021) Housing size mix

LPP D1 (2021) London's form, character and capacity for growth

LPP D3 (2021) Optimising site capacity through the design-led approach

LPP D4 (2021) Delivering good design

LPP D5	(2021) Inclusive design
LPP D6	(2021) Housing quality and standards
LPP D7	(2021) Accessible housing
LPP D8	(2021) Public realm
LPP T5	(2021) Cycling
LPP T6	(2021) Car parking
LPP T6.1	(2021) Residential parking
NPPF2	NPPF 2021 - Achieving sustainable development
NPPF5	NPPF 2021 - Delivering a sufficient supply of homes
NPPF11	NPPF 2021 - Making effective use of land
NPPF12	NPPF 2021 - Achieving well-designed places

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

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

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

Material Considerations

The National Planning Policy Framework (NPPF) (2021) is also a material consideration in planning decisions, as well as relevant supplementary planning documents and guidance.

## **7. MAIN PLANNING ISSUES**

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

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

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

Paragraph 5.40 of the Hillingdon Local Plan: Part 2 (2020) states: "For the purposes of this policy, outlook is defined as the visual amenity enjoyed by occupants when looking out of their windows or from their garden. The Council will expect new development

proposals to carefully consider layout and massing in order to ensure development does not result in an increased sense of enclosure and loss of outlook."

Paragraph 5.41 of the Hillingdon Local Plan: Part 2 (2020) states: "The Council will aim to minimise the impact of the loss of daylight and sunlight and unacceptable overshadowing caused by new development on habitable rooms, amenity space and public open space. The Council will also seek to ensure that the design of new development optimises the levels of daylight and sunlight. The Council will expect the impact of the development to be assessed following the methodology set out in the most recent version of the Building Research Establishments (BRE) "Site layout planning for daylight and sunlight: A guide to good practice".

Nos. 1 Cheddar Way is the principal property that must be considered in this case as this is the nearest dwelling to the application site.

The proposed building would not project beyond this property by any harmful degree. Given the separation distance between the rear elevation of the proposed dwelling and No. 39 Bedford Avenue, there would not be any harmful overlooking or overbearing impact on this neighbouring property. All other neighbouring properties would be sited such a distance away that no impact with respect to neighbour amenity is considered to arise.

Given the above considerations, the proposal is not considered contrary to Part B) of Policy DMHB 11 of the Hillingdon Local Plan: Part 2 (2020). Importantly, the impact on near neighbours did not form part of the previous recommendation to refuse. There has been no change in policy or circumstance to warrant a different conclusion on this key issue.

## **7.2 Impact on Street Scene**

The NPPF (2021) notes the importance of achieving design which is appropriate to its context stating that 'Permission should be refused for development of poor design that fails to take the opportunities available for improving the character and quality of an area and the way it functions.'

Policy D3 of the London Plan (2021) requires that development proposals should: Form and enhance local context by delivering buildings and spaces that positively respond to local distinctiveness through their layout, orientation, scale, appearance and shape, with due regard to existing and emerging street hierarchy, building types, forms and proportions.

Policy D4 of the London Plan (2021) states 'Development should have regard to the form, function and structure of an area, place or street and the scale, mass and orientation of surrounding buildings. It should improve an area's visual or physical connection with natural features. In areas of poor or ill-defined character, development should build on the positive elements that can contribute to establish an enhanced character for the future function of the area.'

Policy GG4 of the London Plan (March 2021) seeks to ensure that London's housing needs are met. This objective is reiterated in the Mayor of London's Supplementary Planning Guidance (SPG) on Housing, although it is noted that in achieving housing targets, full account must be given to other policy objectives. Policy H1 of The London Plan (2021) promotes the optimisation of housing output within different types of location. Policy H10 of The London Plan encourages the Council to provide a range of housing

choices in order to take account of the various different groups who require different types of housing. Consideration will also be given to the accessibility of the site to services and amenities.

Policy BE1 of the Hillingdon Local Plan (November 2012) requires that all new development achieves a 'high quality of design in all new buildings, alterations and extensions'.

Policy DMHB 11 of the Hillingdon Local Plan: Part Two - Development Management Policies (2020) states that All development, including extensions, alterations and new buildings will be required to be designed to the highest standards and, incorporate principles of good design including: i) harmonising with the local context by taking into account the surrounding: · scale of development, considering the height, mass and bulk of adjacent structures; · building plot sizes and widths, plot coverage and established street patterns; · building lines and setbacks, rooflines, streetscape rhythm, for example, gaps between structures and other streetscape elements, such as degree of enclosure; architectural composition and quality of detailing; local topography, views both from and to the site; and impact on neighbouring open spaces and their environment. ii) ensuring the use of high quality building materials and finishes; iii) ensuring that the internal design and layout of development maximises sustainability and is adaptable to different activities; iv) protecting features of positive value within and adjacent to the site, including the safeguarding of heritage assets, designated and un-designated, and their settings; and v) landscaping and tree planting to protect and enhance amenity, biodiversity and green infrastructure.

The application property has a large side garden area, which combined with the set back of the properties fronting Bedford Avenue and the large side garden of No. 1 Cheddar Way gives the appearance of significant spaciousness within its plot and makes a positive visual contribution to the appearance of the street scenes. The open space character and visual gaps also help to clearly define the end terraced context of the junction/corner property. The corner plot positioning of the application dwelling is such that it is visually prominent on both street scenes. The adjacent properties on Bedford Avenue to the rear have an established and uniform front building line and the front gardens and the side garden area of the application property results in a sense of spaciousness not only at the road junction but along the road. The proposed dwelling, at a width of some 0.35m narrower than refused scheme, would largely fill this spacious corner plot.

It is acknowledged that the property on the opposite side of Cheddar Way has been substantially extended to the side which has since been converted into a separate dwelling. Whilst the proposal would appear similar in scale to that opposite, the relationship the application has with the return building line differs given the distance is shorter. The proposal would cause material harm to the character of the area. The modest reduction in width of the property proposed by 0.35m is not considered to have materially affected the visual impact of the proposal previously refused.

The proposed development, by reason of it siting in this open prominent position, size, scale and bulk, would result in the loss of a substantial proportion of an important gap, characteristic to the area, which would breach the return building line and would be detrimental to the character, appearance of the street scene and the surrounding area. As such the proposal would conflict with Policies DMHB 11, DMHB12 and DMHD 1 of the Hillingdon Local plan - Part Two (2020) Policies D4 and D8 of the London Plan (2021) and the NPPF (2021).

### **7.3 Traffic Impact/Pedestrian Safety**

See below.

## **7.4 Carparking & Layout**

Policy DMT 2: Highways Impacts states:

Development proposals must ensure that:

- i) safe and efficient vehicular access to the highway network is provided to the Council's standards;
- ii) they do not contribute to the deterioration of air quality, noise or local amenity or safety of all road users and residents;
- iii) safe, secure and convenient access and facilities for cyclists and pedestrian are satisfactorily accommodated in the design of highway and traffic management schemes;
- iv) impacts on local amenity and congestion are minimised by routing through traffic by the most direct means to the strategic road network, avoiding local distributor and access roads; and
- v) there are suitable mitigation measures to address any traffic impacts in terms of capacity and functions of existing and committed roads, including along roads or through junctions which are at capacity.

Policy DMT 6: Vehicle Parking states:

A) Development proposals must comply with the parking standards outlined in Appendix C Table 1 in order to facilitate sustainable development and address issues relating to congestion and amenity.

The Council may agree to vary these requirements when:

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

B) All car parks provided for new development will be required to contain conveniently located reserved spaces for wheelchair users and those with restricted mobility in accordance with the Council's Accessible Hillingdon SPD.

The site has a very poor PTAL rating of 1b, validating the relative isolation of the site from public transport services which gives rise to a higher dependency on the ownership and use of private motor transport.

The Hillingdon Local Plan: Part 2 Development Management Policies (2020) Policy DMT 6: requires that development proposals must comply with the relevant parking standards. For dwellings with curtilage the maximum car parking requirement is 2 spaces per dwelling and 1 cycle/bed (London Plan) which should be secure and sheltered.

The application proposes cycle and bin storage to the rear, accessed from the driveway serving 1A. The occupants of the host dwelling would not achieve independent access to the secure cycle storage and as such, the proposal fails to meet the Council's parking standards in conflict with Policy DMT6.

## **7.5 Urban Design, Access and Security Considerations**

Policy DMHB 16: Housing Standards states:

All housing development should have an adequate provision of internal space in order to provide an appropriate living environment. To achieve this all residential development or conversions should:

meet or exceed the most up to date internal space standards, as set out in Table 5.1. A

two bedroom, 2 storey house for 3 persons would require 70 square metres.

At 84.5 square metres, the proposed dwelling would meet the minimum standards. The internal floorspace has been amended to address the concerns with regard to living environment raised in the previous application. The internal living accommodation is considered to present a satisfactory living environment in accordance with Policy D6 of the London Plan (2021).

Policy DMHB 18: Private Outdoor Amenity Space states:

All new residential development and conversions will be required to provide good quality and useable private outdoor amenity space. Amenity space should be provided in accordance with the standards set out in Table 5.2. Each dwelling is required to provide 60 square metres.

The retained dwelling would provide 43 square metres and the proposed dwelling 49 square metres, both of which fall short of the required standards. The applicant has justified the shortfall as being typical for a terraced dwelling within this area. Whilst it is acknowledged that some of the dwellings on this side of Cheddar Waye have similar sized gardens, this is not justification for such a stark departure from the Council's planning policies. The wider area is typified by terraced houses with larger rear gardens and high quality design is required for new homes in the Borough. The benefit of one home does not outweigh this, particularly given the other issues identified.

## **7.6 Other Issues**

Policy DMHB 14: Trees and Landscaping requires:

- A) All developments will be expected to retain or enhance existing landscaping, trees, biodiversity or other natural features of merit.
- B) Development proposals will be required to provide a landscape scheme that includes hard and soft landscaping appropriate to the character of the area, which supports and enhances biodiversity and amenity particularly in areas deficient in green infrastructure.
- C) Where space for ground level planting is limited, such as high rise buildings, the inclusion of living walls and roofs will be expected where feasible.
- D) Planning applications for proposals that would affect existing trees will be required to provide an accurate tree survey showing the location, height, spread and species of trees. Where the tree survey identifies trees of merit, tree root protection areas and an arboricultural method statement will be required to show how the trees will be protected. Where trees are to be removed, proposals for replanting of new trees on-site must be provided or include contributions to offsite provision.

It is noted however that the entire frontage of the host dwelling would be laid to hardstanding for the parking with the exception of a narrow strip of soft landscaping adjacent to the front wall. Due to the proposed siting of the off street parking bays and direct pedestrian access for the existing dwelling, it is considered this would result in a large area of hardstanding/parking on this frontage, and would not allow sufficient space to mitigate this impact by way of soft landscaping. The applicant justifies this shortfall of soft landscaping as being in keeping with the character. However, the frontage is currently laid to soft landscaping and its entire loss cannot be justified. The proposal would therefore be detrimental to the visual amenities of the street scene and character and appearance of the wider area, contrary to Policy BE1 of the Hillingdon Local Plan (November 2012); Policies DMHB11, DMHB12 and DMHB14 of the Hillingdon Local Plan -

Part Two (2020) and Policies D4 and D8 of the London Plan (2021).

## CIL

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

The CIL liability would be £11,178.73

MCIL - £5,070.55

## 8. Reference Documents

The Local Plan: Part 1 - Strategic Policies (2012)

The Local Plan: Part 2 - Development Management Policies (2020)

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

The West London Waste Plan (2015)

The London Plan (2021)

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